

Committee: Development	Date: 19 th June 2013	Classification: Unrestricted	Agenda Item No: 9.4
Report of: Corporate Director of Development and Renewal		Title: Planning Application and Conservation Area Consent Application for Decision	
Case Officer: Graham Harrington		Ref No: PA/13/00494 + PA/13/00495	
		Ward(s): Spitalfields and Banglatown	

1. APPLICATION DETAILS

Location: 86 Brick Lane, London, E1 6RL

Existing Use: Retail (A1 use) BanglaCity continental supermarket.

Proposal: Demolition of existing building and erection of a part 4 and part 5-storey (plus lower ground floor) building to provide a hotel (5,077sqm) and a ground floor level unit (15sqm) for use as A1 (Shops) or A2 (Financial & professional services)

and

Conservation Area Consent for the demolition of existing supermarket (ref no: PA/13/00495).

Drawing Nos: Site Plan Location (2317-T-00-0001-Z00 Rev 01), Existing Site Plan (2317-T-00-0002-Z00 Rev 01), Existing Demolition Plan (2317-T-00-0003-Z00 Rev 01), Existing Elevation West (2317-T-00-0004-ZWE Rev 01), Existing Elevation South (2317-T-00-0005-ZS0 Rev 01), Existing Elevation East (2317-T-00-0006-ZEA Rev 01), Existing Elevation North (2317-T-00-0007-ZNO Rev 01), Proposed Lower Ground Floor Plan (2317-T-01-0001-ZB1 Rev 02), Proposed Ground Floor Plan (2317-T-01-0002-Z00 Rev 03), Proposed First Floor Plan (2317-T-01-0003-Z01 Rev 02), Proposed Second Floor Plan (2317-T-01-0004-Z02 Rev 02), Proposed Third Floor Plan (2317-T-01-0005-Z03 Rev 02), Proposed Fourth Floor Plan (2317-T-01-0006-Z04 Rev 02), Proposed Roof Plan (2317-T-01-0007-Z05 Rev 02), Proposed Elevation West (2317-T-01-0008-ZWE Rev 02), Proposed Elevation South (2317-T-01-0008-ZWE Rev 01), Proposed Elevation East (2317-T-01-0010-ZEA Rev 02), Proposed Elevation North (2317-T-01-0011-ZNO Rev 02), Proposed Elevation West (2317-T-01-0014-ZWE Rev 02) and Shop Front Detail (2317-T-01-0015-ZWE Rev 02).

Supporting documentation

- Design and Access Statement by EPR Architects (February 2013)
- Planning Statement by GL Hearn (February 2013)
- Historic Environment Assessment by Museum of London Archaeology (February 2013)
- Noise Assessment by SKM (22 February 2013)
- Daylight and Sunlight Report by GIA (26 February 2013, supplemented by letter dated 26 April 2013)
- Transport Statement by SKM (February 2013, supplemented by

letters dated 26 April 2013 and 'Existing Traffic Flows and Revised Trip Rates' notes dated 27 May and 4 June 2013)

- Hotel Travel Plan by SKM (May 2013)
- Existing Utilities Report by Grontmij (February 2013)

Applicant: Endurance Land (Spitalfields) Limited
Owner: Banglatown Business Complex Limited and London Power Networks
Historic Building: No
Conservation Area: Brick Lane and Fournier Street Conservation Area

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

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 Core Strategy (2010), Managing Development Document (2013), associated supplementary planning guidance, the London Plan and associated supplementary planning guidance and the National Planning Policy Framework and has found that:

Planning Permission

- On balance, the wider benefits to the Brick Lane District Centre outweigh the loss of retail floorspace in this instance, and, given this, the scheme accords with the requirements of Core Strategy Policy 01 and Policy DM1 of the Managing Development Document. These policies seek to promote the vitality and viability of the Borough's district centres, including the Brick Lane District Centre.
- The proposed hotel is an appropriate use within this location and accords with the requirements of Policy SP06 (4) of the Council's adopted Core Strategy (2010), Policy DM7 (1) of the Managing Development Document and Policy 4.5 of the London Plan (2011). These policies seek to ensure that new hotel developments are appropriately located within the town centre hierarchy in areas with good access to public transport, with at least 10 per cent of rooms being wheelchair accessible, and not resulting in an overconcentration of hotel uses on the surrounding area, nor compromising the supply of land for new housing.
- The proposed demolition of the existing building would not harm the character or appearance of Brick Lane and Fournier Street Conservation Area or the setting of the nearby Listed Buildings and the design of the proposed replacement building is of sufficiently high quality to preserve and enhance the character and appearance of the Area. The proposal therefore accords with the requirements of policy 7.8 of the London Plan 2011, policy SP10 of the Core Strategy 2010 and policy DM27 of the Managing Development Document (2013), which seek to ensure high quality development that preserves and enhances the character of conservation areas and does not harm the setting and special architectural or historic interest of surrounding Listed Buildings.
- The proposed building incorporates good design principles and takes into account and respects the local character and setting of the development site and its surroundings in terms of scale, height, bulk, design details, materials and external finishes. Subject to a condition requiring the submission of further external material samples, the proposal therefore accords with the requirements of Policy SP10(4) of the Council's adopted Core Strategy (2010), Policy DM24 of the Managing Development Document (2013) and Policy 7.4 of the London Plan (2011).
- The proposed hotel includes adequate means of accessible and inclusive access, in accordance with Policy 7.2 of the London Plan (2011). This policy seek to ensure that development can be used safely, easily and with dignity by all persons regardless of disability, age, gender, ethnicity or economic circumstance.

- Subject to conditions, the proposal would adequately protect both users of the development and neighbouring residents from undue noise disturbance and satisfactorily safeguard daylight and sunlight conditions and privacy. The proposal therefore accords with the requirements of Policy SP10 (4) of the Council's adopted Core Strategy (2010) and Policy DM25 of the Managing Development Document (2013). These policies require development to protect, and where possible improve, the amenity of surrounding existing and future residents and building occupants, as well as protect the amenity of the surrounding public realm.
- Subject to conditions, it is considered that the proposed servicing arrangements for the hotel/retail unit are satisfactory and would not significantly impact on the capacity or safety or the road network, which accords with the requirements of Policy SP09(3) of the Council's adopted Core Strategy (2010) and Policy DM20(2) of the Managing Development DPD (2012).
- Subject to conditions and obligations, transport matters, including the safeguarding of the Crossrail project, pedestrian movement, cycle parking and facilities and travel planning, are acceptable and in line with the requirements of London Plan policies 6.2, 6.9, 6.11 and 6.13, 08 and SP09 of the Core Strategy 2010 and policies DM20 and DM22 of the Managing Development Document (2013), which seek to safeguard railways projects and ensure that developments encourage walking, cycling and use of public transport and manage car parking provision to promote sustainable transport options.
- Subject to condition and a planning obligation, the development, through a series of methods would result in a satisfactory reduction in carbon emissions in accordance with the energy hierarchy within London Plan policies 5.2 and 5.7, policy SP11 of the Core Strategy and policy DM29 of the Managing Development Document (2013), which seek to reduce carbon emissions from developments by using sustainable construction techniques and energy measures.
- Planning obligations have secured the provision of public realm enhancements, training, sustainable transport initiatives, community facilities and public open space in line with Regulation 122 of Community Infrastructure Levy 2010 and policies SP02 and SP13 of the Core Strategy 2010, which seek to secure contributions toward infrastructure and services required to facilitate proposed development.
- The Local Planning Authority has worked with the applicant in a positive and proactive manner by making available and employing a formal pre-application process, including free duty officer advice. The Local Planning Authority has also produced policies and provided written guidance, all of which are available on the Council's website and which has been followed in this instance.

Conservation Area Consent

- The proposed demolition of the existing building would not harm the character or appearance of Brick Lane and Fournier Street Conservation Area or the setting of the nearby Listed Buildings and the design of the proposed replacement building is of sufficiently high quality to preserve and enhance the character and appearance of the Area. The proposal therefore accords with the requirements of policy 7.8 of the London Plan 2011, policy SP10 of the Core Strategy 2010 and policy DM27 of the Managing Development Document (2013), which seek to ensure high quality development that preserves and enhances the character of conservation areas and does not harm the setting and special architectural or historic interest of surrounding Listed Buildings.

3. RECOMMENDATION

3.1 That the Committee resolve to GRANT Planning Permission and Conservation Area Consent subject to:

3.2 The prior completion of a legal agreement to secure the following planning obligations:

Non-financial contributions and obligations

a) Access to employment initiatives for construction through 20% of non-technical total operational jobs to be advertised through the Council's job brokerage service and an introduction to the hotel operator prior to occupation and provide Skillmatch with information on all non-technical hotel vacancies prior to general release.

b) A target of 20% of total value of contracts which procure goods and services are to be to be achieved using firms located within the borough.

c) Provision of apprenticeships during the operational phase

d) The submission and approval of a full Travel Plan and the implementation of an approved Plan.

e) No acceptance of coach party bookings or promotion of group bookings

Financial Contributions

a) **£13,226** towards Employment Initiatives for the construction phase.

b) **£9,193** towards Employment Training initiatives for the operational phase.

c) **£750** towards Sustainable Transport initiatives

d) **£1,091** towards Idea Stores and Library facilities.

e) **£200,000** towards Public Open Space

f) **£14,664** towards Streetscene Improvements

g) **£3,743** towards Leisure facilities

h) **£100,000** towards possible further traffic management/calming measures for Fournier Street

i) **£35,639** as a 'top up' to Crossrail CIL

j) **£7,566** for the 2% monitoring fee.

Total Contribution financial contributions **£385,872**

3.3 That the Corporate Director Development & Renewal is delegated authority to negotiate the legal agreement indicated above.

3.4 That if, within three months of the date of this committee meeting the legal agreement has not been completed, the Corporate Director of Development & Renewal has delegated authority to refuse planning permission

3.5 That the Corporate Director Development & Renewal is delegated power to impose conditions and informatives on the planning permission and Conservation Area Consent to secure the following matters:

3.6 Conditions - Planning

1. Time limit

2. Proposal to be in strict accordance with approved drawings

3. Hotel (C1) - use of guest bedrooms to be limited to maximum 90 day occupancy.

4. Hotel (C1) – no bar/restaurant is to be open to non-hotel guests without prior written approval of LPA.

5. Limit hours of operation of A1/A2 unit (Mon-Sun 8am to 11pm).

6. No roof structures, masts, antennae etc (removal of PD rights).

7. Submission and approval of a Construction Management Plan (to include lorry routes to be used) before development commences.
8. Limit hours of construction (including demolition) to 08.00 to 18.00 (Monday to Friday) and 08.00 to 13.00 (Saturdays).
9. Submission and approval of Service Management Plan for hotel and retail unit (to include permitted servicing times, vehicle sizes and routes and use of banksperson) before development becomes operational.
10. Submission and approval of details of extract/odour abatement equipment (including any ducting) (with any necessary equipment installed and maintained for the life of the use).
11. The new rooftop plant hereby approved and any associated equipment shall be designed to a level of 10db below the lowest measured background noise (LA90, 15 minutes) as measured one metre from the nearest affected window of the nearest affected residential property
 - (i) Before the approved hotel is first brought into use detailed results of a noise survey measuring the operation of the plant working at full capacity and details of any necessary screening shall be submitted to and approved in writing by the LPA (with any necessary screening erected and maintained for the life of the use)
 - (ii) The plant shall not create an audible tonal noise nor cause perceptible vibration to be transmitted through the structure of the building.
12. Submission and approval of a Written Scheme of Investigation with regards to archaeology.
13. Submission and approval of details of biodiversity planting boxes (including plant species) to be submitted to and approved prior to commencement and for approved details to be implemented before the hotel use starts.
14. Submission and approval of full details of external materials and samples - general
15. Submission of additional details for Brick Lane frontage - including window reveals and frames, type of timber and finish of proposed solid wooden gates for delivery bay, shopfronts, brick bond and mortar type and colour.
16. No external lighting of Brick Lane façade above shopfront level
17. Installation and maintenance of ceiling light to light recessed area immediately outside the means of escape exit on the Brick Lane frontage.
18. No development shall be commenced until detailed design and method statements for all ground floor structures, foundations and basements and any other structures below ground (including temporary and permanent piling) have been submitted to and approved by the LPA (Crossrail).
19. Achievement of a BREEAM 'Excellent' rated building (including submission of certificates to demonstrate achievement).
20. Delivery of energy strategy set out in the Environmental Performance Statement and submission of confirmation that the proposed CHP system will supply all parts of the hotel and retail unit uses will be supplied by the CHP in accordance with London Plan policy 5.6.

3.7 Informatives

1. Thames Water (water pressure)
2. Advertisement Consent is required for the proposed non-illuminated sign
3. To be read in conjunction with s.106 Agreement

3.8 Conditions – Conservation Area Consent

1. A scheme setting out the proposed treatment and use of the site following the demolition of the existing building pending the erection of the permitted building shall be submitted to and approved in writing by the LPA prior to any demolition taking place.

