

Committee: Development	Date: 11 December 2013	Classification: Unrestricted	Agenda Item Number:
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Report of: Director of Development and Renewal	Title: Town Planning Application, Listed Building and Conservation Area Consent
Case Officer: Jerry Bell	Ref No: : PA/13/00697
	Ward: Shadwell

1. APPLICATION DETAILS

Location:	6 Boulcott Street, London, E1 0HR
Existing Use:	London Dockers social club (Use Class D2)
Proposal:	Demolition of existing building and redevelopment to provide an 8 storey building with a social club (Use Class D2) on the ground and 1st floor with residential (Use Class C3) above, comprising 25 units (9 x 1 bed, 13 x 2 bed and 3 x 3 bed).
Drawing Nos:	CC/001, EDL20034-10, EDL20034-11A, EDL20034-12, EDL20034-13A, EDL20034-14, EDL20034-15A, EDL20034-16A, EDL20034-17A, EDL20034-18A, EDL20034-19A, EDL20034-20A, EDL20034-21A, EDL20034-22 and EDL20034-24
Documents:	<ul style="list-style-type: none"> • Design and Access Statement, prepared by Stephen Bradbury Architects • Schedule of accommodation • Planning Statement, dated February 2013, prepared by Collins and Coward Ltd • Daylight and sunlight report, dated 6th February 2013, prepared by Stephen Bradbury Architects Limited ref 29407/IM/nms • Noise and Vibration assessment, dated December 2012, prepared by Stephen Bradbury Architects Limited ref 296166-1(01) • Viability Assessment, dated February 2013, prepared by Redloft • Statement of Community involvement dated December 2012 • Constraints + Opportunities drawing •
Applicant:	Rushby LTD
Ownership:	Freeholder
Historic Building:	No
Conservation Area:	No

1. EXECUTIVE SUMMARY

- 1.1 The local planning authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the Core Strategy (2010), the Council's Managing Development Document (April 2013), adopted supplementary planning guidance and documents, the London Plan 2011 and the National Planning Policy Framework and has found that:
- 1.2 Concern has been raised in relation to impacting on the development opportunities for the adjoining site at 1-9 Ratcliffe Cross Street, officers have seen proposals that involve the redevelopment of both sites together and are satisfied that this proposal does not unduly prejudice the redevelopment of 1-9 Ratcliffe Cross Street.
- 1.3 Impacts on adjoining neighbours in terms of daylight and sunlight are material however this is as a result of the constrained nature of the site and the surrounding built environment. Due to the proximity of buildings on Boulcott Street, it is considered that any viable redevelopment of the site that significantly increases the height of the existing building is likely to impact the opposing property in turn. The same holds true for the entire length of Boulcott Street.
- 1.4 This proposal represents an opportunity to provide much needed affordable housing at target rents on what is considered to be a winfall site. Whilst there are shortfalls in the design including the level of internal and external space, and the impact on neighbouring properties the redevelopment of this site secures for the future, a long standing community use.
- 1.5 On balance it is considered the proposal provides a mixed use development that will significantly contribute towards creating a sustainable environment, whilst providing a good mix of units to accommodate a wide range of housing needs in the borough.

2. RECOMMENDATION

- 2.1 That the Committee resolve to **GRANT** planning permission, subject to:
 - A. The prior completion of a **legal agreement**, to the satisfaction of the Head of Legal Services (Environment) to secure the following planning obligations::

Financial Obligation

- a) A contribution of **£444,000** towards Affordable Housing (and a review mechanism)
- b) A contribution of **£52,007** towards education.
- c) A contribution of **£4,214** towards employment, skills, training and enterprise initiatives.
- d) A contribution of **£27,105** towards community facilities.
- e) A contribution of **£32,580** towards Health.
- f) A contribution of **£4,725** towards streetscene improvements.
- g) A contribution of **£39,319** towards Public Open space
- h) A contribution of **£735** toward sustainable transport.

- i) **£12,093** towards monitoring fee (2%)

Total £616,778

Non- Financial Contributions

- j) Affordable housing by habitable room comprising 4 Social Rent units on the second floor.
- k) Development to be secured ascar-free.
- l) Access to employment initiatives for construction through 20% of non-technical total construction jobs to be advertised through the Council's job brokerage service.
- m) 20% local procurement
- n) Any other obligation(s) considered necessary by the Corporate Director Development and Renewal.

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

2.3 **Compliance Conditions**

1. Time limit – Three Years.
2. Compliance with plans - Development in accordance with the approved schedule of drawings and documents.
3. Residential accommodation - compliance with Life Time Homes
4. Communal play space and child space accessible to all future residents of the development
5. Compliance with energy strategy.

2.4 **Pre-Commencement Conditions**

6. Full details of specification and samples of all facing materials.
7. Detail of child play space
8. Full details of communal amenity space
9. Full details of cycle storage facility and drawings at scale 1:20 of detailed elevation and layout.
10. Full details of the 4 wheelchair accessible units
11. Construction Logistics Plan
12. Construction Management Plan including details of use of water for transportation of materials and waste during demolition and construction phases.
13. Noise and vibration
14. s278 Highway Improvement Works to be submitted and approved
15. Contaminated land investigation
16. Energy
17. Code for Sustainable Homes for residential units.

2.5

Prior to Occupation Conditions

18. Secured by Design Assessment.
19. Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal

2.6 **Informatives**

1. Associated S106.
2. Compliance with Environmental Health Legislation.
3. Compliance with Building Regulations.

- 2.7 That, if within 3-months of the date of this committee the legal agreement has not been completed, the Corporate Director Development & Renewal is delegated power to refuse planning permission.

3. PROPOSAL AND LOCATION DETAILS

Proposal

- 3.1 The proposal is for the redevelopment of the existing Dockers Social Club located at Boulcott Street. The proposed works include the demolition of the existing building and construction of a part six part eight storey development.
- 3.2 This would result in the creation of 25 residential dwellings comprising 9 x 1 bedroom, 13 x 2 bedroom and 3 x 3 bedroom units with communal amenity space. The development also includes the re-provision of the existing community facility at ground and first floor level.

Site and Surroundings

- 3.3 The application site falls within the ward of Shadwell, west of Limehouse Docklands Light Railway (DLR) and National rail stations. The surrounding roads express a marked difference in characters and land uses. To the far north of the site lies Commercial Road, mixed in its land use with commercial use at ground floor level and residential uses on the above floors; Cable Street to the south is predominantly residential in character and Boulcott Street presents, apart from the application site, a residential character.
- 3.4 No.6 Boulcott Street is located on its western side. To the west of the site are nos 1-9 Ratcliffe Cross Street, the south of the site backs onto overland railway line and to the north the site adjoins no. 2-4 Boulcott Street, a recently constructed six storey residential development and forms the Boundary of the York Square Conservation Area.
- 3.5 The existing building is a part single part three storey social club/community facility
- 3.6 The site benefits from excellent access to public transport, being located approximately 214 metres to the west of the Limehouse Docklands Light Railway (DLR) and National rail. Bus no. 15, 115, 135 and D3 all serve Commercial Road.
- 3.7 The site is located on the boundary of Limehouse neighbourhood centre and the surrounding area is in mixed use, having originally formed a part of an area of commercial/industrial development, the character of which has changed over recent years with many of the older industrial sites being re-developed for housing. Much of the housing takes the form of multi-storey flats which have become a feature of the streetscape in this part of the Borough. There are no statutory listed buildings located within the vicinity of the application site.

Planning History

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

PA/02/00362

Planning permission granted on 27/02/2003 for "Erection of a one storey pavilion containing a meeting and cafe space."

4. POLICY FRAMEWORK

- 4.1 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:

4.2 Government Planning Policy Guidance/Statements

National Planning Policy Framework (2012) (NPPF)

4.3 Spatial Development Strategy for Greater London (London Plan) (2011) (LP) with Revised Early Minor Alterations (REMA) dated 11th October 2013

- 3.1 Ensuring equal life chances for all
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.6 Children and young people's play and informal recreation facilities
- 3.7 Large residential developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private and mixed use schemes
- 3.13 Affordable housing thresholds
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.5 Decentralised energy network
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.1 Strategic approach
- 6.3 Assessing effects of development on transport capacity
- 6.4 Enhancing London's transport connectivity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.7 Better streets and surface transport
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 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
- 7.7 Location and design of tall and large buildings
- 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
- 7.18 Protecting local open space and addressing deficiency
- 7.19 Biodiversity and access to nature
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

4.4 Core Strategy Development Plan Document (September 2010) (CS)

- SP01 Refocusing on our town centres
- SP02 Urban living for everyone
- SP03 Creating healthy and liveable neighbourhoods
- SP05 Dealing with waste
- SP08 Making connected places
- SP09 Creating attractive and safe streets
- SP10 Creating distinct and durable places
- SP11 Working towards a zero-carbon borough
- SP12 Delivering placemaking and (LAP 3&4 – Limehouse)
- SP13 Planning Obligations

4.5 Managing Development Document (April 2013) (MDD)

- DM0 Delivering sustainable development
- DM1 Development within the town centre hierarchy
- DM3 Delivery homes
- DM4 Housing standards and amenity space
- DM8 Community Infrastructure
- DM9 Improving air quality
- DM10 Delivering open space
- DM11 Living buildings and biodiversity
- DM13 Sustainable drainage
- DM14 Managing waste
- DM20 Supporting a sustainable transport network
- DM21 Sustainable transportation of freight
- DM22 Parking
- DM23 Streets and the public realm
- DM24 Place-sensitive design
- DM25 Amenity
- DM27 Heritage and the built environment
- DM29 Achieving a zero carbon borough and addressing climate change
- DM30 Contaminated Land

