

Committee: Development	Date: 11 December 2013	Classification: Unrestricted	Agenda Item Number:
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Report of: Director of Development and Renewal	Title: Applications for Planning Permission and Conservation Area Consent
Case Officer: Kamlesh Harris	Ref No: PA/13/00862 and PA/13/00863
	Ward: Bow East

1. APPLICATION DETAILS

Location:	213-217 Bow Road, London, E3 2SJ
Existing Use:	Tyre storage and distribution centre/warehouse, B1/B8
Proposal:	Demolition of existing warehouse building and erection of three blocks of three, four and six storeys to provide 36 dwellings together with ancillary parking and landscaping.
Drawings and documents:	List of Plans: PL01C, PL02C, PL03C, PL04C, PL05C, PL06C, PL07C, PL08C, PL09C, PL10C, PL11C, PL12C, PL13C and PL14C
	Documents: <ul style="list-style-type: none"> • Design and Access Statement • Transport Statement • Sustainability and Energy Statement • Daylight and Sunlight Assessment • Acoustic Report • Air Quality Report • Arboricultural Report and Habitat Survey • Heritage Statement and Archaeology Report • Geotechnical and Land Contamination Assessment • Landscape Report • Planning Statement
Applicant:	213-217 Bow Road and Aitch Group
Ownership:	The applicant
Historic Building:	None
Conservation Area:	Fairfield Road

2. EXECUTIVE SUMMARY

- 2.1 The report considers an application for full planning permission and conservation area consent to demolish the existing building on site and redevelopment to provide new residential blocks ranging from three, four and six storeys to provide 36 units.
- 2.2 The proposed demolition of existing buildings would not harm the character and appearance of the conservation area the residential redevelopment is considered acceptable and would preserve the character, setting and appearance of the Fairfield Road Conservation Area and the setting of the Grade II listed buildings nearby. The design would also be acceptable.
- 2.3 The proposed redevelopment of this brownfield site which includes the loss of employment floor space to create a residential led development is considered acceptable in policy terms, given the size, location, accessibility and condition of the existing accommodation.
- 2.4 The residential development would be split into three blocks of flats ranging from three, four and six storeys; the development would be focussed around a central and private courtyard accommodating a play area for under-5 year old children and small urban gardens for the ground floor flats. All upper floor flats would have access to private balconies.
- 2.5 The residential scheme would provide a policy compliant mix of one, two, three and four bedroom homes. 37% would be affordable housing including intermediate and homes for rent at Tower Hamlets preferred affordable rent levels. Two large family wheelchair accessible units are being provided on the ground floor of two of the blocks (Blocks A and B) with private disabled car parking spaces.
- 2.6 The report explains that the proposal would be acceptable in terms of height, scale, bulk, design and appearance, and would deliver good quality affordable/private/intermediate homes in a sustainable location. The proposed design has been developed while taking into account the setting of the Grade II* Listed St Mary Bow Church and the Grade II listed 199 and 223 Bow Road. Furthermore, the proposed buildings would be in keeping with the scale of the adjacent development (under construction) and other buildings within the local and wider area.
- 2.7 The proposal would not give rise to any unduly detrimental impacts to existing and future residents in terms of privacy, overlooking, outlook and sense of enclosure, or result in any decrease of their sunlight and daylight levels. Subject to appropriate conditions, noise matters would also be mitigated so as not to cause any detriment to future residents.
- 2.8 Transport matters including parking, access and servicing area acceptable. The proposal would also seek to deliver a minimum of 37% reduction in CO2 emissions.
- 2.9 The application is recommended for approval subject to the completion of a Section 106 agreement which would secure affordable housing and contributions towards education, health, open space, community facilities and employment in accordance with national and local policies.