3.9 Informatives

1. To be read in conjunction with Planning Permission PA/13/00494.

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

4. PROPOSAL AND LOCATION DETAILS

- 4.1 The proposal (as revised) is for the demolition of the existing part-one/part two-storey supermarket building and the erection of a part-four and part-five storey, plus lower ground floor, building to provide a hotel comprising:
- 189 bedrooms and associated ancillary space (5,053sqm GIA);
 - Small retail unit (A1/A2 use) (15sqm GIA) at ground floor level fronting Brick Lane; and
 - Vehicle delivery bay off of Brick Lane.
- 4.2 The proposed building would be four-storey on the Brick Lane frontage for a depth of about 25m, before stepping up to a five-storey building about 30m back from the frontage. A lower ground floor would sit under the entire building. The proposed plan form is based around four light wells. Two of these would extend from the lower ground floor upwards and two would start at first-floor level and extend upwards. All would be open to the sky and naturally lit. There would also be a small artificially lit well at lower ground level. The proposed bedrooms would be served by two main corridors and be clustered around these light wells and be located at all levels (including the lower ground floor).
- 4.3 The lower ground floor would also accommodate plant, cycle storage, a store, staff room and showers/changing. The ground floor would also accommodate an entrance/lobby area from Brick Lane, reception area, 'breakfast zone', kitchen, bin storage and lift lobby (2 x lifts) and two separate stair cores. A double height space next to Brick Lane would accommodate a delivery bay, electricity sub-station, cycle parking and a small retail unit.
- 4.4 The four-storey part of the building fronting onto Brick Lane (rising to about 13.4m above ground level to cornice level and about 15.3m above ground to the top of a pitched roof) would be organised around a central two-storey arch with solid timber gates that give access to the proposed delivery bay. The proposed bay would be flanked at ground floor by the hotel entrance on one side and a small retail unit on the other. There would also be a fire escape door. The upper floors of the western (Brick Lane) frontage would be organised around seven windows, with the central one being 'blind'. The elevation would be in stock brick work with red gauged arches above window openings. Proposed shopfronts would be in timber and the roof would be in slate. The proposed shallow 1.6m southern elevation on to Brick Lane would also include a shopfront and windows to the upper floors.
- 4.5 The five storey north and south elevations (rising to about 15.3m above ground level) would be in yellow London stock brickwork, with all faces to the light well areas being in white render. The eastern elevation (facing the car parking area for the housing at Nos. 48-62 Princelet Street) would be in yellow London stock brick. Windows would comprise double-glazed aluminium frame units, openable for cleaning purposes. The building would have a flat roof, punctuated by some open and enclosed areas of plant (rising to a maximum of about 18.2m above ground level) and a lift overrun (rising to about 16.95m above ground level).

Site and Surroundings

- 4.6 The application site falls within the Brick Lane District Centre and currently accommodates the BanglaCity continental supermarket and a small travel agents office. The site has an area of 0.125ha. The existing building has a gross internal area of approximately 1,300 sqm. The main building is set back from Brick Lane frontage by approximately 26m and a surface parking area provides car parking for about 13 vehicles. Prior to the existing building being built, the site accommodated the former 19th Century Russian Vapour Baths.
- 4.7 The property lies on the eastern side of Brick Lane immediately adjacent to the eastern entrance to Fournier Street and falls within the Brick Lane and Fournier Street Conservation Area. The buildings to the north of the Brick Lane site-frontage are 4-storey brick faced and

the buildings to the south are 3-storey (with a fourth storey in the attic) brick faced. Many of the Georgian buildings along Fournier Street are Listed Grade II. The two buildings opposite the Brick Lane site-frontage are also listed buildings – the London Jamme Masjid mosque at No. 59 brick lane (Grade II*) and the 4-storey commercial/residential building at No. 57 Brick Lane (Grade II).

- 4.8 The buildings around the northern, eastern and southern boundaries of the site vary in scale and character. The relationship between the site and existing properties is varied and complex, with most immediate surrounding buildings presenting imperforate walls to the site. However, a number of commercial and residential buildings that front Heneage Street, Princelett Street and Brick Lane include windows that overlook the site.
- 4.9 The site is in an area with a Public Transport Accessibility Level (PTAL) accessibility rating of 6b. The site is therefore considered to have an 'excellent' level of accessibility to public transport links. Close by is one network rail station (Liverpool Street) and 3 London underground stations (Algate East, Liverpool Street and Old Street). Also, the site is currently served by eight London bus routes within a 550m radius of the site.

Planning History

- 4.10 PA/11/03145: New planning permission to replace an extant planning permission PA/08/01911 dated 24th of December 2008 for the erection of a four storey (plus two basements) building to provide 101 bedroom hotel ~ (5,588sqm GIA) and ancillary health spa, gymnasium and restaurant at basement levels (1150sqm boutique (19.5sqm GIA); juice bar (14.6 sqm GIA) at ground floor level. Granted 28/03/12. The same financial contributions as were secured in relation to the 2008 permission were secured by way of a s.106 agreement.
- 4.11 PA/11/03157: CAC to replace the extant Consent reference PA/08/1913 dated 24th December 2008 to demolish the existing supermarket prior to development. Granted 28/03/12.
- 4.12 PA/08/1911: Planning permission for the erection of a four storey (plus two basements) building to provide a 101 bedroom hotel (5,588sqm GIA) and ancillary health spa, gymnasium and restaurant at basement levels (1150 sqm), boutique (19.5sqm GLA) and juice bar (14.6sqm GIA) at ground floor level. This was approved on 24/12/2008. This permission was subject to planning conditions and a s.106 agreement that secured the following financial contributions:
- £175,000 towards public realm improvements;
 - £200,000 towards visitor and heritage improvement works (Jamme Masjid Trust); and
 - £25,000 towards employment initiatives.
- 4.13 PA/08/1913: CAC for demolition of existing supermarket prior to redevelopment. This was approved on 24/12/2008.
- 4.14 PA/03/01052. Planning permission for alterations to existing elevations and extension of existing mezzanine to create retail unit at ground and basement levels and offices at mezzanine level. Granted 12/03/04. A legal agreement secured the dedication of a slice of the site along the Brick lane frontage (approx. 14.7sqm) to be dedicated as public highway and for improvements to this land to enable it to become part of the Brick lane footway. This agreement was subject to the permission being implemented. The permission has not been implemented
- 4.15 The scheme that benefits from extant permission that was approved under delegated officer authority was proposed speculatively by the applicant. The applicant now intends to develop the site with a tenant and has undertaken further detailed design to amend the permitted scheme to ensure a deliverable project. The proposed main differences in terms of

floorspace/uses are set out in Table 1 below.

Table 1: Comparison between extant and proposed scheme (as revised)

	Extant Permission	Proposed
Hotel floorspace (sqm) (GIA)	5,588	5,053
Hotel number of bedrooms	101	189
Ancillary spa, gym and restaurant (sqm) (GIA)	1,184	-
Retail (sqm) (GIA)	34	15

4.16 The proposed revised massing would be only marginally taller than the building envelope established by the extant scheme (by about 300mm). The overall footprint of the hotel at upper levels and the height of the southern elevation would be smaller than in the consented scheme as a result of introducing light wells that would divide the building. Essentially, the omission of the previously proposed ancillary uses, smaller bedrooms and more efficient layout enables a greater number of bedrooms within a smaller overall floorspace.

5. POLICY FRAMEWORK

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

5.2 Core Strategy (2010)

SP01	Refocusing on our Town Centres
SP03	Creating Healthy and Liveable Neighbourhoods
SP04	Creating a Green and Blue Grid
SP05	Dealing with Waste
SP06	Delivering Successful Employment Hubs
SP09	Creating Attractive and Safe Streets and Spaces
SP10	Creating Distinct and Durable Places
SP11	Working Towards a Zero-carbon Borough
SP13	Delivering and Implementation

5.3 Managing Development Document (2013).

DM1	Development Within the Town Centre Hierarchy
DM7	Short Stay Accommodation
DM13	Sustainable Drainage
DM14	Managing Waste
DM15	Local Job Creation and Investment
DM20	Supporting a Sustainable Transport Network
DM21	Sustainable Transportation of Freight
DM22	Parking
DM23	Streets and Public Realm
DM24	Place-sensitive Design
DM25	Amenity
DM27	Heritage and the Historic Environment
DM29	Achieving a Zero-carbon Borough and Addressing Climate Change
DM30	Contaminated Land

5.4 Spatial Development Strategy for Greater London (July 2011)

2.10	Central Activities Zone (Strategic Priorities)
2.11	Central Activities Zone (Strategic Functions)
4.2	Offices
4.5	London’s Visitor Infrastructure
5.1	Climate Change Mitigation

5.2	Minimising Carbon Dioxide Emissions
5.3	Sustainable Design and Construction
5.5	Decentralised Energy Networks
5.6	Decentralised Energy in Development Proposals
5.7	Renewable Energy
5.8	Innovative Energy Technologies
5.9	Overheating and Cooling
5.13	Sustainable Drainage
5.15	Water Use and Supplies
5.17	Waste Capacity
5.21	Contaminated Land
6.2	Providing Public Transport Capacity and Safeguarding Land for Transport
6.3	Assessing Effects of Development on Transport Capacity
6.8	Coaches
6.9	Cycling
6.10	Walking
6.12	Road Network Capacity
6.13	Parking
7.1	Building London's Neighbourhoods and Communities
7.2	An Inclusive Environment
7.3	Designing out Crime
7.4	Local Character
7.5	Public Realm
7.6	Architecture
7.8	Heritage Assets and Archaeology
7.9	Heritage-led Regeneration
7.13	Safety, Security and Resilience to Emergency
7.14	Improving Air Quality
7.15	Reducing Noise and Enhancing Soundscapes
8.2	Planning Obligations

5.5 Government Guidance

National Planning Policy Framework (NPPF)

5.6 Supplementary Planning Guidance/Documents

LBTH Planning Obligations SPD (2012)
 LBTH Brick Lane and Fournier Street Conservation Area Character Appraisal and Management Guidelines (2007)
 Mayor of London Use of Planning Obligations in the Funding of Crossrail SPG (2013)
 Accessible Hotels in London (2010)

6. CONSULTATION RESPONSE

- 6.1 The views of officers within the Directorate of Development & Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

Transport and Highways

- 6.2 No objection in principle. However, there are some concerns about the proposed servicing arrangements, the lack of on-site disabled parking and the projection of the building line along Brick Lane. The application provides an opportunity to review the highway issues to ensure the public highway serving the development and broader public is laid out in the best

possible manner, as appropriate in one of Tower Hamlet's most noteworthy streets.

6.3 Detailed comments:

Traffic generation

- Revised trip rates and assessment is a reasonably robust; it is accepted that the proposal would result in a reduction in the number of vehicles generated by the site and travelling along Fournier Street;

Servicing

- Whilst the proposed hotel is larger than previously permitted, it would not include a restaurant and bar and fewer service trips are predicted;
- There would be a clear reduction in vehicle movements, including Light Goods Vehicles and Medium Goods Vehicles and this is welcomed;
- Servicing space is limited both on-street and any on-street loading facility could not be retained for the proposed hotel. The proposed on-site delivery bay is limited in size would not allow for vehicles to enter and exit the site in forward gear on-site. This is a compromise, but in keeping with the extant permission.
- A Servicing Plan should be secured to limit delivery times to avoid pedestrian peaks, limit vehicle size and require the presence of staff when service vehicles reverse off the highway;

Parking

- The car-free proposal is welcomed, although the lack of parking for disabled visitors and lack of coach parking is contrary to policy. This is not ideal, but in keeping with the extant permission;
- Proposed cycle parking is acceptable;

Waste and refuse

- The swept path analysis for a commercial refuse vehicle reversing into the proposed delivery bay shows that it would reverse over the public footway opposite, further compromising pedestrian activities. This is unwelcome, but again in keeping with the extant permission;
- Alternatively, waste and refuse collection could be carried out from the public highway in a manner similar to cafes and restaurants along Brick Lane. This could be agreed by means of a Servicing Plan (although this raises a question over the need for a delivery bay)

Local concerns

- Local people have raised a concern about taxis, which would make up a portion of trips. However, it is recognised that the overall number of vehicle trips is predicted to be reduced;

Highway Improvement Line

- A small wedge-shaped piece of land projects into the path of pedestrians and this is on Highways' Definitive Map for highway widening;
- Highways would have welcomed proposals that would have provided for the formal dedication of a small sliver of land into Public Highway – however, whilst this would have been desirable, it is not essential.