4.6 Supplementary Planning Guidance/Documents

LBTH Planning Obligations Supplementary Planning Document (2012) (PO SPD)

4.7 Tower Hamlets Community Plan

The following Community Plan objectives relate to the application:

- A great place to live
- A healthy and supportive community
- A safe and cohesive community
- A prosperous community

5. CONSULTATION RESPONSE

5.1 The views of the Directorate of Development & Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

5.2 The following were consulted regarding the application:

London Fire and Emergency Planning Authority (Statutory Consultee)

5.3 The brigade is satisfied with the proposal.

Network Rail

- Risk assessment MUST take into account:
- That the information supplied, including the services shown on the map from the Geographical Information Portal (GIP), does not provide any guarantee as to the accuracy of the actual location of services on site and MUST be considered as for guidance purposes only.
- That new/unrecorded services are likely to be present
- That the enclosed Buried Services search information has been collated only for the ELR and Mileage boundaries as stated on the original request form
- you MUST contact local engineers before any ground disturbance is carried out, to check whether further information is held locally.
- Further guidance can be obtained from the Health and Safety Executive
- Should you become aware of any additional buried services or assets, please identify them as a matter of urgency to the site manager.

5.4 **[Officer Comment:** The applicant will be advised of the requirement by network rail via an informative.

Thames Water (Statutory Consultee)

5.5 To date no comments have been received.

Tower Hamlets Primary Care Trust

5.6 Financial contribution of £32,580 is required for this development to secure appropriate capacity within local healthcare facilities.

5.7 **[Officer comment:** This required financial contribution has been agreed and it is recommended that it is secured through a s106 agreement].

LBTH Contaminated Land(Statutory Consultee)

5.8 The Councils records indicate that the site and surrounding area have been subjected to former industrial uses, which have the potential to contaminate the area. As ground works are proposed a potential pathway for contaminants may exist and will need further characterisation to determine associated risks.

5.9 A condition is required to ensure the developer carries out a site investigation to investigate

and identify potential contamination.

- 5.10 **[Officer Comment:** An appropriately worded condition would be imposed on any permission]

LBTH Waste Management

- 5.11 Waste Storage arrangement is satisfactory. No objection to the proposal.

LBTH Education Development Team

- 5.12 To date no comments have been received.

LBTH Housing Development and Private Sector

- 5.13 The applicant initially proposed zero affordable housing. However, following a viability review it was deemed that there was sufficient surplus within the scheme to deliver affordable housing. The review concluded that this surplus could deliver 6 affordable units) at Social Rent, this would equate to a 24% quantum of affordable housing by habitable room. This is short of the council's 35% target; however the viability review concluded that this is the maximum viable amount. The applicant proposes to deliver 4 units on site (all on the 2nd floor) and provide a payment in lieu for the remaining 2 units.
- 5.14 The 1 and 3 bed unit are in line with the Council space standards (Managing Development Document DM4). However, the 2 bed unit at 59.5sqm falls short of the minimum target of 61sqm.
- 5.15 This would equate to 24% affordable by habitable rooms, short of the council's 35% target. We would therefore like to ensure that there is a review mechanism agreed within the s106 agreement (timing of the review to be determined) so that any uplift in scheme value is captured to plug the gap between the current offer and the council's target.
- 5.16 We are concerned about the lack of outlook for the residential units; we would want to ensure that the Daylight and Sunlight concludes that these units receive sufficient light.
- 5.17 We can consider the scheme with the 4 affordable units (1x1bed, 1x2bed and 2x3bed) on site and a payment in lieu for the 2 remaining units with a review mechanism within the s106 to ensure the level of affordable is maximised towards the 35% target.
- 5.18 **[Officer Comment:** The required financial contribution has been agreed and it is recommended that it is secured through s106 agreement. A review mechanism will also be secured through s106 agreement. Issues regarding affordable housing, internal space standard and amenity are fully discussed in the housing section of this report].

LBTH Access Officer

- 5.19 Access Officer Observations regarding wheelchair accessible housing units (2)
- Welcome the provision of 2 lifts.
 - The doors appear to have adequate clear widths
 - Concerns raised about the narrow route into the kitchen on the 3B5P
 - In double and twin rooms 1200mm should be provided on one side of each bed,
 - Bathrooms appear to provide sufficient manoeuvring space and to have outward opening doors.
 - There should be a transfer 'shelf' at the end of the bath

- There should be a clear ceiling-track hoist route (suitably constructed and with a ready power supply) provided between the bathroom and an adjacent bedroom (this should be discreet and should not pass through any living/habitable room)
- Thresholds to the balconies and any community/amenity facilities e.g. bin store should be flush/level
- Windows should be openable from a seated position.

5.20 **[Officer Comment:** These matters will be secured via an appropriately worded condition to ensure that the wheelchair units are policy compliant].

LBTH Noise and Vibration

- 5.21 This development will experience high levels of noise and vibration from the Railway and Commercial Road in close proximity and is considered to fall within a SOAEL (Significant Observable Adverse Effect Level) as defined by the NPL (Noise Policy for England) under the current Planning Framework; as such our department would object to any proposed development at this location, unless significant noise insulation and acoustic ventilation measures are incorporated to ameliorate the likely noise impact on future residents.
- 5.22 If the site is used a high degree of noise insulation and vibration isolation will be required, to meet the “good standard” of BS2333 and the noise insulation between the residential and commercial uses should be at least 60 DnTw.
- 5.23 At present we would recommend that the development is refused in its present form, as it is highly likely that any residential properties may be uninhabitable and complaints will be very likely received after occupation.
- 5.24 Other conflict of use may occur at the development between residential and any commercial activities, including mechanical and electrical plant noise; servicing and delivery noise should also be taken into consideration as well as any other commercial activities.
- 5.25 **[Officer Comment:** Officers are satisfied that these matters can be addressed through appropriate insulation and vibration isolation and therefore these matters will be secured via an appropriately worded condition to ensure that the residential units are adequately insulated from noise and vibration.]

LBTH Transportation and Highways

Parking

- 5.26 The site is located in an area of excellent public transport accessibility (PTAL6). Thus, in accordance with the Managing Development Document (MDD) DM22 Highways requires a s106 agreement to be attached to any permission prohibiting any residents of the new units from obtaining a residential on-street car parking permit from the Council.

Cycle Parking

- 5.27 The minimum cycle parking requirements as per the MDD for this development are 28 spaces for the residential units (25 for 1 or 2 bedroom and for 3 + bedrooms) and for the D2 space information has not been provided on the number of staff and peak time visitors to allow calculation of the minimum requirement. The plans show separate, designated areas for both residential and D2 use cycle parking but apart from stating that 11 cycle parking spaces will be provided on-site on the application form, there is no information on how these spaces will be distributed across each use class. Even from this limited

- 5.28 information it can be seen the provision falls significantly short of the minimum requirement to which Highways objects. The applicant has also failed to provide information on the type of cycle parking to be provided. The applicant is requested to provide this information and is advised that Highways will not support a situation where all cycle parking is of a vertical type.
- 5.29 **[Officer Comment:** The applicant is not proposing any car parking within the scheme. Full details of the cycle storage facility will be secured via condition and officers are confident that sufficient cycle parking can be provided for the development. The applicant would be advised via an informative of the need to use a Sheffield stand or similar.]

Refuse and servicing Arrangements

- 5.30 As discussed at the pre-application stage, highway access is available only via Commercial Road (Boulcott Street is a dead end) and consideration must be given to how the development will be serviced. As Highways will not support a situation where vehicles are forced to reverse up Boulcott Street and into the junction with Commercial Road the applicant was asked demonstrate where and how vehicles would turn in the road.
- 5.31 The introduction of 25 new residential units would result in an increase of servicing activity on Boulcott Street and as the ground floor plan does not provide a turning head for service vehicles it follows that goods vehicles will not be able to turn on Boulcott Street and will be forced to reverse back into the busy junction with Commercial Road. This would be a highly undesirable situation as the adjoining section of Commercial Road is a busy car, bus, cycle and pedestrian route. Highways object on the grounds that the development will have an unacceptable impact on road safety and that it does not comply with MDD DM20.
- 5.32 The issue of goods vehicles accessing the site will also be critical during the construction stage. Thus, a condition should be attached to any planning permission requiring a Construction Logistics Plan is approved prior to commencement of construction. This CLP should address in detail how goods vehicles will enter and exit Boulcott Street while mitigating any road safety risk.
- 5.33 **[Officer Comment:** refuse and service arrangement are fully discussed in the Highways section of this report]
- 5.34 The proposed development would result in two existing footway crossovers becoming redundant and increase stress on the footway adjoining the site, which is currently in a poor state of repair. The applicant is expected to instate footway in place of the crossovers and make good the any residual damage after the construction of the development is complete. If the planner is minded to grant permission, a condition requiring a S278 agreement should be included.
- 5.35 **[Officer Comment:** The above matter will be secured via condition.]