3. RECOMMENDATION

3.1 That the Committee resolve to **GRANT** planning permission and conservation area consent subject to:

3.2 The prior completion of a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended) within three months of the date of this resolution, to secure the following planning obligations:

- £8,174.81 is required towards Idea Stores, Libraries and Archives
- £26,992.24 is required towards Leisure Facilities
- £52,060.52 is required towards Public Open Space
- £1,014.54 is required towards Smarter Travel
- £6,154.87 is required towards Enterprise & Employment
- £152,293.32 is required towards Education
- £51,309.70 is required towards Health

Total Financial Contributions: £298,000

3.3 In addition, the following non-financial obligations would be secured:

- 37% affordable housing (Tower Hamlets preferred rents)
- Car free agreement
- Target of 20% local goods and services at construction stage
- Commitments to local employment targets at construction stage

3.4 That the Corporate Director, Development & Renewal and Head of Legal Services is delegated authority to negotiate and approve the legal agreement indicated above.

3.5 That the Corporate Director Development & Renewal is delegated authority to issue the planning permission and conservation area consent and impose conditions plus informative to secure the following matters:

Conditions – full planning permission PA/13/00862

3.6 Compliance

1. Time Limit 3 years
2. Compliance with plans and documents
3. Compliance with Energy and Sustainability Strategy submitted
4. All residential accommodation to be completed to lifetime homes standards
5. Communal amenity space, roof terrace and child space accessible to all future residents of the development
6. Refuse and Recycling to be implemented in accordance with approved plans
7. Hours of construction (08.00 until 17.00 Monday to Friday; 08.00 until 13:00 Saturday. No work on Sundays or Bank Holidays)

3.7 Prior to commencement

8. Demolition/Construction Environmental Management Plan/Construction logistics
9. Ground contamination – investigation and remediation
10. No impact piling shall take place until a piling method statement has been submitted and approved

11. Drainage details and mitigation of surface water run-off
12. Submission of details and samples of all facing materials including windows, balustrades and screening
13. Approval of sound insulation measures in accordance with agreed standards
14. Scheme of Highways Works (S.278)
15. Details of all external lighting and CCTV
16. Amended plans showing a minimum of 3.7m head room for the undercroft
17. Details of brown and green roofs and other ecological enhancement/mitigation measures
18. Landscaping and boundary treatment details
19. All trees within Grove Hall Park to be protected during demolition and construction works
20. Submission of details of the wheelchair housing specification/standards to show the two four bed family units are wheelchair adaptable
21. Details of cycle parking/storage
22. Details of external plant and ventilation, including noise attenuation measures
23. Archaeological investigation
24. Details of all Secure by Design measures
25. Details of rooftop PV array
26. Location of dry risers
27. Details of play equipment within the under 5s play space

3.8 Prior to Occupation

28. Delivery and Servicing Plan
29. Waste Management Plan including a refuse collection management
30. Code for Sustainable Homes post completion assessment

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

3.10 Informative

1. Associated S106
2. Associated Conservation Area Consent
3. Compliance with Environmental Health Legislation
4. Compliance with Building Regulations

3.11 **Conditions for Conservation Area Consent – PA/13/00863**

1. Time limit – Three Years
2. No demolition until a contract is in place for the redevelopment of the site
3. Demolition Management Plan

3.12 Informative for Conservation Area Consent – PA/13/00863

1. Associated S106.
2. Associated Full Planning Permission
3. Compliance with Environmental Health Legislation.
4. Compliance with Building Regulations.

3.13 That, if within 3 months of the date of this committee the legal agreement referred to in para 3.2 has not been completed, the Corporate Director Development & Renewal is delegated power to refuse planning permission.