(Officer Comment: These comments are discussed in detail in Section 8 of this report)

Environmental Health

- 6.4 The submitted Noise Assessment does not confirm that hotel bedrooms would meet the "good" design standard as set out in BS8233. Further information required on glazing and ventilation requirements. Potential noise impacts from air conditioning/handling plant need to be satisfactorily addressed. Details required of extract/odour abatement equipment in relation to kitchen. Demolition and construction activities need to reflect the requirements of the Council's Code of Construction Practice.

(Officer Comment: This is discussed in Section 8 below. Planning conditions are recommended to ensure that relevant details are submitted for the approval of LBTH and

that appropriate noise standards are achieved.

Communities, Localities and Culture - Strategy

- 6.5 The following financial contributions are required to mitigate the impacts of the development in accordance with the Council's Planning Obligations SPD: £1,091 towards Idea Stores, Libraries and Archives; £3,743 towards Leisure facilities; £310,544 towards Public Open Space and £14,644 towards Public Realm.

(Officer Comment: The recommended financial contributions towards Idea Stores, Libraries and Archives and Leisure have been agreed, along with a financial contribution towards sustainable transport initiatives. Officers consider that a reduced contribution of £200,000 towards Public Open Space is acceptable in this case, for the reasons set out in Section 8 of this report.

Enterprise and Employment

- 6.6 The developer should be required to:
- Use reasonable endeavours to ensure that 20% of construction phase workforce will be local residents of Tower Hamlets;
 - Benefit local business by ensuring that 20% of goods/services procured during the construction phase should be supplied by businesses in Tower Hamlets (with LBTH assisting by identifying suitable companies through East London Business Place);
 - Commit to provide apprenticeships during the construction phase, an introduction with the hotel operator prior to occupation and provide Skillmatch with information on all non-technical hotel vacancies prior to general release;
 - Financial contribution of £13,226 to support and/or provide training for local people to help them assess jobs during the construction phase; and
 - Financial contribution of £9,193 towards training for local people to help them access permanent jobs.

(Officer Comment: The applicant has agreed to all of these requests, apart from apprenticeships during the construction phase. It is recommended that the agreed items are secured by way of a s.106 agreement).

Energy Efficiency Unit:

- 6.7
- The applicant has submitted additional details to justify the use of separate systems for space heating (ASHP) and hotwater (CHP). Given the small energy loads associated with space heating compared to hotwater, the requirement of the ASHP to provide the cooling requirements, and the CO2 emission reductions exceed policy DM29 requirements (>35%) this approach is considered acceptable in this specific instance only.
 - Appropriate conditions should be attached to any permission secure the delivery of the energy strategy and achievement of BREEAM Excellent rating for the hotel. A condition should also be attached for details of the CHP system to be provided to demonstrate all uses will be supplied by the CHP in accordance with London Plan policy 5.6.

(Officer Comment: It is recommended that delivery of the proposed energy strategy and BREEAM Excellent rating is secured by way of planning conditions).

Waste Policy and Development

- 6.8 No comment.

Conservation and Design Advisory Panel (CADAP)

6.9 CADAP considered the original application proposal together with possible revisions at its meeting on 8 April 2013. It welcomed the omission of south-facing windows that were proposed as part of the consented scheme, the reduced overall floor area and inclusion of a retail unit. It also considered that the proposed massing was generally acceptable. However, CADAP asked that the Brick lane facade be fundamentally re-designed.

6.10 CADAP considered the revised application proposal at its meeting on 13 May 2013. At this meeting Members:

- Agreed that the guest room windows and the blank windows in the middle of the revised Brick Lane façade were all balanced now and the revised design was a huge improvement to the design presented previously;
- Strongly of the view that reducing the depth of the proposed window recess would improve the design appearance and the views of the street for guests, as well as increasing internal space;
- Of the samples presented to it, Members' preference was for the Vande Moortel Nature 7 and some members considered that the proposed red brick heads (brick) provided a good two tone colour contrast;
- Some members were of the view that the windows could benefit from glazing bars; and
- Suggested that both shop fronts should be the same and comprised painted timber.

(Officers comment: All of these suggested further refinements have been raised the applicant and the issues are discussed in Section 8 of this report).

Crime Prevention Officer

6.11 No comments received.

Head of Market Services

6.12 No comments received.

Statutory Consultees

Crossrail Safeguarding/Applications

6.13 If the Council is minded to grant planning permission, conditions should be applied ensuring that works do not commence until details design and method statements have been approved for all ground floor structures, foundations and basements, piling etc.

(Officer Comment: It is recommended that such conditions are attached to any permission).

English Heritage Historic Buildings

6.14 English Heritage objected strongly to the original application. It has since written in to state that it is pleased that the revised scheme accords with its advice and considers that the design of the west (Brick lane) facade in particular now complements the setting of the nearby listed buildings and this part of the Brick lane and Fournier Street Conservation Area. English heritage go on to state that it now believes that the overall approach is now an appropriate one for this sensitive location and is pleased that a satisfactory outcome has been achieved.

(Officers comment: English Heritage's support is noted. Conservation and design matters are discussed in section 8 of the report).

English Heritage- Archaeology

6.15 Based on the submitted Historic Environment Assessment and given the proposed ground

reduction, a planning condition should be attached to any permission. This should secure the implementation of a programme of archaeological work.

(Officer comment: This is discussed in Section 8 of this report. It is recommended that such a condition is attached to any planning permission).

London Fire and Emergency Planning Authority

- 6.16 Following revisions, the proposal satisfactorily addresses previous areas of concern. Some observations on future internal details.

Thames Water

6.17 Waste

- Proposals should incorporate protection measures, such as non-return valves
- Responsibility of applicant to connect to suitable sewer (no objection in principle)
- Petrol/oil interceptors should be fitted
- Fat traps should be added to kitchen areas

Water

- Informative should be added with regards to water pressure
- No impact piling should take place until piling method statement has been approved by LPA (in consultation with Thames Water).

(Officer Comment: It is recommended that an informative be attached to any permission. The recommended condition requiring details of sub surface works in relation to the Crossrail project would also enable the Council to consider potential impacts on water infrastructure, in consultation with Thames Water)

Transport for London

- 6.18 The coach drop-off should be at the hotel. Deliveries should enter and leave the site in forward gear. The Travel Plan passed the ATTrBuTE assessment.

(Officer Comment: Transport issues are addressed in Section 8 of this report)

7. LOCAL REPRESENTATION

- 7.1 As outlined in Section 4, the proposal has been revised and additional information submitted. A total of 199 neighbouring properties within the area shown on the map appended to this report were notified about the original planning and Conservation Area Consent applications and invited to comment. The applications have also been publicised in East End Life and by way of site notices. The planning application was revised in early May 2013 and the above local consultation was repeated and individuals that commented on the proposals as originally submitted were also consulted. Additional transport information was received on 27 May and those individuals and local organisations who had commented on the application (together with TfL) were given 14 days to comment. Any additional comments received will be set out in an update report.

- 7.2 It is not always clear whether comments made by individuals in response to the original applications have been superseded by later comments or whether to two sets of comments should be read together. Given this, representations from individuals are grouped in terms of those made in response to the applications as originally submitted and those made in response to the applications as revised.

Individual Representations on Original Applications

Petition

- 7.3 A petition with 21 signatures has been received in response to the application as originally submitted, stating: "We believe that the scale of the project will place overwhelming demands on inadequate local infrastructure which will have a detrimental effect on the lives of local residents." It goes on to say: "We, the undersigned, wish to express our OBJECTION to the application and request the application is determined by the LBTH planning committee."

Individual representations

- 7.4 No of individual responses: 14 Objecting: 13 Supporting: 0 Commenting: 1

Land Use

- 7.5 Representations:
- There is an over concentration of hotels in the area. The proposed development would provide a large increase in the number of bedrooms that were previously permitted (189 instead of 101). A hotel would bring more people in to a 'saturated zone' and exacerbate problems associated with anti-social behaviour/noise in the Brick Lane area by encouraging more visitors. Licencing hours of any in-house bar should be limited to 11.00pm.
 - Financial contributions should be secured by way of a s.106 to help fund 'pop-up urinals' in the Brick Lane area.
 - People should be discouraged from congregating and smoking outside the entrance – possibly by having a designated smoking area at the rear of the hotel.
 - The proposed accommodation would be poor quality and down market. The previously permitted ancillary businesses (spa, fitness club etc) are no longer being proposed and the proposals would not provide a useful service to the community.
- (**Officer Comment:** Land use is discussed in detail in Section 8 of this report).

Excessive scale/bulk

- 7.6 Representations:
- Proposed height is excessive and insensitive. The fifth storey is out of proportion with surrounding buildings. The proposed buildings would adversely impact views from buildings on the south side of Heneage Street.
- (**Officer Comment:** Design is discussed in detail in Section 8 of this report. The scale of the proposed building is similar to that which was approved in 2008 and 2012).

Brick Lane Elevation

- 7.7 Representations:
- The site terminates the view down Fournier Street and is very important. Inappropriate and poor design. Elevational references to Christ Church are 'kitch'. Use of materials and arches and rondel windows is very poorly conceived and put together. Adverse impact on Brick Lane and Fournier Street Conservation Area and Listed Buildings. Design care and money should be spent on improving the quality and interest of this elevation.
- (**Officer Comment:** The previously proposed facade has been completely revised. Design is discussed in detail in Section 8 of this report)

Archaeology (former Russian Vapour Baths)

- 7.8 Representations:
- The site formerly accommodation the 19th century Baths. Remains should be inspected and if possible conserved and incorporated into a new building.
- (**Officer Comment:** Archaeology is discussed in detail in Section 8 of this report. It is

recommended that a planning condition requires the submission and approval of a Written Scheme of Investigation and that an approved Scheme is carried out)

Traffic, servicing and parking

7.9 Representations:

- Proposal would add to traffic congestion and increase noise and air pollution – during both the construction and operational phases.
- The proposed bigger hotel would need more servicing (deliveries and refuse) with concerns about disturbance early morning and late evening. The likely number of taxi and coach movements has been underestimated by the applicant and would cause disturbance. The Council should carry out an independent assessment.
- Vehicles are likely to access the hotel from western, northern and Central London via Fournier Street – causing particular concerns about increased traffic along this narrow residential street. Some vehicles would be tempted to drive down Fournier Street the wrong way to avoid entering the Brick Lane one-way system. Need traffic calming to mitigate impacts – possibly by way of a locked gate on Fournier Street, similar to others elsewhere in Spitalfields.
- Concern at proposed coach drop-off on Commercial Street would lead to people walking down Fournier Street with luggage (noise and disturbance). Lack of car parking.
- The likely number of service vehicles has been underestimated. Proposed servicing arrangements are unacceptable as they do not allow for vehicles to leave and access the site in forward gear and require the use of the Brick Lane/Fournier Street as a turning area (with vehicles reversing in to the site).
- Concern about use of Fournier Street by large lorries during the construction phase.

(**Officer Comment:** Transport issues are addressed in detail in Section 8 of this report)

Privacy/overlooking

7.10 Revised proposals are probably the best achievable. Concern about loss of privacy for some homes.

(**Officer Comment:** Privacy and Outlook are discussed in detail in Section 8 of this report)

Noise

7.11 Concern about noise from plant (air conditioning etc). Party wall needs to be designed in a way that prevents transmission of noise.

(**Officer Comment:** Noise is considered in detail in Section 8 of this report. It is recommended that a planning condition is imposed on any permission to ensure that noise from proposed plant is acceptable).

Inadequate Consultation

7.12 Inadequate consultation carried out on the proposals.

(**Officer Comment:** Consultation on the applications has included neighbour notification, site notices and press adverts in accordance with statutory requirements and the Council's Statement of Community Involvement – when the applications were first submitted and following the submission of revisions).

Planning Obligations

7.13 Concern at how financial contributions were calculated in relation the previously approved scheme and allocated to the Jamme Masjid Mosque (querying whether it is appropriate for such funding to be used for religious purposes).

(**Officer Comment:** Planning obligations that are considered necessary in relation to the current applications have been identified in accordance with the Council's adopted Planning Obligations SPD)

Individual Representations on applications as revised

Petition

- 7.14 A petition with 16 signatures has been received in response to the application as revised, raising the following objections
- Proposals would have severe impact on residential amenity due to vehicular access from construction vehicles, servicing vehicles and guests arriving by car/taxi;
 - A locked gate should be installed on Fournier Street to stop the street being used as a turning circle for servicing/construction vehicles and as a 'rat run' for taxis and cars
 - The site can only be reached by Fournier Street or by navigating the Brick Lane one-way system. The majority of taxis and cars approaching from Central London will approach by Fournier Street (narrow, single lane, residential street) (navigation aids direct people to the site via Fournier Street)
 - The Council's own refuse trucks drive up Fournier Street the wrong way
 - Reference to Core Strategy and Development Control Plan DEV17)
 - At the moment, circulation routes and traffic calming measures are not sufficient and the development should not go ahead.