LBTH Energy and efficiency team

Energy

- 5.36 The applicant should undertake an energy assessment to clearly set out the anticipated CO2 emissions of the proposed development. The energy assessment should clearly set out the overall reductions from TER to DER to demonstrate that the CO2 emissions have been reduced by 35% (Managing Development DPD Policy DM29). The energy assessment should include the following:
- calculation of baseline energy demand and carbon dioxide emissions. The baseline

energy demand needs to be calculated using an approved calculation methodology.

- proposals for the reduction of energy demand and carbon dioxide emissions from heating, cooling and electrical power.
- proposals for meeting residual energy demands through sustainable energy measures.
- calculation of the remaining energy demand and carbon dioxide emissions.

Sustainability

- 5.37 Policy 5.3 of the London Plan 2011 and Managing Development policy DM29 seek the highest standards of sustainable design and construction principles to be integrated into all future developments.
- 5.38 Policy DM29 requires all developments to demonstrate the highest standards of sustainable design and construction through undertaking an appropriate assessment of the scheme. The submitted information shows that the scheme has been designed to achieve Code Level 4 rating and BREEAM Excellent. This is supported by the sustainable development team.

Further information requirements

- 5.39 The proposed scheme is currently NOT in compliance with current and emerging policy requirements including the London Plan 2011 (Chapter 5) and DM29 of the Managing Development DPD. Further information is requested from the applicant on the following issues:
- 5.40 Energy Assessment – the baseline energy demand needs to be calculated using the appropriate calculation methodology and sample calculations should be provided to show the proposed TER and DER/BER. Reason: to ensure compliance with London Plan Policy 5.2 Minimising Carbon Dioxide Emissions.
- 5.41 Be Lean – The applicant needs to detail the passive design and energy efficiency measures integrated into the design to reduce the overall energy demand and identify the % carbon emission savings from these measures. Reason: to ensure compliance with London Plan Policies 5.2 & 5.3 Sustainable Design and Construction.
- 5.42 Be Clean – the applicant should provide details of how the heating and hot water demand will be met. Reason: to ensure compliance with London Plan policy 5.2 & 5.6
- 5.43 Be Green – Details of the initiatives to reduce CO2 emissions through renewable technologies should be provided. Reason to ensure compliance Core Strategy Policy SP11.
- 5.44 **[Officer Comment:** Officers are confident that these matters can be addressed and therefore these matters will be secured via an appropriately worded condition.]

6. LOCAL REPRESENTATION

- 6.1 A total of 78 neighbouring properties within the area shown on the map appended to this report were notified about the application and invited to comment. The application has also been publicised in East End Life and on site. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No of individual 4 Objecting: 4 Supporting: 0
responses:

No of petitions received: 1 in objection with 32 signatory

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

- The proposal significantly compromises the development potential of land at 1-9 Ratcliffe Cross Street.
- The proposed scheme relies on sunlight and daylight from land at 1-9 Ratcliffe Cross Street to bring light to the proposed western courtyard area.
- The development of both sites should be considered together to ensure that a compatible scheme can be agreed

6.3 **[Officer Comment:** This is fully discussed in the Housing section of this report].

6.7 Density

§ Overdevelopment would result in the area being too densely populated
Increased population in the area is already putting pressure on services i.e. waste collection and this application would worsen the situation.

6.8 **[Officer Comment:** This is fully discussed in the Density section of this report].

6.9 Design

- § Scale of the development not in keeping with the street
- § Design and appearance not appropriate

6.10 **[Officer Comment:** This is fully discussed in the Design section of this report.]

6.11 Amenity

- § Loss of daylight and sunlight to adjoin flats, overlooking issues
- § Loss of privacy

6.12 **[Officer Comment:** This is fully discussed in the Amenity section of this report].

6.13 Highways

§ Impact on highways safety and increase in traffic generation

6.14 **[Officer Comment:**This is fully discussed in the Highways section of this report].

7. MATERIAL PLANNING CONSIDERATIONS

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

1. Land Use
2. Housing
3. Design
4. Amenity
5. Highways
6. Energy & Sustainability
7. Contamination
8. Section 106 Agreement
9. Localism Act (amendment to S70(2) of the TCPA 1990)
10. Human Rights Considerations
11. Equality Act Considerations

Land Use

- 7.1 The National Planning Policy Framework sets out the Government's land use planning and sustainable development objectives. The framework identifies a holistic approach to sustainable development as a core purpose of the planning system and requires the planning system to perform three distinct but interrelated roles: an economic role – contributing to the economy through ensuring sufficient supply of land and infrastructure; a social role – supporting local communities by providing a high quality built environment, adequate housing and local services; and an environmental role – protecting and enhancing the natural, built and historic environment. These economic, social and environmental goals should be sought jointly and simultaneously.
- 7.2 Paragraph 9 of the NPPF highlights that the pursuit of sustainable development includes widening the choice of high quality homes, improving the conditions in which people live and take leisure, and replacing poor design with better design. Furthermore, paragraph 17 states that it is a core planning principle to efficiently reuse land that has previously been developed, promote mixed use development and to drive and support sustainable economic development through meeting the housing, business and other development needs of an area.
- 7.3 Policy 2.9 of the London Plan identifies the unique challenges and potential of inner London and specifies that boroughs should work to sustain its economic and demographic growth while addressing concentrations of deprivation and improving the quality of life and health for those living there.
- 7.4 The application site carries no site-specific policy designations but is located within an 'edge of centre' area for the LimehouseNeighbourhood Town Centre, located approximately 21m to the south. The site is occupied by a part single part threestorey community centre (Dockers Club) of approximately 485sqm which is in a poor state of repair in a building with little architectural merit. The proposal represents an opportunity to introduce a mixed used development onto the site that promotes social cohesion whilst addressing deprivation through the provision of low cost housing. It is considered that this complies with both the national (NPPF) and regional policy (London Plan) stated above.
- 7.5 Principle of residential use
- Delivering new housing is a key priority both locally and nationally. Through policy 3.3, the London Plan seeks to alleviate the current and projected housing shortage in the Capital through provision of an annual average of 32,210 of new homes over a ten year period. The minimum ten year target for Tower Hamlets is set at 28,850 with an annual monitoring target of 2,885. The need to address the pressing demand for new residential accommodation is embraced by the Council's strategic objectives SO7 and SO8 and policy SP02 of the Core Strategy. These policies and objectives place particular focus on delivering more affordable homes throughout the borough.
- 7.6 The Core Strategy objective SO5 and policy SP01 identify edge of town centre locations, such as the application site, as suitable for mixed use development with the proportion of residential accommodation increasing away from designated town centres. Additionally, the placemaking policy SP12 envisages Stepney as a great place for families.
- 7.7 The application site is located on Boulcott Street, a narrow dead end road. In recent years Boulcott Street has been experiencing a transition from industrial use to a more residential character. With the recently constructed residential development at no's 2-4 Boulcott Street and former residential developments at no. 3 Boulcott Street and no. 5 Boulcott Street.

- 7.8 The application proposes the construction of 25 residential units, it is considered that the site is currently under-utilised and that redeveloping this site would contribute towards the regeneration of the site in accordance with the Core Strategy. Moreover, the proposal would make the most efficient use of the land and bring forward a sustainable development which responds to its changing context. Furthermore, the proposal would help address the key requirement for affordable housing which is a priority focus for the borough.
- 7.9 Given the above, the principle of redevelopment of the site for housing purposes is considered desirable in policy terms subject to other land use considerations.

Re-provision of community facility

- 7.10 Housing growth should be accompanied by and underpinned by provision of social, recreational and cultural facilities and services to reflect the community's needs, promote social cohesion, increase the quality of life and support health, social and cultural wellbeing. In particular, paragraph 73 of the NPPF acknowledges the contribution that opportunities for sport and recreation can make to the health and wellbeing of communities. Accordingly, policies 3.16 and 3.19 of the London Plan support development proposals that increase or enhance the provision of sports and recreation facilities.
- 7.11 These national and regional policies are reflected in the Council's Core Strategy policy SP03 and strategic objectives SO10 and SO11 which aim to deliver healthy and liveable neighbourhoods that promote active and healthy lifestyles and ensure the timely provision of infrastructure to support housing growth. In particular, policy SP03 seeks provision of high-quality, multi-use leisure centres in accessible locations.
- 7.12 The NPPF, policies 3.16 and 4.7 of the London Plan, objectives SO4 and SO5 and policy SP01 of the Core Strategy, and policy DM8 of the Managing Development Document seek to locate leisure, social and community facilities in accessible locations, in or at the edge of town centres or along main roads. This is in order to support the vitality and viability of local town centres and ensure easy access by foot, cycle or public transport.
- 7.13 The Managing Development Document policy DM8 requires protection of health, leisure, social and community facilities where they meet an identified local need and the buildings are suitable for their use. The loss of an existing facility will only be considered acceptable if it can be demonstrated that there is no longer a need for the facility and the building is no longer suitable, or the facility is being adequately re-provided elsewhere. Paragraph 74 of the NPPF specifies that existing open space, sports and recreational buildings and land should not be built on unless the development is for alternative sports and recreational provision or the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quality and quantity.
- 7.14 The application proposes the replacement of the existing social club/community facility of some 485sqm with a new community centre of 627sqm. This represents a net gain of 142sqm in floor area, and therefore achieves the aims of the NPPF.
- 7.15 The current Docker's club is in a poor condition, as advised by the applicant it is still actively used but in need of modernisation. The new community centre will be provided over two floors with ancillary office space and flexible community space. The centre will have a separate entrance to the residential use above and as such can be used independently.
- 7.16 The application site is located at the edge of the Limehouse Neighbourhood Town centre. The re-provision of the community facility is considered acceptable as the site lies within a

highly accessible location, approximately 214 metres to the west of the Limehouse Docklands Light Railway (DLR) and National rail. Buses no. 15, 115, 135 and D3 all serve Commercial Road which is to the north of the application site. A high percentage of residential developments are located to the south of the site on Cable Street. Furthermore it is considered that the use would contribute to the vitality and viability of the surrounding area.

- 7.17 Overall, on balance, it is considered that the net increase in the community floorspace on site is acceptable in land use terms. The redevelopment of the site for mixed use purposes will provide a community centre, whilst making a significant contribution to delivery of much needed housing. The proposal thus broadly accords with the principles of the abovementioned land use policies.

Density

- 7.18 The NPPF stresses the importance of making the most efficient use of land and maximising the amount of housing. This guidance is echoed in the requirements of policies 3.4 of the LP and strategic objective SO7 and strategic policy SP02 of the CS which seek to ensure new housing developments optimise the use of land by associating the distribution and density levels of housing to public transport accessibility levels and the wider accessibility of that location. Table 3.2 of policy 3.4 of the LP provides guidelines on density taking account of accessibility and setting.
- 7.19 The site has an excellent Public Transport Accessibility Level (PTAL) (6). For urban sites with a PTAL range of between 4 and 6, table 3.2 of the LP, suggests a density of between 400- 700 habitable rooms per hectare. The proposed density would be 1315 habitable rooms per hectare (net site area) and therefore would be above the recommended density range.
- 7.20 It should be remembered that density only serves as an indication of the likely impact of development. Typically high density schemes may have an unacceptable impact on the following areas:
- Access to sunlight and daylight;
 - Lack of open space and amenity space;
 - Increased sense of enclosure;
 - Loss of outlook;
 - Increased traffic generation; and
 - Impacts on social and physical infrastructure.
- 7.21 This report will go on to show that whilst some of the symptoms of overdevelopment are present in this application, officers have sought to weigh up its impacts against the benefits of the scheme and in particular the provision of much needed social infrastructure, including affordable housing and the re-provision of a better community use.

Housing

- 7.22 Policy 3.3 of the LP seeks to increase London's supply of housing, requiring Boroughs to exceed housing targets, and for new developments to offer a range of housing choices, in terms of the mix of housing sizes and types and provide better quality accommodation for Londoners.
- 7.23 Policy SP02 of the CS seeks to deliver 43,275 new homes (equating to 2,885 per year) from 2010 to 2025 in line with the housing targets set out in the London Plan.

7.24 The application proposes 25 new residential units (Use Class C3) within the site.

Affordable Housing:

7.25 Policies 3.10, 3.11 and 3.12 of the LP define Affordable Housing and seek the maximum reasonable amount of affordable housing taking into account site specific circumstances and the need to have regard to financial viability assessments, public subsidy and potential for phased re-appraisals.

7.26 Policy SP02 of CS seeks to maximise all opportunities for affordable housing on each site, in order to achieve a 50% affordable housing target across the Borough, with a minimum of 35% affordable housing provision being sought.

7.27 As detailed in table 1 below, the proposal provides 19% affordable housing provision on-site by habitable room (4 units). With the payment in lieu for two units, the affordable housing would equate to 24%.

7.28 Table 1: Affordable Housing Provision

Unit Type	Affordable Housing				Market Housing		Total	
	Affordable Rent		Intermediate		Unit	Hab. Rm.	Unit	Hab. Rm.
	Unit	Hab. Rm.	Unit	Hab. Rm.				
1 bed flat	1	2	0	0	8	16	9	18
2 bed flat	1	3	0	0	12	36	13	39
3 bed flat	2	8	0	0	1	4	3	12
4 bed house	0	0	0	0	0	0	0	0
Total	4	13	0	0	21	56	25	69

7.29 The application was initially submitted with a proposed provision of no affordable housing. This was supported by a viability appraisal which sought to demonstrate that the provision of a policy compliant level of affordable housing (35%) and financial contributions in line with the S106 SPD would not be viable.

7.30 The submitted viability appraisal was independently assessed on behalf of the Council, the viability expert advised that the development could support a level of 24% affordable housing which equates to 6 affordable units on site.

7.31 A total of 4 of the 25 residential units within the proposal have been provided as affordable units, which represents a total on-site provision of 19% based on habitable rooms. This falls short by 6%, which equates to two units.

7.32 The applicant has proposed a cash contribution towards the provision of two affordable units. A contribution of £444,000 has been agreed as the total sum for providing the two affordable units off-site. This is the maximum reasonable amount of affordable housing whilst ensuring the scheme can be delivered and is viable.

- 7.33 A final review mechanism will be set via s106 to ensure that the maximum reasonable amount of affordable housing is secured.
- 7.34 Policy DM3 (3) of the MDD states that development should maximise the delivery of affordable housing on-site. Part (a) of the policy states that off-site provision will only be considered in circumstances that it is not practical to provide affordable housing on site.
- 7.35 There are specific constraints associated with the subject site; the site is located off a narrow road with the DLR and national rail lines running along the south of the site. This accordingly has an impact on the level of affordable housing the scheme can deliver, whilst being viable. The affordable units are to be provided at second floor level, which accommodates only four units consisting of 2 x 3 bedrooms, 1 x 2 bedroom and 1 x 1 bedroom. Registered Providers (RP) prefer affordable units to be located within a separate core and not pepper potted for ease of servicing and maintenance. However in this instance, due to site constraints this is not a viable option, and only 4 affordable units have been provided within the same floor.
- 7.36 The remaining 2 units will be accounted for through a payment in lieu, this is considered acceptable in order to achieve acceptable tenure mix and delivery of quality affordable housing.
- 7.37 In conclusion, the application has been revised to provide 24% affordable housing by habitable room of which 19% will be provided on site. Whilst this falls short of the policy requirement of 35% affordable housing, an independent assessment of the application has shown that this is the maximum that the development can reasonably afford.

Housing Tenure:

- 7.38 With regard to the tenure of housing, the application proposes all units to be social target rented. There are no affordable (POD levels) or intermediate rent units within the proposal.
- 7.39 Affordable rented housing is defined as: Rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80% of the local market rent.
- 7.40 Social target rent is defined as rented housing owned and managed by local authorities, registered provider (RP) or and Approved Affordable Housing Provider (AAHP) for which guided target rent are determined through the national rent regime.
- 7.41 Intermediate affordable housing is defined as: Housing at prices and rents above those of social rent, but below market price or rents, and which meet the criteria set out above. These can include shared equity products (e.g. Home Buy), other low cost homes for sale and intermediate rent but does not include affordable rented housing.
- 7.42 As part of the independent review of the applicant's viability toolkit, options to provide the units as affordable and intermediate rented accommodation were fully investigated; it was concluded that all units could be delivered as social target rents. It is noted that the Council's Housing team are supportive of the provision of affordable housing provided at social target rents.
- 7.43 The proposal is providing 100% social rented mix; this is not in compliance with Council's policy target of 70:30, as set out in the strategic policy SP02 of the CS. No intermediate housing is proposed, however as advised within the most up to date housing need assessment a large proportion of affordable units are required as social rented properties.

The approach is therefore considered acceptable and the LBTH Housing team supports this approach. Table 2 below illustrates the social rent level achieved within the borough.

7.44 Table 2: Social target rent levels

	1 bed (pw)	2 bed (pw)	3 bed (pw)
Proposed development social target rent levels plus service charges	£132.16	£139.92	147.70

Housing Mix:

7.45 Pursuant to Policy 3.8 of the London Plan, new residential development should offer genuine housing choice, in particular a range of housing size and type.

7.46 Strategic policy SP02 of the CS also seeks to secure a mixture of small and large housing, requiring an overall target of 30% of all new housing to be of a size suitable for families (three-bed plus), including 45% of new affordable homes to be for families.

7.47 Policy DM3 (part 7) of the MDD requires a balance of housing types including family homes. Specific guidance is provided on particular housing types and is based on the Councils most up to date Strategic Housing Market Assessment (2009). Table three shows the proposed housing and tenure mix.

7.48 Table 3: Housing Mix

		Affordable Housing						Private Housing		
		Social rent			Intermediate			Market Sale		
Unit size	Total Units	Unit	%	LBTH target %	Unit	%	LBTH target %	Unit	%	LBTH target %
1bed	1	1	25	30	0	0	25	8	38	50
2bed	1	1	25	25	0	0	50	12	57	30
3bed	2	2	50	30	0	0	25	1	5	20
4bed	0	0	0	15	0	0		0	0	
5bed	0	0	0	0	0	0		0	0	
Total	4	4	100	100	0	0	100	21	100	100

7.49 Whilst there is an under provision of one beds within the social rented tenure, this is considered acceptable as it would lead to an above target provision of much needed family accommodation, providing a 50% provision against a 45% target.