Individual representations

- 7.15 No. of individual responses: 2 Objecting 2 Supporting: 0 Commenting: 0

Objection 1

- Large increase in number of hotel bedrooms over what has been allowed previously
- Late night businesses are already having with over capacity and providing the proposed number of bedrooms would make the situation worse
- Poor quality design of the proposed west elevation

Objection 2

- Much improved scheme, but...
- Brick Lane Frontage - Windows should be painted timber, central render lintel should be oak, hotel sign should discreetly located behind the right hand shopfront, extended render parapet breaks the street coping line and should be amended, window arches should be added to the 'blind' window, all brick arches should be rubbed 'buff' bricks (not red). Brick and mortar details will be critical.
- Concern that the proposed timber gates would be open all day. A condition should be imposed to ensure that they are electronically controlled so that they are shut when not in use.
- The proposed 4-storey height would be overbearing when seen from Huguenot Place and should be reduced by one storey.

Local Organisations

Spitalfields Historic Building Trust

- 7.16 The Trust objected to the original scheme on the basis that the site forms the end elevation of probably the most important 18th century street in Tower Hamlets and that the elevation was extremely poorly designed. It has since written in to state that it is generally happy with the revised proposed Brick Lane elevation, but has made the following comments:
- The windows at first, second and third floor level would be such a shape to give the rhythm of sash windows, which is very welcome. However, the Trust request that these actually have timber sash windows installed within these openings with glazing bars either to match the 6 over 6 sash windows on Fournier Street or the 2 over 2 panel Victorian sash windows on adjacent buildings in Brick lane. It seems unsatisfactory to

have created a good elevation to form the end vista of the incredibly important Fournier Street and let it fall down by not going the whole way of giving it correct and suitable window frames;

- The proposed two central blank windows proposed for the second and third floors on the Brick Lane frontage should have proper gauged arches;
- Traditional stone bollards built into jambs on either side of the proposed ground floor service bay would be an attractive detail and also be sensible to avoid damage to the proposed wide doorway; and
- The success of this elevation will depend upon good detailing and high quality materials. A good brick is needed and these need to be laid in a correct brick bond such as Flemish bond in a lime-rich mortar (with pointing being crucial).
- The gauged arches over the proposed openings need to be of good quality and correctly constructed; and
- Well designed shopfronts at ground level are needed.

(Officer Comment: All of these issues have been discussed with the applicant. Design is discussed in detail in Section 8 of this report. It is recommended that the details of external materials including window frames, the type and finish of the proposed solid doors and shopfronts on the for the Brick Lane frontage, together with brick bond and mortar type and colour are reserved by a planning condition).

Spitalfields Community Group

7.17 The Spitalfields Community Group (SCG) objected to the original scheme and made the following comments:

- The proposed Brick Lane elevation is completely unsuitable for such a historically sensitive site. The design should tie in with the adjacent Victorian terrace or comprise a more contemporary solution;
- A fifth storey would be out of character with neighbouring properties (proposed set back from Brick Lane does not make this acceptable);
- Taxi movements underestimated. Lack of taxi drop-off or parking facilities. Proposal would lead to more congestion, noise and air pollution along Brick Lane and neighbouring streets;
- Coach parking on Commercial Street would result in guests trundling luggage down Fournier Street (noise);
- Proposed additional rooms would increase demand for deliveries and collections causing congestion/pollution. There should at least be restrictions on delivery hours;
- Hotel use would exacerbate problems associated with night-time economy in the Brick lane area; and
- The remains of the Russian Vapour Baths lie under the car park – these should be inspected and, if possible, conserved and incorporated into a new building.

7.18 Broad support for the proposal and the regeneration it offers. However, continue to object until clear and supported assessment has been made. The proposed high intensity hotel with a badly located, inaccessible servicing bay would clearly exacerbate problems for residents in Fournier Street (i.e. being used inappropriately as a rat run and/or as a route for circumventing the Brick lane one-way system by driving down it the wrong way illegally and at risk of public safety). Following a site meeting between officers and representatives of the Group, the SDG made the following comments

- The applicant's travel submission is clearly not acceptable. The claim that the proposal would generate just two service trips (made by small vans), no private car trips and only 2 taxi journeys a day is not credible at any level (if it were true the proposed hotel would generate less traffic than a single house on Fournier Street)
- The submitted information does not accord with that provided for similar scale hotel in Folgate Street (where it was predicted that 20% of journeys would be by taxi). This proposal is for a 'city crowd' and this figure is likely to be higher

- The Council should obtain credible trip generation information to inform decision making;
(**Officer comment:** officers had in fact sought clarification on trip generation rates before this comment was made and this is discussed in detail in Section 8 of this report).
- The SDG is frustrated by the apparent subjective and entirely arbitrary officer opinions and request that decision making is based on evidence;
- Commonly used trip generators that the majority of journeys to and from the proposed development from Central, West and North London would arrive by Fournier Street (a narrow, single file, residential street);
- Vehicles, including Council vehicles, commonly drive down Fournier Street the wrong way
- SCG's preference is for Fournier Street to be stopped-up with a gate and for traffic to be diverted via Fashion Street – a wider, largely unused street lined with commercial premises that would benefit from increased circulation. If this is not possible, it is open to discussion on other potential traffic calming measures
- Weight restrictions, a temporary period of CCTV surveillance are not enforceable and quite unsatisfactory
(**Officer comment:** existing traffic movements and the potential use of Fournier Street by traffic accessing the proposed development is discussed in detail in Section 8 of this report)
- Concern that Fournier Street would be used as a turning circle in order to access the proposed delivery bay
- Concern that service vehicles should be able to enter and leave the proposed service bay in forward gear (a point made by TfL)
- The applicant's proposal to ensure that deliveries would be made in 'off-peak' periods suggests that no attention is being paid to residential amenity
(**Officer comment:** servicing is discussed in detail in Section 8 of this report)

8. MATERIAL PLANNING CONSIDERATIONS

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

1. Land Use
2. Transport
3. Design
4. Heritage
5. Amenity
6. Energy and Sustainability

Land use

8.2 The site is not designated for a particular use in the Core Strategy or Managing Development Document.

Loss of existing retail

8.3 The application site falls within the Brick Lane District Centre. Core Strategy Spatial Policy 01 defines the town centre hierarchy within the borough and provides guidance on the type, scale and intensity of uses in different centres. Policy DM1 in the Managing Development Document seeks to promote the vitality and viability of the borough's major, district and neighbourhood centres by (amongst other things) protecting A1 uses as a priority, unless it can be demonstrated that: (i) the loss of A1 would not undermine the town centre's position within the town centre hierarchy; (ii) the loss of A1 would not result in the overall level of A1 falling below 50% within the town centre and (iv) the new use supports the function of the town centre.

- 8.4 The existing BanglaCity continental supermarket sells mainly groceries and is both a retail and wholesale outlet. The existing small travel agency is based in part of the first floor of the supermarket building. The proposal would result in the loss of around 1,300sqm of retail (A1) floorspace. The latest Annual Monitoring report (AMR) (March 2012) shows that percentage of A1 uses in the Brick lane District Centre stands at about 37%, already below the 50% referred to in Policy DM1, with vacancy rates of about 4%. However, the site benefits from an extant permission for a hotel (granted before this policy was adopted) which permits this loss. Furthermore, officers do not consider that the proposed loss of this use would undermine the District Centre. There are other supermarket uses in this part of the Centre, including Zaman Brothers wholesale and retail at 17 Brick Lane and Taj Stores at 99 Brick Lane. The northern part of Brick lane is also served by City Food and Costcutter (Nos. 206 and 210 respectively). As discussed below, the proposed hotel and small A1/A2 unit that would be provided on the Brick Lane frontage would make a positive contribution to the vitality and viability of the Town Centre.
- 8.5 On balance, officers consider that the net loss of retail space is acceptable given that the proposal is for a recognised town centre use and the proposed building would present an attractive building to the street, rather than an unattractive car park, and result in a significant improvement in the townscape by the development of this gap site.

Proposed Hotel and A1/A2 Use

- 8.6 Policy 4.5 of the London Plan (2011) and Policy SP06(4) of the Council's adopted Core Strategy (2010) seek to ensure that new hotel developments are sited in appropriate locations within the Borough, including the CAZ and City Fringe Activity Area, and benefit from good access to public transport. In addition, no less than 10 per cent of bedrooms are required to be wheelchair accessible. Policy 4.5 of the London Plan (2011) also includes Mayor's target for the delivery of new hotel accommodation within London, which is set at 40,000 net additional hotel bedrooms by 2031.
- 8.7 Policy DM7 (1) of the Council's Managing Development Document provides further detailed policy guidance for hotel developments, requiring hotels to be appropriate in size relative to their location, to serve a need for such accommodation, not to compromise the supply of land for new homes, not to create an over-concentration of hotels in a given area or harm residential amenity, and to benefit from adequate access for servicing, coach parking and vehicle setting down and picking up movements. Policy DM1 makes clear that development within a town centre will be supported where it does not have an adverse impact upon the function of a town centre use and where it can be demonstrated that new retail uses provide adequate width and depth of floorspace, a shop front has been implemented in the first phase of development and appropriate servicing arrangements have been provided.
- 8.8 The site benefits from an extant permission for a hotel and use and ancillary health spa, gymnasium and restaurant and small juice bar. The proposal is for a larger number of hotel bedrooms than previously permitted (189 as opposed to 101), but the applicant is no longer proposing an ancillary restaurant or leisure facilities. The currently proposed hotel is expected to be a 'budget boutique', offering fairly basic accommodation aimed at business and leisure guests. The proposals are considered to be acceptable in scale and appropriate for Brick Lane Town Centre. Some local people have commented that the lack of ancillary hotel uses (restaurant and health facilities) would mean that the economic benefits would be less than the previously permitted hotel. However, the lack of such facilities would limit activity associated with the site (the applicant estimates that likely average occupancy of the hotel would be 181 people, as opposed to 494 people for the extant scheme) and, arguably, benefit local cafes and restaurants.
- 8.9 The site is not allocated for a particular use and it is not considered that its development as a hotel would compromise the supply of land for housing in the Borough. In terms of

concentration of hotels in the surrounding area, Table 2 below provides a summary of existing hotels and proposed hotels that are subject to a current planning application in the surrounding area (within 400m). There are no approved hotels that have not yet been implemented in this area. This shows that approximately 708 hotel bedrooms either exist or are proposed, with the figure rising to 897 rooms taking account of this proposal. Officers consider that the proposed hotel at 86 Brick Lane would not lead to an over-concentration of hotel uses in the Town Centre/surrounding City Fringe Activity Area.

Table 2: Existing and proposed hotels in surrounding area

Address	No. of rooms	Existing/Approved
Brick Lane Hotel, 12 Brick Lane	8	Existing
City Hotel, 12-20 Osbourn Street	110	Existing
Ibis London City, 5 Commercial Street	348	Existing
Tune Hotels Liverpool Street, Folgate Street	183	Existing
45-47 Hanbury Street	59	Proposed
	708	

- 8.10 Based on the jobs/floorspace ratios in the adopted Planning Obligations SPD, the proposal is likely to result in about 64 FTE jobs (a net gain of approximately 50 jobs over the existing uses on the site). The construction phase would also created/sustain jobs. This would provide additional job opportunities for local people. It is recommended that planning obligations secure financial contributions to help provide training during both the construction and operational phases and secure an introduction with the hotel operator prior to occupation and provide Skillmatch with information on all non-technical hotel vacancies prior to general release.
- 8.11 The Council does not have standards for hotels. The proposal is for 179 standard double bedrooms of approximately and 20 wheelchair accessible bedrooms of approximately. Room sizes would vary between about 11.6sqm to 17.6sqm This is more than the 10% required by London Plan Policy 4.5. Most of the rooms would be naturally lit, although 8 of the bedrooms proposed at lower ground level would not be. Floor to ceiling heights would be approximately 2.4m. As discussed under the Amenity heading below, subject to adequate glazing details, the internal noise environment of the proposed hotel rooms is expected to be satisfactory.
- 8.12 The proposed small A1/A2 unit on the Brick Lane frontage would help ensure an active frontage and the proposed range of uses is considered appropriate.
- 8.13 Access, servicing and parking issues are discussed below under the Transport heading below and, subject to conditions, are considered acceptable.
- 8.14 The impact that the proposal would be likely to have on the local area is considered below under the Amenity heading and the conclusion is that the proposal would not result in a significant adverse impact on neighbouring occupiers. It is recommended, however, that a planning condition be attached to any permission limiting the use of the A1/A2 unit to between 8.00am and 11.00pm (Mondays to Sundays).
- 8.15 Taking into account all of the above, subject to the proposed conditions limiting the length of stay to a maximum of 90 days and ensuring that any restaurant/bar that may be established is ancillary and not open to non-guests, the proposed hotel accords with London Plan Policy 4.5, Core Strategy Policy SP06 and Managing Development Document Policies DM1 and DM17 and is considered acceptable in land use terms