- 7.50 Within the market tenure there is an under provision of one beds which is offset by an over provision of two beds. Family housing is provided at 5% which is an under provision against a 20% target. However on balance, given the central character of the site the proportion of family units could be considered acceptable.
- 7.51 With regard to the housing mix, on balance given that the proportion of family housing within the affordable rented tenures exceeds targets and within the private tenure it is broadly policy compliant, officers consider on balance the housing mix is acceptable.
- 7.52 On balance, it is considered that the proposal would provide an acceptable mix of housing and contributes towards delivering mixed and balanced communities across the wider area. Therefore, it is considered that the application provides an acceptable mix in compliance with Policy 3.8 of the London Plan (2011), Policy SP02 of the CS and Policy DM3 of the MDD which seek to ensure developments provide an appropriate housing mix to meet the needs of the borough.

Housing Layout and Private Amenity Space:

- 7.53 London Plan policy 3.5 seeks quality in new housing provision. London Plan policy 3.5, the London Housing SPG and MDD policy DM4 requires new development to make adequate provision of internal residential space.
- 7.54 London Plan policy 3.5, policy SP02 of the Core Strategy and policy DM4 of the Managing Development Document seek to ensure that all new housing is appropriately sized, high-quality and well-designed. Specific standards are provided by the Mayor of London Housing Supplementary Planning Guidance.
- 7.55 Table 4: Internal space standards

Proposed	Dwelling type	Gross internal Area (GIA)
Flats	1p	37sq metres
	1b2p	50sq metres
	2b3p	61sq metres
	2b4p	70sq metres
	3b4p	74sq metres
	3b5p	86sq metres
	3b6p	95sq metres
	4b5p	90sq metres
	4b6p	99sq metres

- 7.56 The table above sets out the minimum internal space standards. All of the proposed 1 bed units meet the above target. In terms of the two bedroom units, 6 of the 13 proposed 2 bedroom 3 person units measure 59.5sqm, this falls short of the minimum target of 61sqm.
- 7.57 It is noted that all 6 units benefit from south facing private amenity space measuring 12.45sq metres. This equates to an additional 6.45sq metres above the minimum standard for private amenity space. As such it is considered that the short fall in internal floor space is mitigated by the surplus of private amenity space.
- 7.58 The 3bed units meet or exceed the above targets. Moreover, all of the affordablefamily units benefit from separate kitchens and living rooms.

Private Amenity Space:

- 7.59 Policy DM4 sets out standards for new housing developments with relation to private amenity space. These standards are in line with the London Housing SPG, recommending that a minimum of 5 sq. m of private outdoor space is provided for 1-2 person dwellings and an extra 1 sq. m is provided for each additional occupant.
- 7.60 The private amenity space standard is set at a minimum of 5sqm for 1-2 person dwellings with an extra 1sqm for each additional occupant.
- 7.61 All of the proposed 25 flats benefit from private amenity space in the form of balconies. However, 8 of the 25 flats fall short of the minimum space standard as set out for private amenity space. It is also noted that 9 of the proposed balconies are located within the west facing lightwell. The balconies within the lightwell are likely to receive less sunlight and daylight than those located on the south elevation, thus reducing the likelihood of the balconies being used. However, as discussed below, there is an over provision of communal amenity space which helps to mitigate the, non-compliance with private amenity space standards. On balance, officers consider that this is acceptable.

Communal Amenity Space:

- 7.62 For all developments of 10 units or more, 50sqm of communal amenity space (plus an extra 1sqm for every additional 1 unit thereafter) should be provided. There would be a requirement for 65 square meters of communal amenity space. Overall, the development would include the provision of large communal amenity space which measures approximately 84sq metres.
- 7.63 It is considered that quantity of the proposed amenity space would be acceptable. It is recommended that if planning permission were granted that full details of the communal space be controlled via condition.

Child Play Space:

- 7.64 Policy 3.6 of the LP, strategic policy SP02 of the CS and policy DM4 of the MDD seeks to protect existing child play space and requires the provision of new appropriate play space within new residential development. Policy DM4 specifically advises that applicants apply LBTH child yields and the guidance set out in the Mayor of London's SPG on 'Shaping Neighbourhoods: Play and Informal Recreation' (which sets a benchmark of 10sq metres of useable child play space per child).
- 7.65 Using the Tower Hamlets SPG child yield calculations, the overall development is anticipated to yield 3 children and accordingly the development should provide a minimum of 30sq metres of play space in accordance with the LP and MDD's standard of 10sq metres per child. The application proposes 25sq metres of child play space. The proposed provision of play space for the scheme is below the required standard. However, due to the constraints of the site, officers consider that this is acceptable.

Amenity of future occupiers:

Outlook / sense of enclosure

- 7.66 Within the affordable housing at second floor level, the one bedroom unit would have a poor outlook. The bedroom window would look out onto a 6 storey high wall; the window is located 3.7 meters from this wall. The proposed kitchen and living area benefit from three windows, however all three windows are considered to have poor outlook, which would result in a detrimental impact on the living conditions of future occupiers of this one bedroom flat.
- 7.67 Within the three bedroom affordable unit (Flat 3), the window of bedroom 2 faces east. Due to the location of the unit adjacent to no. 2-4 Boulcott Street, this creates a tunnelling effect thus creating poor outlook from this particular window.
- 7.68 As the floor plan remains relatively the same for the 3rd, 4th and 5th floor, the outlook of 8 of the 25 flats are severely affected. Notwithstanding, the two bedroom units (flat 4) benefit from windows facing onto the lightwell and internal floor space which exceed the minimum standard.

Privacy

- 7.69 In terms of privacy, the bedroom window of the one bedroom affordable unit at second floor is located 2 metres from bedroom 2 of the three bedroom affordable unit, thus allowing oblique views into the rooms, however the proximity of the two windows allows for a greater sense of overlooking.
- 7.70 Again, as the floor plan remains relatively the same for the 3rd, 4th and 5th floor, the privacy of all 8 units is affected. However the remaining 17 units will have acceptable privacy, in particular the south facing flats which will benefit from views over the railway line.

Daylight and Sunlight

Daylight

- 7.71 In accordance with BRE Guidance, a Daylighting and Sunlight report was submitted with the application. The report calculates the Vertical Sky Component (VSC), Average Daylight Factor (ADF) and Sunlighting for adjoining properties.
- 7.72 The submitted daylight and sunlight report confirms that 6 of the 52 rooms tested failed the Average Daylight Factor test (ADF).
- 7.73 In terms of Daylight Distribution (DD) the test result conform that 6 of the 52 rooms tested failed the Daylight Distribution test.

Sunlight

- 7.74 The Bre Guidelines states that any south facing window may potentially receive up to 1486 hours of sunlight per year on average, representing 100% of the annual probable sunlight hours (APSH). Of this, each main window to a main habitable room may be adversely affected if it has less than 25% of the total APSH across the whole year to less than 5% APSH during the winter months (defined as the 6 months from September 21st through to March 21st). If the retained total APSH is reduced by less than 4% to the change from the existing is less than 20% for total and winter level of APSH then this too would meet Bre Guidance Levels.
- 7.75 All 52 habitable room windows were tested for APSH; the report confirms that 19 of the 52

windows tested failed the APSH test.

- 7.76 It is further noted that proposed lightwell faces onto land at 1-9 Ratcliffe Cross Street. Thus relying on sunlight and daylight from the adjoining land.
- 7.77 Objection has been received pertaining that the proposed location of the lightwell will substantially reduce the development potential of the adjoining land at no's 1-9 Ratcliffe Cross Street. The site is currently occupied by an underused 2 storey warehouse and is therefore a site with significant development potential. The applicant has provided a constraints and opportunities plan that shows how this site can be developed in the context of the current proposal and officers are satisfied that the proposal does not unduly constrain the development potential of the adjoining land.
- 7.78 Taking in to account the urban setting, it is considered that on balance the proposal provides acceptable residential space standards and layout. The quantity and quality of housing amenity space, communal space and child play space are considered to meet the needs of the development.

Wheelchair Housing and Lifetime Homes Standards:

- 7.79 Policy 3.8 of the LP and strategic policy SP02 of the CS require that all new housing is built to Lifetime Homes Standards and that 10% is designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.
- 7.80 Across the development, 4 residential units are proposed to be provided as wheelchair accessible which represents 16% of all units and accords with Council policy. The units are to be distributed across the affordable and private rent tenures which are supported by LBTH housing. The level of provision exceeds policy standards and is considered acceptable. If planning permission is granted a condition would be attached to ensure that the 4 wheelchair accessible units are delivered within the scheme.

Design

Policy Context

- 7.81 Chapter 7 of the LP places an emphasis on robust design in new development. Policy 7.4 specifically seeks high quality urban design having regard to the pattern and grain of the existing spaces and streets. Policy 7.6 seeks highest architectural quality, enhanced public realm, materials that complement the local character, quality adaptable space and optimisation of the potential of the site.
- 7.82 Policy SP10 of the CS and DM24 of the MDD, seek to ensure that buildings and neighbourhoods promote good design principles to create buildings, spaces and places that are high-quality, sustainable, accessible, attractive, durable and well-integrated with their surrounds.

Building form, scale and massing

- 7.83 The application site is rectangular in shape with a part single storey part three storey 1960's building, occupying around 80% of the site. The surrounding area is interesting in its diverse uses, different architecture and character, being close to the busy Commercial Road to the north and opposite Limehouse town centre.
- 7.84 This change of character is evident within Boulcott Street itself, which is a short road, terminated at its southern end by an overhead DLR viaduct. Immediately opposite the

application site is a six/seven storey block of flats, 5 Boulcott Street, immediately adjacent to that building is 3 Boulcott Street which is six stories in height. It should be noted that the scale of the proposed building is greater than that of 5 Boulcott Street. The building height progressively reduces as you get nearer to Commercial Road frontage.

- 7.85 Lying directly to the north of the site is a recently constructed five storey building with a sixth floor setback block of flats with commercial use at ground floor. To the south of the site, the railway line runs east to west and to the south of the railway line lies a plot of undeveloped land with permitted outline permission for a part 7, part 8 storey mixed use residential development.
- 7.86 The proposal is for a part six part eight storey residential development with community use at ground and first floor.
- 7.87 Following comments from the urban design Officer, the applicant revised the design of the building by reducing the height of the central core to respond positively to its neighbouring building at 2-4 Boulcott Street.
- 7.88 The eastern elevation recessed ground floor element has been moved forward to create a more prominent entrance. The design now incorporates a widened entrance hall with wheelchair and pushchair storage areas.
- 7.89 The proposed development stands at eight storeys towards the south elevation, with a rise in the central section to accommodate the lift shaft. The height of the building drops to six storeys to the north to respect the height of no.2-4 Boulcott Street. This reduces the bulk and scale from the north elevation.
- 7.90 The proposed development is located on a narrow street. The resulting scale and massing is now appropriate to the surrounding context as it respects the building height of the adjoining 7 storey development to the east and the six storey development to the north.

Design and Appearance

- 7.91 The proposal is considered to be well designed.
- 7.92 The primary façade will be on the Boulcott Street elevation, with separate access to residential and community facility. The elevation of the building has been designed in a modern contemporary style.
- 7.93 At first floor level a lightwell has been created facing west, affording natural light to the community space below. The lightwell will have projecting balconies with perforated aluminium fins to prevent overlooking and acting as privacy screens.
- 7.94 The fenestration on Boulcott Street elevation consist of louvered panels at second floor level and obscured glazing at third to seventh floor level to prevent over looking into neighbouring properties.
- 7.95 In terms of materials, the building will be predominantly built in multi brown stock coloured brick and yellow stock brick. The southern elevation of the building has been revised during the application process, by replacing the aluminium cladding to the balconies with reconstituted stone panels fixed to a steel frame. The recessed section on the south elevation will be cladded in timber.
- 7.96 The treatment of the rear facade matches the design of the Boulcott Street elevation. At seventh floor level a roof garden; children's play area and a green roof have been proposed.

These are considered to be acceptable elements of the development. Nevertheless, it is recommended that a condition is attached to ensure detailed drawings of the amenity space and green roof are submitted to ensure the proposal delivers on design quality.

Design Conclusions

7.97 The contemporary design and use of materials are considered to positively contribute to the existing street scene. The use of these varied materials would create a distinctive building within Boulcott Street which contributes positively to the locality. The south elevation in particular provides a visual interest with its use of different materials and colour.

7.98 In terms of height and massing, the proposed development is considered acceptable given the surrounding context. The proposal has been designed in a manner which ensures that the relationship in relation to the surrounding buildings is acceptable. The development would contribute to the setting of the surrounding context and would not have a detrimental impact on the adjacent conservation area.

Amenity

Impact upon the neighbouring occupants

7.99 Policy DM25 of the Development Management Document seek to protect residential amenity by ensuring neighbouring residents are not adversely affected by a loss of privacy or a material deterioration in their daylighting and sunlighting conditions.

Privacy

7.100 The windows within the development are located on all four elevations north, east, south and west. Within the lightwell the windows face towards each other and land at 1-9 Ratcliffe Cross Street.

7.101 The windows on the east elevation at second floor level will have louvered panels and the windows from third to seventh floor level will be obscured glazed. The lightwell will have projecting balconies with perforated aluminium fins to prevent overlooking and acting as privacy screens. The windows on the north west elevation serving the kitchens will also be obscured glazed.

7.102 It is not considered that any loss of privacy or overlooking would occur as all the windows facing the residential development to the east are either louvered or obscured glazed.

7.103 The windows facing south all look onto the railway line with the closest proposed residential property located approximately 35 metres which is in excess of the minimum privacy distance outlined within policy DM25 of the MDD.

7.104 Within the lightwell there are some windows and balconies which have a western aspect. These face out over a double height warehouse building. It is not considered that there would be any loss of privacy caused by these windows.

7.105 The proposed roof garden is located on the sixth floor and would therefore give far reaching and intrusive oblique views onto the terrace at 2-4 Boulcott Street and over the terrace and into the habitable rooms of 3 Boulcott Street and into rooms/balconies of the northern part of 5 Boulcott Street.

Daylight/sunlight

7.106 The objective of the Council's Policy DM4 is to ensure that new development does not adversely affect the amenity of existing neighbouring occupiers as a result of the loss of Daylight and Sunlight caused by a proposed development. Whilst it is perfectly reasonable for a degree of flexibility to be applied to reflect specific site conditions and the urban nature of this part of the Borough, the key issue remains whether the proposed development will result in a material loss of the amenity enjoyed by neighbouring residents.

7.107 The Council expects the impact of the development to be assessed following the methodology set out in the most recent version of Building Research Establishment's (BRE).

7.108 The Guidelines state that Daylighting received by an existing building may be adversely affected where:-

7.109 • The Vertical Sky Component measured at the centre of an existing main window is less than 27% and less than 0.8 times its former value; or

7.110 • The area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value.

7.111 It is therefore clear that where existing Daylighting conditions, whether measured by Vertical Sky Components or internal Daylight Distribution is reduced to less than 0.8 times its present value, i.e a reduction of more than 20%, then Daylighting is likely to be seriously affected.

7.112 A technical study by Malcolm Hollis of the impacts upon daylight and sunlight has been submitted with the application which looks at the impact of the development on the neighbouring property to the east and north. However, only the properties to the east no. 3 Boulcott Street and no.5 Boulcott Street lie directly opposite the application site and are therefore the most likely to be effected. The Council's Daylight and Sunlight consultant has reviewed the report and advised on the following findings.

No.5 Boulcott Street

7.113 31 of the 40 windows tested failed the BRE VSC test. This equates to a failure rate of 77.5%. When the Daylight Distribution results are considered, 17 out of 24 rooms failed the Daylight Distribution test, equating to a failure rate of 70.8%. The vast majority of the windows and rooms within 5 Boulcott Street will therefore experience a material loss.

7.114 At first floor level, one window will lose all of its natural Daylight. For the windows that faced directly onto the application site, the percentage reduction in VSC will range from 65.79% at best and 100% at worst. In addition, the residual VSC values range from just 0% up to 11.44% with 6 out of the 7 windows being in single figures.

7.115 The Daylight Distribution results show that of the 4 single aspect rooms facing onto the application site, the percentage losses in internal Daylight Distribution will range from 73.2% to 99.9%. Those rooms will therefore receive virtually no internal Daylight Distribution at all and rely solely on reflected light. The only room where there was no material loss to the internal Daylight Distribution is the corner dual aspect room which has the benefit of a south facing window.

7.116 It is therefore concluded that the rooms at first, second and third levels which are single aspect and face directly onto the application site will all experience significant losses of Daylight both in terms of the amount of Daylight received by the windows and the amount

of light received within the rooms, with the consequence that the occupants of those rooms will suffer a material loss of amenity.

No.3 Boulcott Street

7.117 All six windows will experience losses in VSC in excess of BRE Guidelines. This represents a 100% failure rate. In addition, 5 out of the 6 rooms will fail the BRE Daylight Distribution test representing a percentage failure rate of 83.3%.

7.118 When the results are reviewed in more detail, the percentage losses in VSC at ground, first, second and third floor levels will all be in excess of 40% ranging from 47.47% to 70.84%, and the residual values will also be extremely poor ranging from just 3.38% at ground floor level to 14.65% at third floor level.

7.119 It is only at fourth and fifth floor level where reasonable VSC values will be achieved. Similarly, when the Daylight Distribution results are examined, the percentage loss of internal Daylight Distribution at ground, first, second and third floor levels will be well above the BRE recommendations and the occupants will therefore experience a significant loss of amenity.

7.120 To conclude the occupants at ground, first, second and third floor levels will experience a very significant loss of amenity, and it is only at fourth and fifth floor levels where reasonable Daylighting will continue.

Conclusion

7.121 It should be accepted that the general pattern of development in this area is higher and denser than used for setting the targets in the BRE Guidelines and it is therefore appropriate to apply a greater degree of flexibility. The height and “massing” of the proposed development does not however mirror the height and massing on the opposite (east) side of Boulcott Street i.e no. 3 and no. 5 Boulcott Street and the overall height is greater.

7.122 The results of the Daylight and Sunlight tests also clearly demonstrate that the impact on the habitable rooms within no. 3 and no. 5 Boulcott Street will be materially effected and that the occupants of the rooms at first, second, third, and to some extent fourth floor level in 5 Boulcott Street and ground, first, second and third floor levels in 3 Boulcott Street will be left with very poor levels of Daylight and Sunlight with the consequence that those occupants will need to rely on supplementary artificial lighting for large parts of the day.

7.123 In conclusion, notwithstanding the above findings, it should be noted that the application site is located in a constrained urban environment and a degree of loss of daylight and sunlight is to be expected. Opposing properties on the street are generally 6m away from each other and any significant redevelopment of the site is likely to have similar impacts.