Transport

Highway Line

- 8.16 London Plan Policy 6.10 encourages walking. Core Strategy Policy 09 provides the basis for delivering a well-designed, high-quality and durable public realm. Policy DM23 in the Managing Development Document seeks to ensure, amongst other things, that development is well-connected with the surrounding area by ensuring that public realm is integral to development proposals, including by clear definitions of public realm areas, location of entrances and design of shopfronts.
- 8.17 The historic frontage line of this site, established by the former Russian Vapour Baths that used to occupy it, means that the southern edge sticks out approximately 1.6m in front of the shop at No. 84 Brick Lane (the property to the south). The former UDP included in Schedule 1: Major Commitments and Proposals a widening line for the site, to bring the resultant wedge-shaped part of the front of the site (approximately 14.7sqm) into public highway, to facilitate an extension to the footway. This proposal has not been carried forward into the Managing Development Document. The 2004 planning permission (PA/03/1052) referred to in Section 4 of this report secured this land as public highway and improvements to this land to enable it to become part of the Brick Lane footway. However, the planning permission was not implemented and the agreement is null and void. No such agreement was secured in relation to the 2008 permission for a hotel on this site (PA/08/1911) or the extant 2012 permission (PA/11/03145).
- 8.18 The current application proposes a four storey building along the current building line. It is acknowledged that there would be some benefits from setting back the proposed building line to create a straight line between Nos.88 (to the north of the site) and No. 84 Brick lane (to the south of the site). These include the creation of a wider and bigger footway, improved sight-lines for pedestrians and the avoidance of a potentially unsavoury corner immediately to the north of No. 84. However, circumstances have changed since the Council secured an extension to the footway in 2004. Firstly, there is an extant planning permission for what officers consider to be an inferior hotel building which could be implemented. Secondly, there is no longer a specific development plan proposal that supports a widening here. Thirdly, the Council has implemented improvements to Brick Lane which have included narrowing the carriageway immediately outside of the site and introducing car parking and servicing bays along the street. The effect of these changes is that the footway in front of the site is approximately 2.8m wide, whereas parts of the footway to the north and south of the site are approximately 2m wide. Furthermore, officers consider that a footway widening here would also have some disbenefits. These include increasing the opportunity for people congregating outside of the hotel (a concern that has been raised during consultation), the facade of the proposed building no longer being perpendicular to Fournier Street and the potential adverse effect on the development potential of the site (reducing the number of rooms on the site).
- 8.19 The applicant is not prepared to amend the application to accommodate a footway widening. On balance, officers do not consider that, in the current circumstances, the potential benefits associated with such a widening are so substantial as to warrant the appropriation of private land for this purpose. At 2.8m, the existing footway width is considered adequate and does not form a 'pinch-point' along the street. The resultant pedestrian sight lines are considered acceptable and amendments to the proposed scheme have been secured that should help prevent the resultant corner in the footway from being misused. This space would be next to the proposed hotel lobby which would be open 24 hours a day and windows have been introduced at all levels of the narrow southern elevation to introduce natural surveillance).

Trip Generation and Impacts

- 8.20 London Plan Policies 6.9, 6.11 and 6.13 encourage cycling and walking and seek to manage the provision of car parking spaces. Core Strategy SP09 seeks to ensure new development has no adverse impact on the safety and capacity of the road network and promotes schemes that minimise on-site and off-site car parking provision, particularly in

areas with good access to public transport. Policy DM20 in the Managing Development Document makes clear that development needs to be located appropriately, demonstrate that it is properly integrated with the transport network and has no unacceptable impacts on the capacity and safety of the network directing development that generates a higher number of trips to town centre locations.

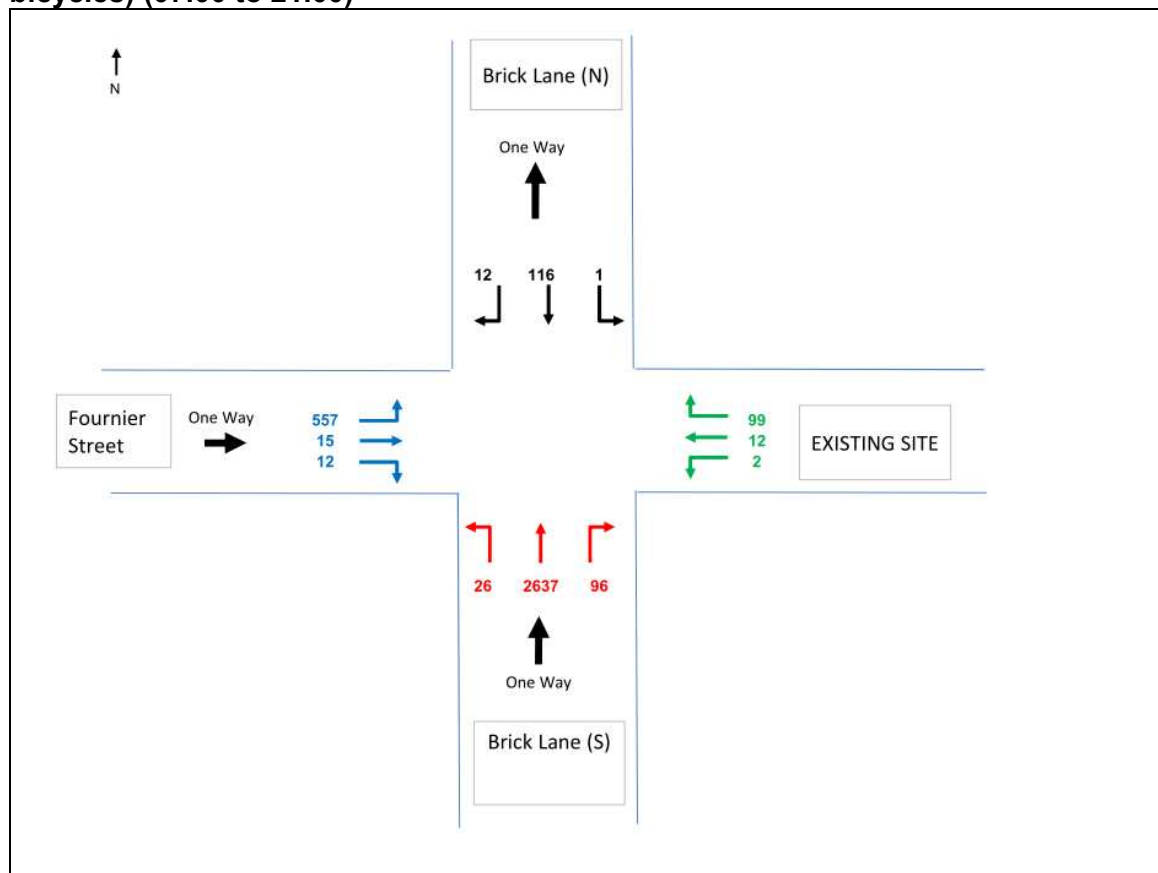
8.21 The site currently accommodates a small supermarket a travel agency (about 1,300sqm) and off-street car parking for approximately 13 cars. The applicant has submitted supplementary information in the form of Existing Traffic Flows and Revised Trip Rates (27 May 2013). This note sets out the findings of a survey of all vehicles at the junction formed by the site access point, Brick Lane and Fournier Street on Wednesday 22 May (between 07.00 and 21.00). The results of this survey are set out in Table 3 below.

Table 3: Existing Total Vehicle Trips to/from Site (07.00 to 21.00)

Mode	Into Site	Out from Site	2-way Flows
Car	89	91	180
Taxi	2	1	3
Light Goods Vehicles (LGV)	8	8	16
Other Goods Vehicles (OGV)	5	5	10
Motorbike	3	2	5
Bicycle	5	6	11
Total	112	113	225

8.22 The note also sets out information on the direction of these movements, which are summarised in Figure 1 below.

Figure 1: Total Vehicle Trips at the Brick Lane/ Fournier Street Junction (including bicycles) (07.00 to 21.00)



8.23 Table 3 and Figure 1 above demonstrate that the site currently generates 225 two-way vehicle trips per day, including 26 goods vehicle movements. They also show that 15 vehicles (11x cars, 1 x LGV and 2 bicycles) travelled down Fournier Street to access the

site. Significantly, the survey also shows that 12 vehicles (10xcars, 1 x LGV and 1 bicycle) left the site by driving the wrong way up the one-way (eastbound) Fournier Street. This means that the site currently generates a total of 27 vehicle trips per day along the stretch of Fournier Street between Brick Lane and at least Wilkes Street (the first opportunity that vehicles travelling the wrong-way west bound would have to exit the street). This figure is 24 vehicle trips, excluding bicycles.

8.24 The proposed hotel would have no off-street car parking spaces (a reduction of 13 spaces) and is located in an area with 'excellent' public transport accessibility. The Existing Traffic Flows and Revised Trip Rates (4 June 2013) and submitted Transport Statement estimates the following two-way trips to and from the site between 07.00 and 24.00 (17 hours):

Table 4: Proposed Hotel Modal Split (excluding servicing)

Mode	Modal Split	Modal Split		
		In	Out	2-way
Car drivers	1.4%	9	8	18
Taxi	5.5%	42	31	73
Bus	5.8%	41	37	78
Car Passenger	1.1%	8	7	15
Coach*	0.0%	0	0	0
Rail	17.1%	120	108	228
Underground	25.2%	176	158	334
Walk	43.8%	305	275	580
Pedal Cycle	0.0%	0	0	0
Motor Cycle	0.0%	0	0	0
Total	100.0%	701	625	1,326

*As the hotel is not expected to attract coach parties, coach trips from the TRAVL database have been equally distributed to Rail and Bus.

8.25 The above demonstrates that the proposed hotel is likely to generate 91 two-way car and taxi trips per day. As discussed below, the applicant estimates that the hotel would generate at worst 4 service vehicle trips per day (8 two-way movements). This takes the estimated number of car/van/lorry two-way movements over a 17 hour day to 99. This is compared with the existing 209 car/van/lorry movements per day that take place at present (14 hour period – current opening hours). In other words, there is likely to be a halving of car/van/lorry movements per day if the proposed development takes place. Whilst such a reduction in movements is relatively small given the total number of movements along Brick Lane, officers consider this to be a positive aspect of the proposal.

8.26 There is some local concern that the proposed hotel/shop would generate additional traffic along Fournier Street. Set out below are three scenarios that have been identified by the applicant for the proportion of expected traffic movements that would use Fournier Street: 100%, 50% and 33%. It should be noted that, these figures are based on estimated in-bound vehicles only for guests of the proposed hotel on the basis that (1) the very small retail unit would not attract customers by car other than passing trade; (2) servicing vehicles to both the proposed hotel and the retail unit would not use Fournier Street (something which could be controlled by way of the recommended Service Management Plan) and (3) the geometry of the Fournier Street/Brick Lane junction means that it is unlikely that cars/taxis which drop-off/pick-up at the proposed hotel would then travel up Fournier Street the wrong way.

- 100% of in-bound taxi/cars use Fournier Street - 51, compared with 24 at present (an increase of 27 vehicles);
- 50% of in-bound taxi/cars use Fournier Street – 25 vehicles compared with 24 at present (an increase of 1 vehicle); and

- 33% of in-bound taxi/cars use Fournier Street – 17 vehicles compared with 24 at present (a decrease of 7 vehicles).

- 8.27 It is difficult to say which routes traffic would use to access the site in the future. The applicant considers that the 33% scenario is the most likely. Officers consider that the use of Fournier Street could be attractive for people travelling from central, west and north London (a point made by Spitalfields Community Group) and that the majority of cars/taxis could use it to access the proposed hotel. If this were the case, the applicant estimates that somewhere between 1 and 27 extra cars/taxis a day would be likely to use this street.
- 8.28 The applicant's survey of existing traffic movements associated with the site demonstrates that some vehicles leave the site and travel the wrong way up Fournier Street (at least as far as Wilkes Street). The existing car park with an access directly opposite Fournier Street is considered by officers to be the main reason for this, as it is tempting for some drivers to make this manoeuvre to avoid entering the Brick Lane one-way system. However, local people have referred to Council refuse lorries also making this manoeuvre on occasion. The proposed development would not have a car park opposite the end of Fournier Street. Whilst a delivery bay would be located on the Brick Lane frontage, officers are satisfied that a Service Management Plan (discussed below) could prevent service vehicles servicing the hotel/shop from travelling the wrong way up Fournier Street and indeed from using the street at all. As outlined above, officers consider that the geometry of the Fournier Street/Brick Lane junction means that it is unlikely that cars/taxis which drop-off/pick-up at a hotel would then travel back up Fournier Street the wrong way.
- 8.29 Given this, the potential increase in traffic along Fournier Street would, in the worse case, be about 27 extra vehicles a day. LBTH Transport and Highways has not raised any concerns about highway/junction capacity or road safety issues and officers do not consider that such a level of increase would justify the refusal of planning permission.
- 8.30 Officers accept that, subject to consultation with residents and businesses, there may be opportunities to carry out limited highway works and/or better enforce current traffic regulations to reduce any misuse of the Fournier Street/Brick Lane junction as a turning circle and to reduce incidents of vehicles travelling up the street the wrong way. It is recommended, therefore, that funding of £100,000 is secured by way of a s.106 agreement to fund possible further traffic management/calming measures.
- 8.31 Objections from the Spitalfields Community Group and the petition from residents of Fournier Street raise concerns about traffic impacts and call for a locked gate to be installed at the end of this street to stop it being used as a turning circle for servicing/construction vehicles and a 'rat run' for taxis and cars to this the proposed development and to stop vehicles travelling the wrong way up a one-way east-bound street. Any closure of a public highway would need to be made under the Highway Acts, following due consideration of traffic and highway issues and consultation with local residents, businesses, emergency services and other.