7.124 The BRE guidelines should be interpreted flexibly and account should be taken of the constraints of the site and the nature and character of the surrounding built form which in this location is characterised by a narrow street with opposing properties in close proximity to each other. Officers consider that there are significant impacts, however benefits of the scheme outweigh those impacts given the character and nature of the area.

Transport, Connectivity and Accessibility

- 7.125 The NPPF and Policy 6.1 of the London Plan 2011 seek to promote sustainable modes of transport and accessibility, and reduce the need to travel by car. Policy 6.3 also requires transport demand generated by new development to be within the relative capacity of the existing highway network.
- 7.126 CS Policy SP08 & SP09 and Policy DM20 of the MDD together seek to deliver an accessible, efficient and sustainable transport network, ensuring new development has no adverse impact on safety and road network capacity, requires the assessment of traffic generation impacts and also seeks to prioritise and encourage improvements to the pedestrian environment.
- 7.127 The site has an excellent public transport accessibility level (PTAL 6) (1 being poor and 6 being excellent).

Car Parking:

- 7.128 Policies 6.13 of the London Plan, strategic policy SP09 of the CS and policy DM22 of the MDD seek to encourage sustainable non-car modes of transport and to limit car use by restricting car parking provision.
- 7.129 The most up to date parking standards are found within Appendix 2 of the MDD. The standard states that no car parking should be provided unless a Transport Assessment can demonstrate that there are no unacceptable impacts on the highway network and a travel plan can be secured.
- 7.130 Parking standards are based on the PTAL of a given site. As the site benefits from an excellent PTAL rating of 6, the application has proposed no onsite car parking. It is recommended that the development would be secured as permit free (other than Councils permit transfer scheme) to prevent future residents from securing parking permits for the local area. This would be secured via the s106 agreement.

Provision for Cyclists:

- 7.131 In accordance with cycle parking requirements, 30 cycle parking spaces have been provided within the development for residential use. However no cycle parking spaces has been indicated on submitted plans for the use by community facility users or staff. Cycle parking spaces will be secured via condition for community facility users and staff. The proposal therefore will achieve compliance with London Plan policy 6.13.

Refuse and servicing Arrangements:

- 7.132 The Highways Officer objects on the grounds that the development will have an unacceptable impact on road safety. As Boulcott Street is a dead end road, access is only available via Commercial Road. Highways will not support a situation where vehicles are forced to reverse up Boulcott Street and into the junction with Commercial Road.
- 7.133 The Highways Officer states that the introduction of 25 new residential units would result in an increase of servicing activity on Boulcott Street and as the ground floor plan does not provide a turning head for service vehicles, it follows that goods vehicles will not be able to turn on Boulcott Street and will be forced to reverse back into the busy junction with Commercial Road. This would be a highly undesirable situation as the adjoining section of Commercial Road is a busy car, bus, cycle and pedestrian route.

- 7.134 Notwithstanding concerns raised by Highways Officer, it is noted that no.5 Boulcott Street has 14 residential units within the development and refuse collection takes place on a regular basis.
- 7.135 The refuse team have advised that the refuse truck currently back into Boulcott Street and the current arrangement will continue for the proposed development. As such the refuse arrangement for the applicant site will be the same as that of 5 Boulcott Street. Whilst this may result in the refuse lorries resting for longer periods in Boulcott Street, officers are satisfied that such arrangements already exists and that Boulcott Street is a dead end road unlikely to attract significant levels of traffic.

Other:

- 7.136 Highways Officer has raised concerns about the impact of the proposed development on the surrounding highways network during construction phase. The impact of the construction phase would be controlled via a Construction Management Plan (CMP) and a logistic plan which would be secured via condition. The Highways Officer has also requested that the applicant enter into Section 278 Agreement of the Highway Act 1980 to ensure that the applicant instates footway in place of the crossovers and make good the any residual damage after the construction of the development is complete.
- 7.137 Subject to the development being secured as permit free, conditions securing cycle parking, Construction Management Plan and s278 works that the proposed development would not have an adverse impact on the surrounding highway network. On balance it is not considered that the proposed 25 new units would not result in an unduly detrimental impact upon local public transport infrastructure.
- 7.138 To conclude, the proposed development on balance is considered acceptable with regard to highway's impacts and accords with policy.

Energy & Sustainability

- 7.139 At a National level, the NPPF encourage developments to incorporate renewable energy and to promote energy efficiency.
- 7.140 The London Plan sets out the Mayor of London's energy hierarchy which is to:
- Use Less Energy (Be Lean);
 - Supply Energy Efficiently (Be Clean); and
 - Use Renewable Energy (Be Green)
- 7.141 The London Plan 2011 also includes the target to achieve a minimum 25% reduction in CO2 emissions above the Building Regulations 2010 through the cumulative steps of the Energy Hierarchy (Policy 5.2).
- 7.142 The applicant should undertake an energy assessment to clearly set out the anticipated CO2 emissions of the proposed development. The energy assessment should clearly set out the overall reductions from TER to DER to demonstrate that the CO2 emissions have been reduced by 35% (Managing Development DPD Policy DM29). The energy assessment should include the following:
- calculation of baseline energy demand and carbon dioxide emissions. The baseline energy demand needs to be calculated using an approved calculation methodology.
 - proposals for the reduction of energy demand and carbon dioxide emissions from heating, cooling and electrical power.

- proposals for meeting residual energy demands through sustainable energy measures.
- calculation of the remaining energy demand and carbon dioxide emissions.

- 7.143 The applicant has proposed to achieve Code Level 4 rating for the residential part of the development and BREEAM Excellent for the community facility. This is supported by the sustainable development team and would be secured through appropriate conditions.
- 7.144 The energy officer has advised that the proposed scheme is currently not in compliance with council policies and the following information is required from the applicant on the following issues:
- 7.145 Energy Assessment – the baseline energy demand needs to be calculated using the appropriate calculation methodology and sample calculations should be provided to show the proposed TER and DER/BER. Reason: to ensure compliance with London Plan Policy 5.2 Minimising Carbon Dioxide Emissions.
- 7.146 Be Lean – The applicant needs to detail the passive design and energy efficiency measures integrated into the design to reduce the overall energy demand and identify the % carbon emission savings from these measures. Reason: to ensure compliance with London Plan Policies 5.2 & 5.3 Sustainable Design and Construction.
- 7.147 Be Clean – the applicant should provide details of how the heating and hot water demand will be met. Reason: to ensure compliance with London Plan policy 5.2 & 5.6
- 7.148 Be Green – Details of the initiatives to reduce CO2 emissions through renewable technologies should be provided. Reason to ensure compliance Core Strategy Policy SP11
- 7.149 Officers are satisfied that compliance with the London Plan policies can be achieved and therefore the above energy requirements will be secured by condition. Subject to condition the environmental sustainability matters, including energy, on balance are acceptable and accord with policies 5.2 and 5.7 of the London Plan (2011) and policy DM29 of the Managing Development Document (2013), which seek to promote sustainable development practices.

Contamination

- 7.150 The NPPF and policy DM30 of the MDD provide guidance with regard to the assessment of contamination risk.
- 7.151 In accordance with the Environmental Health Contaminated Land Officer's comments a condition will be attached which will ensure the developer carries out a site investigation to investigate and identify potential contamination.

Health Considerations

- 7.152 Policy 3.2 of the London Plan seeks to improve health and address health inequalities having regard to the health impacts of development proposals as a mechanism for ensuring that new developments promote public health within the borough.
- 7.153 Policy SP03 of the Core Strategy seeks to deliver healthy and liveable neighbourhoods that promote active and healthy lifestyles, and enhance people's wider health and well-being.
- 7.154 Part 1 of Policy SP03 in particular seeks to support opportunities for healthy and active lifestyles through:

- Working with NHS Tower Hamlets to improve healthy and active lifestyles.
- Providing high-quality walking and cycling routes.
- Providing excellent access to leisure and recreation facilities.
- Seeking to reduce the over-concentration of any use type where this detracts from the ability to adopt healthy lifestyles.
- Promoting and supporting local food-growing and urban agriculture.

7.155 The applicant has agreed to financial contributions towards leisure, community facilities and health care provision within the Borough.

7.156 It is therefore considered that the financial contribution towards healthcare and community facilities and leisure will meet the objectives of London Plan Policy 3.2 and Policy SP03 of the Council's Core Strategy which seek the provision of health facilities and opportunities for healthy and active lifestyles.

Section 106 Agreement

7.157 The NPPF requires that planning obligations must be:

- (a) Necessary to make the development acceptable in planning terms;
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development.

7.158 Regulation 122 of CIL Regulations 2010 brings the above policy tests into law, requiring that planning obligations can only constitute a reason for granting planning permission where they meet such tests.

7.159 Securing appropriate planning contributions is further supported by policy SP13 in the CS which seek to negotiate planning obligations through their deliverance in kind or through financial contributions to mitigate the impacts of a development.

7.160 The Council's Supplementary Planning Document on Planning Obligations was adopted in January 2012. This SPD provides the Council's guidance on the policy concerning planning obligations set out in policy SP13 of the adopted Core Strategy. The document also set out the Borough's key priorities being:

- Affordable Housing
- Employment, Skills, Training and Enterprise
- Community Facilities
- Education

The Borough's other priorities include:

- Public Realm
- Health
- Sustainable Transport
- Environmental Sustainability

7.161 This application is supported by a viability toolkit which details the viability of the development proposal through interrogation of the affordable housing provision and the planning obligations required to mitigate the impacts of this development proposal. The viability appraisal has established that it viable for the proposal to deliver 24% affordable housing, of which £444,000 will be payment in lieu for affordable units and a full contribution of £172,778of planning obligations.

7.162 The toolkit provides an assessment of the viability of the development by comparing the Residual Value against the Existing Use Value (or a policy compliant Alternative Use value), in broad terms, if the Residual Value equals or exceeds the Existing Use Value, a scheme can be considered as viable, as the requirements of paragraph 173 of the NPPF for competitive returns to the developer and the landowner have been satisfied. In summary, the Toolkit compares the potential revenue from a site with the potential costs of development. In estimating the potential revenue, the income from selling dwellings in the market and the income from producing specific forms of affordable housing are considered and in testing the developments costs matters such as build costs, financing costs, developers profit, sales and marketing costs are considered.

7.163 Based on the Council's s106 SPD, the viability of the proposal and the need to mitigate against the impacts of the development, 16% on-site affordable housing, payment in lieu for remaining affordable units of £444,000 and a full contribution of £172,778 will be secured via s106 agreement.

7.164 The obligations can be summarised as follows:

Financial Obligations

- Affordable Housing : £444,000
- Education: £52,007
- Enterprise & Employment: £4,214
- Community Facilities: £27,105
- Health: £32,580
- Public realm: £39,319
- Streetscene Improvement: £4,725
- Sustainable Transport: £735
- Monitoring & Implementation 2% of total (£12,093)

Total £616,778

Non-Financial Obligations

- 16% affordable housing
- Access to employment initiatives
- Permit free agreement
- Code of Construction Practice

7.165 It is considered that the level of contributions would mitigate against the impacts of the development by providing contributions to all key priorities and other areas. Finally, it is considered that the S106 pot should be pooled in accordance with normal council practice.

Localism Act (amendment to S70(2) of the TCPA 1990)

7.166 Section 70(1) of the Town and Country Planning Act 1990 (as amended) entitles the local planning authority (and on appeal by the Secretary of State) to grant planning permission on application to it. From 15th January 2012, Parliament has enacted an amended section 70(2) as follows:

7.165 In dealing with such an application the authority shall have regard to:

- a) The provisions of the development plan, so far as material to the application;
- b) Any local finance considerations, so far as material to the application; and
- c) Any other material consideration.

7.167 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.

7.168 In this context “grants” might include the new homes bonus and payment of the community infrastructure levy.

7.169 These issues now need to be treated as material planning considerations when determining planning applications or planning appeals.

7.170 Regarding Community Infrastructure Levy considerations, following the publication of the London Mayor’s Community Infrastructure Levy, Members are reminded that the London Mayoral CIL is now operational, as of 1 April 2012. The Mayoral CIL applicable to a scheme of this size is £56,772 which is based on the gross internal area of the proposed development. The scheme is proposed to provide 24% affordable housing and will therefore qualify for social housing relief on a proportion of this sum.

7.171 The New Homes Bonus was introduced by the Coalition Government during 2010 as an incentive to local authorities to encourage housing development. The initiative provides unring-fenced finance to support local infrastructure development. The New Homes Bonus is based on actual council tax data which is ratified by the CLG, with additional information from empty homes and additional social housing included as part of the final calculation. It is calculated as a proportion of the Council tax that each unit would generate over a rolling six year period.

7.172 Using the DCLG’s New Homes Bonus Calculator, and assuming that the scheme is implemented/occupied without any variations or amendments, this development is likely to generate approximately £36,103 within the first year and a total of £216,620 over a rolling six year period. Because the new homes bonus comes from central government this initiative does not affect the financial viability of the scheme.

Human Rights Considerations

7.173 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:-

7.174 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*".

- 7.175 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.
- 7.176 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.
- 7.177 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.
- 7.178 Members must, therefore, carefully consider the balance to be struck between individual rights and the wider public interest.
- 7.179 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.
- 7.180 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

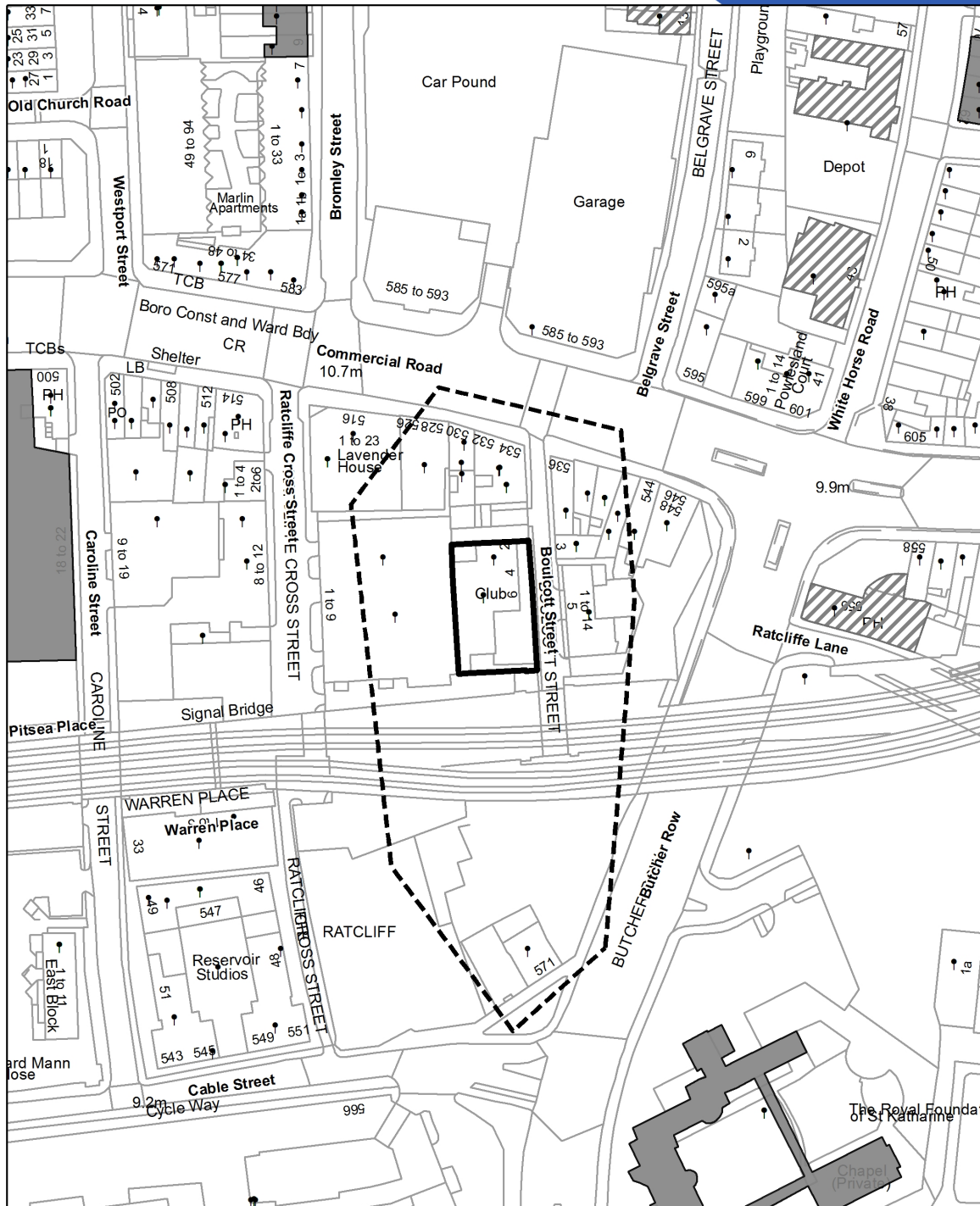
- 7.181 The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due 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.
- 7.182 The contributions towards various community assets/improvements and infrastructure improvements addresses, in the short-medium term, the potential perceived and real impacts of the construction workforce on the local communities, and in the longer term support community wellbeing and social cohesion.

- 7.183 Furthermore, the requirement to use local labour and services during construction enables local people to take advantage of employment opportunities.
- 7.184 The community related contributions (which will be accessible by all), help mitigate the impact of real or perceived inequalities, and will be used to promote social cohesion by ensuring that sports and leisure facilities provide opportunities for the wider community.
- 7.185 The contributions to affordable housing support community wellbeing and social cohesion and appropriate levels of wheelchair housing are to be provided, helping to provide equality of opportunity in housing.

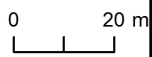
Conclusions

- 7.186 All other relevant policies and considerations have been taken into account. PLANNING PERMISSION should be granted for the reasons set out in the SUMMARY OF MATERIAL PLANNING CONSIDERATIONS and the details of the decision are set out in the RECOMMENDATION at the beginning of this report.

**Planning Application Site Map
PA/13/00697**



- Planning Application Site Boundary
- Consultation Area
- Locally Listed Buildings
- Statutory Listed Buildings
- Land Parcel Address



This Site Map displays the Planning Application Site Boundary and the neighbouring Occupiers / Owners who were consulted as part of the Planning Application process.
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1:1,250