Access and servicing

- 8.32 Policy DM21 in the Managing Development Document makes clear that development that generates a significant number of vehicle trips will need to demonstrate how, amongst other things, the impact on the transport network and amenity would be avoided, remedied or mitigated through Construction Management and Logistics plans and Delivery and Servicing plans.
- 8.33 The Existing Traffic Flows and Revised Trip Rates (4 June 2013) estimates that a total of 6 service and delivery trips per day are expected for the hotel (3 in-bound and 3 out-bound). Deliveries are expected to be made by a 7.5 tonne box van would be used for deliveries and refuse picked up by a medium sized commercial refuse vehicle. This note also

identifies the proposed small shop as generating 3 or 4 trips a week (6 to 8 trips two-way movements per week) using a LGV which could make use of existing loading bay on Brick Lane. In the worse case, the proposed development as a whole could generate 8 two-way service movements per day. Whilst this is a relatively modest number of servicing trips, Brick Lane is one-way north bound at this point and the site is directly opposite the end of Fournier Street. The submitted Transport Statement includes swept path analysis that demonstrates that the expected vehicles could back in to the proposed delivery bay (against the flow of traffic) and drive out in a northerly direction within the confines of the Brick Lane carriageway and without having to use Fournier Street (although it should be noted, as Identified by Transport and Highways, a medium refuse vehicle would oversail the footway on the northern side of Brick Lane).

- 8.34 Comments from Transport for London reinforce the concern that if off-street servicing space is provided, then vehicles should be able to enter and exit the highway in forward gear. It is not possible to design an off-street delivery bay here that allows for this. In this sense, officers accept that the proposal represents a compromise that should not be taken forward as a precedent. However, on balance, the provision of an off-street delivery bay (as permitted previously as part of the extant planning permission for a hotel on this site) is considered beneficial and preferential to the alternative on-street servicing with goods being trolleyed across the footway.
- 8.35 It is recommended that a planning condition is attached to any permission which requires a Service Management Plan to be submitted to and approved by the Council before an approved hotel/shop is first brought in to use. This should include detailed servicing arrangements, including times of deliveries/refuse collection (avoiding peak periods), vehicle sizes and routes and the need for a banksperson to safely see vehicles in and out of the delivery bay. The desire to avoid servicing during pedestrian peak periods would need to be balanced against the desire to ensure that servicing does not take place at times that would disturb local residents (or indeed hotel guests).

Coaches

- 8.36 The Council's hotel coach parking standards are set out in Appendix 2(1) of the Managing Development Document. These call for 1 space per 100 bedrooms.
- 8.37 No off-street coach parking is proposed, although the applicant has identified potential on-street coach parking spaces on Commercial Street. The proposed hotel is designed as a 'boutique budget' hotel (with relatively small rooms and limited amenities and facilities). The applicant has stated that this business model does not lend itself to group bookings, which would reduce the likelihood of coach parties arriving/departing, and has made clear that it would accept a planning condition preventing coaches from accessing the proposed hotel. Officers consider that such a condition would be difficult to enforce and recommend, instead, that any permission is subject to a legal agreement that prevents a hotel from accepting coach party bookings or promoting group bookings. This is considered the most effective and practical way of discouraging coach use.

Car parking

- 8.38 The Council's car parking standards are set out in Appendix 2(1) of the Managing Development Document. These do not allow for any off-street parking for small retail uses and provide for a maximum of 1 car parking space per 15 bedrooms.
- 8.39 The lack of any proposed general off-street car parking is in line with policy and is welcome. The lack of any convenient car parking spaces for disabled guests is regrettable, but officers accept that it would not be possible to satisfactorily accommodate a 'blue badge' parking space on-site given the proposed servicing arrangements. However, the applicant has confirmed that an operator would manage the hotel to allow disabled guests

to be dropped-off and picked-up using the proposed delivery bay (if necessary). This is considered acceptable.

Cycle Parking

- 8.40 The Council's cycle parking standards are set out in Appendix 2(1) of the Managing Development Document. These call for a minimum of 1 space for every 10 members of hotel staff, together with 1 space for every 15 hotel guests, and 1 space per 125sqm of retail space.
- 8.41 The proposed hotel would provide 189 guest bedrooms and (based on assumptions in the Council's adopted Planning Obligations SPD) this and the proposed small retail unit would employ 64 FTE members of staff and could accommodate up to 378 guests. This generates a requirement for 25 guest spaces and 8 spaces for staff (33 in total). However, as highlighted in the submitted Transport Statement, the site is well served by Barclays Cycle Hire stations and officers consider that many guests that want to cycle would hire a bicycle from one of these stations. Given this, officers consider that it would be reasonable to provide 13 guest spaces in this case.
- 8.42 The proposals have been revised to provide 11 Sheffield stands at ground floor level close to the hotel reception providing 22 spaces for guests/hotel and retail staff. An additional 17 cycle parking spaces are proposed at lower ground level for staff, close to staff showers and changing facilities. The overall level of cycle parking (39) is considered acceptable and the shower/changing facilities for staff are welcome.

Travel Planning

- 8.43 Policy DM20 in the Managing Development Document states that where significant transport impacts have been identified, development will be expected to provide a Travel Plan. London Plan Policy 6.3 supports the use of Travel Plans to help reduce the impact of development on the transport network.
- 8.44 The submitted revised Travel Plan (which the applicant accepts comprises a 'Travel Plan Framework') sets out the context in which the transport needs of the proposal can be accommodated and encourages sustainable transport choices by staff and visitors. TfL has confirmed that the Plan passed its ATTrBuTE assessment.
- 8.45 Officers consider that further consideration would need to be given to some topics that are identified in the proposed Framework (including the need for further consideration to be given to coach parties and disabled visitors and co-ordination). However, these can be picked up and elaborated on in a full Travel Plan that would be developed and implemented following planning permission being granted. Officers therefore recommend that the implementation of an approved full Travel Plan is secured by way of a planning obligation

Construction

- 8.46 Policy DM21 in the Managing Development Document seeks to avoid or mitigate any significant number of vehicle trips for materials during the construction phase.
- 8.47 Some local people have raised concerns about adverse impacts on traffic during the demolition/construction phase. It is recommended that a planning condition is attached to any permission requiring the submission and approval of a Construction Management Plan (CMP) before works commence. This should include details of proposed lorry routes and restrict the use of Fournier Street for construction traffic.

Design

Scale, design and appearance

- 8.48 Policy SP10 of the Core Strategy seeks to ensure buildings are of a high quality design and Policy SP12 and Annex 9 (Delivering Place Making) provides guidance for each of the 24 identified places in the Borough. This includes establishing a Vision and a number of Priorities and Principles for Spitalfields. The Vision for Spitalfields is as follows:

A historic gateway to the vibrancy of Spitalfields Market, Trumans Brewery and Brick Lane Spitalfields will continue to be a vibrant, diverse and mixed use area. It will continue to be characterised by its diverse ethnic communities and its specialist offer in fashion, arts and restaurants.

Development in Spitalfields will be sensitive and responsive to the mixed use, fine urban grain character that defines the places in the city fringe. It will conserve the historic fabric and enable the integration of new development to reinforce this unique townscape.

Improving Spitalfield's network of streets and spaces will open up access to its many attractions including Banglatown, Brick Lane Market, Bishops Square and Christ Church.

- 8.49 Policy DM24 in the Managing Development Document calls for place-sensitive design and requires new development to be high quality takes account of and responds positively to its context and Policy DM26 seeks to ensure that taller buildings respond positively to their context and address various criteria. London Plan policies 7.5 and 7.6 call for new development to respect local character and be of the highest architectural quality.
- 8.50 This is a strategically important and sensitive site which closes the vista from the west along Fournier Street, one of the most important Georgian Streets in the country, and affects the setting of the Grade II* Listed London Jamme Masjid mosque at No. 59 Brick Lane and the Grade II Listed commercial/residential building at No. 57 Brick Lane.
- 8.51 The proposed Brick Lane facade as originally submitted was a variation on a rather triumphalist design of Portland Stone and glass that has been permitted in the past. This proposal attracted a number of objections from English Heritage, local individuals and local organisations and officers considered that the opportunity should be taken to secure a more appropriate and higher quality design solution. Following research, consideration by CADAP and informal discussions with English Heritage, the Spitalfields Trust, Spitalfields Community Group and others, the applicant has submitted a totally revised proposed facade for Brick Lane.
- 8.52 The revised design draws references from the 'quiet' Georgian houses of Spitalfields (including Fournier Street) and the Russian Vapour Baths that formally occupied the site. The facade would be seven windows wide (with the central window being 'blind'), with window sizes and proportions being similar to those found in the Fournier Street, although they would comprise clear double glazed aluminium framed units. The facade would be built in a yellow stock brick with red brick arches above the windows. The large gates to the delivery bay would be in timber, as would the two shopfronts, and the pitched roof above would be in slate. Officers consider that the proposal as revised would heal a scar in the townscape caused by the current surface level car park and would present a well-considered and appropriate facade to Brick Lane. The revised proposed Brick Lane facade has also been generally well received by CADAP, English Heritage and the Spitalfields Trust.

Figure 2: Proposed West (Brick Lane) Elevation



- 8.53 The north and south facades would be in a mixture of yellow stock brick and white render, which officers consider acceptable.
- 8.54 Given the sensitivity of the site, it is important to ensure that the details of the proposed Brick Lane frontage are to the highest standard. This is a point made by a number of consultees, including the Spitalfields Trust. The applicant has identified a number potential high quality bricks for the use on this frontage. The samples that were discussed at the CADAP meeting on 13 May were: Freshfield Lane Brickworks- selected darks (3 brick mix), dark yellow Vande Moortel Nature 7 and Charnwood Hampshire red brick for gauged arches. Officers welcome the identification of these high quality bricks. However, it is recommended that full details of brick bond and mortar type and colour are reserved for subsequent approval. It is also recommended that details of window frames, shopfronts and the type of timber and finish of proposed solid wooden gates on the Brick Lane frontage are reserved by condition.
- 8.55 It is proposed to incorporate a non-illuminated sign on the Brick Lane frontage, between the third floor and fourth floor windows. This would comprise individual metal letters, spelling out the words 'SPITALFIELDS HOTEL'. Officers have encouraged the inclusion of these details in the planning application, so that the Council can take account of this proposal at this stage – although it should be noted that the proposed sign would need to be the subject of an Advertisement Consent application in due course. Officers consider that such a sign would represent an attractive and appropriate feature on this façade. It is recommended that a condition ensures that no external lighting is located on the building above shopfront level, to ensure that any sign remains non-illuminated.

Inclusive Design

- 8.56 London Plan Policy 7.2 calls for the creation of an inclusive environment based on the principles of accessible and inclusive design and London Plan Policy 4.5 requires at least 10 per cent of hotel bedrooms to be wheelchair accessible. Policy DM24 of the Managing Development Document seeks to ensure that internal design and layout of development maximises comfort and usability for occupants.
- 8.57 As discussed above, the hotel would include 20 larger wheelchair accessible bedrooms, in excess of the 10% minimum required by policy. All rooms are accessed by lift and stairs. The submitted Design and Access Statement sets out how entrances, the reception area, breakfast area and WCs would be designed to meet Part M of the Building Regulations and how physical provision (refuge areas etc) and management arrangements would ensure effective means of escape for disabled people. The lack of an on-site accessible car parking space is discussed under the Transport heading above.

Security and Community Safety

- 8.58 Policy DM23 in the Managing Development Document seeks to ensure that development is well-connected with the surrounding area. Amongst other things, it calls for development to improve safety and security by locating entrances in visible, safe and accessible locations, creating opportunities for natural surveillance and avoiding the creation of concealment points. London Plan Policy 7.3 seeks to ensure that new development designs out crime.
- 8.59 The proposed hotel entrance and small retail unit on the Brick Lane frontage introduce an active frontage to the street. Following revision, the proposal also incorporates windows at ground and upper floors of the narrow southern elevation that stands forward of buildings to the east by approximately 1.6m. Revisions also introduce solid gates to the proposed delivery bay. These elements should help ensure that the proposal makes a positive contribution to the street and help design out anti-social behaviour.
- 8.60 The proposed hotel requires a means of escape out onto the Brick Lane footway. The doors to this means of escape have to open outwards and to prevent the doors opening out onto the footway itself (which is public highway); the doors are proposed to be recessed approximately 0.5m from the building line. Officers have sought to reduce the depth of this space to the minimum necessary. Nevertheless, it could be a problematic space. In order to reduce potential anti-social behaviour, it is recommended that should permission be granted, a planning condition requires the installation and maintenance of a ceiling light to light the recessed area.

Heritage

- 8.61 As outlined above, this is a strategically important and sensitive site. The redevelopment of this site provides an opportunity to significantly improve the character and appearance of the Conservation Area and the setting of nearby Listed Buildings.

Los of existing building

- 8.62 Policy SP10 in the Core Strategy seeks to protect and enhance heritage assets. Policy DM27 in the Managing Development Document sets out criteria for the acceptability of demolition in conservation areas, making clear that proposals for the demolition of a such assets will only be considered under exceptional circumstances where the public benefit of demolition outweighs the case for retention against the following criteria:
- a. the significance of the asset, architecturally, historically and contextually;
 - b. the condition of the asset and estimated costs of its repair and maintenance in relation

to its significance and demolition, and to the value derived from its continued use;
c. the adequacy of efforts made to retain the asset in use; and d. the merits of any alternative proposal for the site.

- 8.63 The proposal would result in the loss of an existing post war retail shed type structure which has no historical or architectural merit. The building, car parking area and signage along Brick Lane are considered to have a negative impact on the character of the Brick Lane and Fournier Street Conservation Area. There have been no objections to the demolition of the building and its loss would facilitate the development of a building that officers consider would make a positive contribution to the character and appearance of the Conservation Area and the setting of nearby Listed Buildings. As such, the proposal satisfies Policies SP10 and DM27. In this case, officers do not consider that there is a need to prevent demolition until a contract is signed for the proposed replacement building. However, they do recommend that a condition secures prior approval of a scheme setting out the proposed treatment and use of the site following the demolition of the existing building pending the erection of the permitted building.

Impact on Character of Brick Lane and Fournier Street Conservation Area and Listed Buildings

- 8.64 Core Strategy policy SP10 and policy DM27 of the Managing Development Document require development to protect and enhance the borough's heritage assets (including Conservation Areas and Listed Buildings), their setting and their significance as key elements of developing the sense of place of the borough's distinctive 'Places'. Similar policy objectives are included in London Plan policy 7.8.
- 8.65 The existing building, associated signage and prominent surface car parking area are considered to have a negative impact on the character and appearance of the Brick Lane and Fournier Street Conservation Area. As outlined above, officers consider that the proposal as revised would be of suitable high quality for this important site.
- 8.66 The site closes the vista from the west along the entire length of Fournier Street. Whilst the proposal is generally considered to be an appropriate stop to this important view, it would, obscure an existing view of the Truman's Brewery chimney. However, historically, the view of this chimney would have been similarly obscured by the Russian Vapour Baths building that used to occupy the site. Officers consider that the proposal as a whole would significantly enhance the character and appearance of the Conservation Area and that views of the chimney would continue to be enjoyed from other vantage points. Given this, officers consider that the resultant obscuring of this view of the chimney would be acceptable.
- 8.67 Given the above, officers consider that the proposed development would have a positive impact on the character and appearance of both the Conservation Area and the setting of nearby Listed Buildings at Nos. 57 and 59 Brick Lane and would accord with Policies SP10 and DM17 and London Plan Policy 7.8.

Archaeology

- 8.68 Core Strategy policy SP10 and policy DM27 of the Managing Development Document make clear that the Council wishes to safeguard archaeological heritage and require an archaeological evaluation report for proposed development that lies in or adjacent to Archaeological Priority Areas. Similar policy objectives are included in saved UDP policy DEV43 and London Plan policy 7.8.
- 8.69 The submitted Historic Environment Assessment reports on a desk-based study on the likely impact the proposal would have on buried heritage assets. This concludes that the site has an uncertain but probably low potential to contain archaeological remains dated to

the prehistoric Roman and early medieval periods and that isolated residual artefacts dating to these periods would be of low significance. It goes on to report that the site has moderate potential to contain archaeological remains dated to the later medieval period, but that remains of medieval quarrying or agriculture would be of low significance. Finally, it states that the site has high potential to contain archaeological remains of the post-medieval Period, including the potential for the remains of a brewery building, shown in the southern half of the site on late 19th century maps, and a late 19th/early 20th century Russian Vapour Baths. However, it notes that remains are likely to be of low significance.

- 8.70 Some local people have raised the importance of the former Russian Vapour Baths in terms of the history of the area and of preserving any archaeological remains. The submitted Assessment identifies any such remains as of low significance that does not warrant preservation in situ and officers agree. English Heritage has recommended that a planning condition should be attached to any permission in order to secure the implementation of a programme of archaeological work. Officers agree and it is recommended that such a condition is attached to any permission.

Amenity

Daylight /Sunlight Access

- 8.71 Core Strategy policy SP10 and policy DM25 of the Managing Development Document seek to protect and where possible enhance residential amenity (including not allowing an unacceptable material deterioration of the sunlighting and daylighting conditions).
- 8.72 The submitted Daylight and Sunlight Report (as supplemented by additional information), sets out an assessment of the impact that the proposal (as revised) would have on the daylight and, where appropriate, sunlight received at homes in 13 properties that surround the site. Following comments received in response to the first round of consultation, this includes flats on the upper floors of Nos. 82-84 Brick Lane. The results of this assessment are summarised below.
- 8.73 The Building Research establishment (BRE) Guidelines 'Site Layout Planning for Daylight and Sunlight' set out the relevant criteria and methodology. This includes the following methodologies that have been used in the assessment:
- Vertical Sky Component (VSC) – the measure of the amount of skylight at the outside of a window. The Guidelines states that if the VSC at a window is less than 27% and less than 0.8 times its former value, the diffuse daylight would be adversely affected;
 - No Sky Line (NSL) – assesses the change in position of the No Sky Line between the existing and proposed situations;
 - Annual Probable Sunlight Hours (APSH) – calculates the annual probable sunlight hours for windows that face within 90degrees of due south. The Guidelines seek to maintain 80% of existing sunlight

48 Prinacleet Street

- 8.74 All of the windows tested meet BRE Guidelines in respect of VSC, NSL and APSH

1 Huguenot Place

- 8.75 Four of the 18 windows tested would experience a greater than 20% reduction in VSC, but would be only just below the recommended minimum level of 27%. Sunlight test not relevant.

5, 5A and 5B Heneage Street

- 8.76 All of the windows tested meet BRE Guidelines in respect of VSC, NSL and APSH and APSH. The Report also outlines an assessment of existing non-residential windows for these properties which found that the windows tested also met the Guidelines.

- 76, 78 and 80 Brick Lane
- 8.77 All of the windows tested meet BRE Guidelines in respect of VSC, NSL and APSH.
- 88 Brick Lane*
- 8.78 Five of the 6 windows tested would experience a greater than 20% reduction in VSC, with resultant levels being between 17.74% and 23.91%. There would be only small reductions in the NSL. Overall, the assessment finds that these windows would retain good daylight levels and that impacts would be acceptable. Officers agree. Sunlight test not relevant.
- 90 Brick Lane*
- 8.79 Two of the 6 windows tested would experience a greater than 20% reduction in VSC, with resultant levels being between 25.24% and 24.43%. There would be only small reductions in the NSL. Overall, the assessment finds that these windows would retain good daylight levels and that impacts would be acceptable. Officers agree. Sunlight test not relevant.
- 92 Brick Lane*
- 8.80 One of the 7 windows tested would experience a greater than 20% reduction in VSC, but at 21.43% this loss would be only marginally greater than allowed for in the Guidelines. There would be only small reductions in the NSL. Overall, the assessment finds that these windows would retain good daylight levels and that impacts would be acceptable. Officers agree. Sunlight test not relevant.
- 57 Brick Lane*
- 8.81 One upper floor residential window would experience a greater than 20% reduction in VSC, but at 22.84% this loss would be only marginally greater than allowed for in the Guidelines.
- 53 and 55 Brick Lane*
- 8.82 All of the residential windows tested meet BRE Guidelines in respect of VSC, NSL and APSH.
- 8.83 The Report demonstrates that the proposal would have no adverse impact on the majority of windows within surrounding residential properties. There would be some transgressions of the VSC and NSL Guidelines at 18 relevant windows, but these are considered acceptable in a densely built up area such as Brick lane. All relevant windows would retain excellent sunlight levels. Officers consider these impacts to be acceptable and that the proposals comply with Core Strategy Policy SP10 and policy D25 of the Managing Development Document.

Privacy and Outlook

- 8.84 Core Strategy policy SP10 and policy DM25 of the Managing Development Document seek to protect and where possible enhance residential amenity (including not resulting in the loss of privacy, nor enable an unreasonable level of overlooking or unacceptable increase in the sense of enclosure or loss of outlook).
- 8.85 The applicant has held detailed discussions with some adjoining occupiers and the orientation of hotel bedrooms in the proposal would result in a much better relationship with surrounding homes than the consented scheme. The proposal also incorporates short screens to some of the proposed hotel windows at second to fourth floors in order to manage the relationship with the existing artist studio at Nos. 5A, 5B and 5C Heneage Street.
- 8.86 A resident of a flat on the south side of Heneage Street has objected to the proposal on the grounds that it would adversely affect the outlook from their home. The proposed development would be visible from a number of surrounding residential properties, including some on the south side of Heneage Street. However, officers do not consider

that the proposed building would have an unacceptable adverse impact on local people's outlook (as opposed to a particular view).

- 8.87 Officers consider that the proposal would safeguard the privacy of adjoining residents (and businesses) and comply with policy SP10 and Policy DM25.

Noise (Quality of proposed development)

- 8.88 The submitted Noise Assessment identifies hotel bedrooms as noise sensitive areas. LBTH Environmental Health officers are not confident that the proposed bedrooms would meet the "good" design standard as set out in BS8233. If permission is granted, it is recommended that a condition requires the details of glazing and ventilation to be submitted to and approved by LBTH to ensure a satisfactory internal noise environment.

Noise (Impact on Neighbouring Residents)

- 8.89 Core Strategy policy SP10 and policy DM25 of the Managing Development Document seek to protect and where possible enhance residential amenity (including not allowing unacceptable levels of noise during construction or operation). London Plan policy 7.15 seeks to minimise potential adverse noise impacts arising from new development
- 8.90 The proposal incorporates some areas of plant at roof level (including air conditioning and air handling units and CHP enclosure). The Submitted Noise Assessment includes the findings of a noise survey to establish existing background noise levels in the area. The Council requires cumulative plant noise to be 10dB below existing background noise levels. The Assessment indicates that this is achievable. However, it notes that in the event that suitable plant source noise emission levels cannot be achieved, an 1.8m high three sided enclosure may be used to provide additional screening (likely to provide up to 10dB reduction in plant noise). It is therefore recommended that, should permission be granted, a condition requires that before an approved hotel is first brought into use, detailed results of a noise survey measuring the operation of the plant working at full capacity are approved in writing by the Council.
- 8.91 In order to manage noise associated with a permitted development, it is recommended that the opening hours of the A1/A2 unit are restricted to 08.00am to 11.00pm (Monday to Sunday).
- 8.92 Demolition and construction are likely to cause some disturbance to the occupiers of neighbouring properties. It is recommended that such likely impacts are managed by attaching a condition to any permission restricting demolition and construction works to between 08.00 and 18.00 Monday to Fridays and 08.00 to 13.00 Saturdays only. It is also recommended that a condition be attached requiring the submission of a Construction Management Plan.

Energy and Sustainability

Energy

- 8.93 Policy DM29 in the Managing Development Document includes the target to achieve a minimum 35% reduction in CO2 emissions above the Building Regulations 2010 through the cumulative steps of the Energy Hierarchy. It also requires sustainable design assessment tools to be used to ensure the development has maximised use of climate change mitigation measures. Policy SP11 in the Core Strategy requires all new developments to provide a 20% reduction of carbon dioxide emissions through on-site renewable energy generation where feasible. The London Plan also contains a number of relevant policies, including policies 5.2 and 5.6.

- 8.94 The submitted Environmental Performance Statement outlines the passive design features that have been used to reduce energy demand (the 'lean' element of the energy hierarchy). These include the specification of the external envelope and fenestration, the use of ventilation heat recovery, high efficiency lifts, low energy lighting and low energy motors. Together these measures are predicted to reduce total carbon dioxide emissions by around 18.1% when compared to the 'Baseline' emissions.
- 8.95 The applicant has considered the possibility of connecting to an existing district heating network, but no viable options have been identified. The applicant is proposing delivering space heating by Air Source Heat Pumps (ASHPs) and hot water requirements by way of gas fired Combined Heat and Power (CHP). The ASHPs would provide heating and cooling to guest rooms. A separate heat pump boiler would use rejected waste heat from the refrigeration circuit to provide pre-heating of the domestic hot water system. The CHP and boiler plant would top up the heat as necessary
- 8.96 The applicant has considered a variety of potential renewable energy technologies (including biomass, photovoltaic panels, solar hot water heating, wind turbines and Ground Source Heat Pumps), but has rejected them all for a variety of technical, environmental and viability reasons.
- 8.97 The applicant has submitted additional details to justify the use of separate systems for space heating (ASHP) and hotwater (CHP). Given the small energy loads associated with space heating compared to hotwater, the requirement of the ASHP to provide the cooling requirements, and the CO2 emission reductions exceed policy DM29 requirements (>35%) and this approach is considered acceptable in this specific instance. It is recommended that the delivery of the proposed energy strategy and confirmation that all uses within the hotel (rooms, kitchen, breakfast area, offices etc) and retail unit would be connected into a single site-wide hot water network and CHP plant in a single energy, thus facilitating possible future connection to a decentralised energy network or use of on-site low carbon sources are secured by way of planning condition(s).

BREEAM Rating

- 8.98 Policy DM29 in the Managing Development Document states that sustainable development assessment tools will be used to ensure that climate mitigation features are maximised, with justifying text referring to BREAAM 'Excellent' for non-residential buildings. London Plan policy 5.3 has similar objectives.
- 8.99 The submitted Environmental performance Statement demonstrates how the development would achieve an Excellent rating, when considering available and achieved credits in relation to management, health and wellbeing, energy, transport, water, materials, waste, land use and ecology, pollution and innovation. This is welcome and it is recommended that the achievement of a BREEAM Excellent building is secured by way of a planning condition, requiring BREEAM Certificates to be submitted to the Council to demonstrate that it has been delivered

Biodiversity

- 8.100 Policy DM11 in the Managing Development Document requires developments to provide elements of 'living buildings'. London Plan Policy 5.11 encourages green roofs.
- 8.101 The scheme as revised incorporates proposals for five biodiversity planting boxes at roof level. This is welcome and it is recommended that a condition is attached to any permission requiring details of these areas to be submitted to and approved by the Council before construction begins

Other Issues

Crossrail Safeguarding

- 8.102 London Plan Policy 6.2 makes clear that development proposals that do not provide adequate safeguarding for rail schemes (including Crossrail) should be refused.
- 8.103 The site is within the limits of land subject to consultation under the Crossrail Safeguarding Direction. The Crossrail project has asked that the Council attach a condition to any planning permission ensuring that no development shall commence until detailed design and method statements for all ground floor structures, foundations and basements and any other structures below ground (including temporary and permanent piling) have been submitted to and approved by the LPA.
- 8.104 The Council is obliged to give effect to this request and impose such a condition on any permission unless it has good reason not to and justifies its position by providing written material to the Secretary of State under paragraph 6 of the Crossrail Safeguarding Direction. Officers recommend that a condition is attached to any permission as requested.

Air Quality

- 8.105 Core Strategy policy SP10 and policy DM25 of the Managing Development Document seek to protect and where possible enhance residential amenity (including not allowing unacceptable levels of odour or fumes or dust during construction or operation).
- 8.106 The proposed hotel includes a kitchen to provide breakfasts. LBTH Environmental Health officers have requested that suitable extract/odour abatement equipment (including any ducting) is incorporated and if permission is granted, it is recommended that a condition requires details to be submitted to and approved before the permitted uses are brought into use.
- 8.107 Dust could be created during the demolition/construction phase and if permission is granted it is recommended that conditions are imposed that limit hours of construction activity and ensure that it is carried out in accordance with an agreed Construction Management Plan.

Planning Obligations

- 8.108 Regulation 122 of the Community Infrastructure Levy Regulations 2010, brings into law policy tests for planning obligations which can only constitute a reason for granting planning permission where they meet the following tests:
- (a) The obligation is necessary to make the development acceptable in planning terms;
 - (b) The obligation is directly related to the development; and
 - (c) The obligation is fairly and reasonably related in scale and kind to the development.
- 8.109 Policy SP13 of the adopted Core Strategy says that the Council will seek to enter into planning obligations with developers where appropriate and where necessary for a development to proceed.
- 8.110 The amounts have been negotiated taking account of the adopted Planning Obligations SPD and heads of terms are set out below.

Non-financial Contributions and Obligations

Local employment and goods and services

- 8.111 In accordance with CS Policy SP07 and the Planning Obligations SPD, it is recommended that planning obligations secure the use of reasonable endeavours to ensure that 20% of the construction phase workforce are Tower Hamlets residents and that a target of 20% of goods and services procured during the construction phase are from businesses within the borough (noting that this may prove difficult to achieve for such a specialist building). It is also recommended access to employment initiatives for construction through 20% of non-technical total operational jobs to be advertised through the Council's job brokerage service and an introduction to the hotel operator prior to occupation and provide Skillmatch with information on all non-technical hotel vacancies prior to general release. Finally, it is recommended that apprenticeships be secured during the operational phase.

Financial Contributions

Employment and skills training

- 8.112 Core Strategy Policy SP07 seeks, amongst other things, to support developments that promote local enterprise and the employment and skills training of local residents. The Council's Planning Obligations SPD includes employment densities for budget hotels of 1 job per 3-bedrooms and 1 job per 24sqm of retail space (small shops). Using these employment densities, it is estimated that the proposals could generate up to 64 FTE full-time jobs. Based on the formula set out in the SPD, it is recommended that a financial contribution of **£9,193** is secured to help train and develop unemployed residents in Tower Hamlets.
- 8.113 Based on the provisions of the Planning Obligations SPD, it is recommended that a financial contribution of **£13,226** be secured to help support and provide training for local residents in accessing job opportunities during the construction phase.

Libraries and Ideas Stores

- 8.114 In line with the Planning Obligations SPD, it is recommended that a contribution of **£1,091** is secured towards improvements to Idea Stores and Libraries. The proposed development would increase demand on these services and there is a need to development these facilities further to align with population growth.

Sustainable Transport

- 8.115 In line with the Planning Obligations SPD, it is recommended that a financial contribution of **£750** is secured towards the provision of a sustainable transport network within the Borough.

Public Open Space

- 8.116 The Planning Obligations SPD seeks financial contributions towards the costs of improvements to public open space based on the number of employees plus the number of guests and the assumption that each hotel room is occupied by 2 guests and that all rooms are fully booked at all times (the worse case scenario in terms of impact). This assumption would generate 387 guests and employees and the need for £310,544. The applicant and Whitbread, the intended operator, have stated that, given the format of the proposed hotel, the projected occupancy is likely to be less than this maximum and more like 1.2 persons per room for 80% of the time. The SPD is guidance and officers consider that, in this case, it would be reasonable to secure a reduced contribution of **£200,000** towards the provision of improvements to public open space in the Borough.

Leisure

- 8.117 Based on the employment densities in the Planning Obligations SPD, it is estimated that

the proposals could generate up to 64 FTE full-time jobs and that the existing supermarket employs 14 FTE full-time jobs (a net gain of 50). These additional employees would place additional burdens on leisure facilities and warrant a financial contribution of **£3,743**.

Possible further Traffic Management/calming Measures for Fournier Street

- 8.118 Representations from local people and traffic data submitted by the applicant have revealed a degree of misuse of Fournier Street, including some vehicles travelling along the one-way east-bound street the wrong way. It is therefore recommended that funding of **£100,000** is secured to fund, subject to consultation with residents and businesses, possible limited highway works and/or better enforcement of current traffic regulations to reduce any misuse of the Fournier Street/Brick Lane junction as a turning circle and to reduce incidents of vehicles travelling up the street the wrong way.

Crossrail Top-up

- 8.119 The site is within the Central London area as defined in the Mayor of London's 'Use of Planning Obligations in the funding of Crossrail and the Mayoral CIL' SPG (April 2013), with retail being charged at £90 per sqm (GIA) and hotels at £61 per sqm (GIA). This would generate a financial contribution of £310,392.
- 8.120 Paragraph 4.21 of the Mayor of London's SPG states that, where the amount payable under the planning obligations policy is more than that payable in CIL, the CIL will be payable plus a "top up" so that in combination the two payments make up the amount payable under the obligations policy. As outlined below, the application proposal is liable for a CIL payment of approximately £132,195. Under the terms of the Mayor of London's SPG, the proposal is therefore also required to contribute a "top up" of £178,197 by way of a planning obligation. Given the other financial contributions outlined above, and taking account of the additional costs associated with the negotiated higher quality Brick Lane facade, officers accept that this amount would place an unreasonable financial burden on the scheme which could prevent it coming forward. Following discussions with the applicant, it is recommended that the maximum reasonable top-up is 20% of the required amount and it is recommended that **£35,639** is secured as a 'top up' to Crossrail CIL.

Monitoring Fee

- 8.121 A monitoring fee of **£7,566** which is 2% of the total figure as been secured.
- 8.122 Officers consider that the package of financial contributions being secured is appropriate, relevant to the proposed development and accords with the relevant statutory and policy tests.

Community Infrastructure Levy

- 8.123 The London Mayor's Community Infrastructure Levy (CIL) became operational on 1 April 2012. As outlined above, the proposed development is liable for a charge under the CIL Regulations and the likely CIL payment is approximately £132,195. This is an initial estimation. The Council will issue a CIL Liability Notice as soon as possible after a decision notice is issued.

Financial considerations

- 8.124 Section 70(2) of the Town and Country Planning Act 1990 (as amended) requires local planning authorities (and the Secretary of State) to have regard to the following:
- The provisions of the development plan, so far as material to the application;
 - Any local finance considerations, so far as material to the application; and
 - Any other material consideration.

- 8.125 Section 70(4) defines “*local finance consideration*” as:
- a) A grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown; or
 - b) Sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy.
- 8.126 These issues need to be treated as material planning considerations when determining planning applications or planning appeals.

Human Rights Considerations

- 8.127 In determining this application the Council is required to have regard to the provisions of the Human Rights Act 1998. In the determination of a planning application the following are particularly highlighted to Members:-
- 8.128 Section 6 of the Human Rights Act 1998 prohibits authorities (including the Council as local planning authority) from acting in a way which is incompatible with the European Convention on Human Rights. "Convention" here means the European Convention on Human Rights, certain parts of which were incorporated into English law under the Human Rights Act 1998. Various Convention rights are likely to be relevant, including:-
- Entitlement to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law in the determination of a person's civil and political rights (Convention Article 6). This includes property rights and can include opportunities to be heard in the consultation process;
 - Rights to respect for private and family life and home. Such rights may be restricted if the infringement is legitimate and fair and proportionate in the public interest (Convention Article 8); and
 - Peaceful enjoyment of possessions (including property). This does not impair the right to enforce such laws as the State deems necessary to control the use of property in accordance with the general interest (First Protocol, Article 1). The European Court has recognised that “*regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole*”.
- 8.129 This report has outlined the consultation that has been undertaken on the planning application and the opportunities for people to make representations to the Council as local planning authority.
- 8.130 Members need to satisfy themselves that the measures which are proposed to be taken to minimise, inter alia, the adverse effects of noise, construction and general disturbance are acceptable and that any potential interference with Article 8 rights will be legitimate and justified.
- 8.131 Both public and private interests are to be taken into account in the exercise of the Council's planning authority's powers and duties. Any interference with a Convention right must be necessary and proportionate.
- 8.132 Members must, therefore, carefully consider the balance to be struck between individual rights and the wider public interest.
- 8.133 As set out above, it is necessary, having regard to the Human Rights Act 1998, to take into account any interference with private property rights protected by the European Convention on Human Rights and ensure that the interference is proportionate and in the public interest.

8.134 In this context, the balance to be struck between individual rights and the wider public interest has been carefully considered. Officers consider that any interference with Convention rights is justified. Officers have also taken into account the mitigation measures governed by planning conditions and the associated section 106 agreement to be entered into.

Equalities Act Considerations

8.135 The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers. Officers have taken this into account in the assessment of the application and the Committee must be mindful of this duty inter alia when determining all planning applications. In particular the Committee must pay due regard to the need to:

1. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
2. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
3. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.136 As discussed above, the proposed hotel would include 20 larger wheelchair accessible bedrooms and would be designed in accordance with inclusive design principles. The access to employment initiatives and financial contributions towards employment initiatives and community infrastructure (Idea Stores and Library facilities, Public Open Space and Leisure Facilities that are recommended to be secured by a s.106 agreement and recommended conditions address, in the short-medium term, the potential perceived and real impacts of construction on the local community, and in the longer term support community wellbeing and social cohesion.

Planning Applications Site Map PA/13/00494 and PA/13/00495