4. SITE AND SURROUNDINGS

- 4.1 The application site is located within the Bow East ward of the Council and within the Fairfield Road Conservation Area (designated in September 1989). It is situated to the north of Bow Road and south of the Grove Hall Park Memorial Gardens. To the east lies the busy A12/Blackwall Tunnel Approach. And to the west are industrial warehouses and historic buildings such as 199 Bow Road, a Grade II listed building. Further to the south west is the St Mary Bow Church, a Grade II* listed building and grounds. 223 Bow Road is also Grade II listed and lies to the east of the site. In general, most of the plots around the application site are deep with narrow frontages and set close together. The many turn of the century commercial buildings and irregular boundary patterns, have created a varied but characterful streetscape worthy of preservation and/or enhancement.
- 4.2 The site is 0.14 hectares in size and is broadly rectangular in shape; however, as is common within this part of the borough the site consists of a deep and narrow plot, extending to the rear and ending by Grove Hall Park. The general character of the surrounding area is mixed commercial industrial and creative arts (the Bow Arts Trust studios) fronting Bow Road interspersed by residential uses. The recent taller developments at Payne Road dominate this eastern most part of Bow Road which consists of high rise modern residential buildings overlooking the A12 and the Bow fly-over. The site adjoining the pre application site to the west, has planning approval for the erection of a five storey building fronting Bow Road and a four storey building to the rear of the site, to provide a total of 23 flats. Construction works are currently starting on site.
- 4.3 Bow Road is one of the major routes into the borough and is a primary route in and out of East London and Central London. The site has very good accessibility to public transport – PTAL 6 (in the ranges 1 to 6 where 1 is low and 6 is excellent). The site is within walking distance to major train stations and bus routes; Bow Church DLR is approximately 350 metres away and Bow Road tube station about 650 metres to the west. Many bus routes (nos. 25, 8, D6, D8 and 309) serve the area travelling towards Stratford (further east), the city, Hackney and Fish Island.
- 4.4 There are no statutory or locally listed buildings or structures within the boundary of the site. However, it does fall within the Crossrail safeguarding zone and an area of archaeological priority area. The Council's records show that the site and surrounding is also within a potential ground contamination zone.

5 RELEVANT PLANNING HISTORY

- 5.1 None relevant for the application site itself; however, the planning history of the adjacent site, 207-211 Bow Road is listed below.
- 5.2 On 27 February 2007, planning permission and conservation area consent were granted for the demolition of existing buildings and erection of a five storey building fronting Bow Road and a four storey building to the rear of the site, to provide a total of 23 flats. (LBTH Ref: PA/02/01360 and PA/02/01361).
- 5.3 On 16 February 2012, approval was granted for a Minor material Amendment under Section 73 of the Town and Country Planning Act to vary condition 12, attached to planning permission PA/02/01360 dated 27th February 2007 (Demolition of existing buildings and erection of a five storey building fronting Bow Road and a four storey

building to the rear of the site, to provide a total of 23 flats (11 x one bed, 9 x two bed & 3 x 3 bedroom) to enable modifications to the approved drawings. (LBTH Ref: PA/11/03461).

The amendments sought include:

- Modification of scheme to create 100% affordable housing
- Modifications to flat numbers from 23 to 22 units;
- Modifications to dwelling mix to form 8 x 1 bed, 10 x 2 bed and 4 x 3 bed flats
- Minor modifications to the footprint of the approved scheme to enable Block A to sit flush with the adjoining building at 201-205 Bow Road;
- Alterations to elevations of Block A and Block B to incorporate balconies and alteration to the fenestration design
- Internal reconfiguration of layout of Blocks A and B, and relocation of the circulation cores to the centre of the development.
- Repositioning of the refuse storage areas for the proposal;
- Modification to the approved pedestrian access route through the development
- Modification to the external amenity space arrangements

6 DETAILS OF THE PROPOSED DEVELOPMENT

- 6.1 Conservation area consent and full planning permission are sought for the complete demolition of all buildings on site and the redevelopment to create a residential scheme of 36 units contained in three blocks of flats.
- 6.2 Block A would front Bow Road and would be six storeys high; this block would have a mix of tenure, consisting of private, affordable rent and intermediate (shared ownership). There would be a total of 18 units in this block.
- 6.3 Block B would consist of 11 flats, 10 of which would be in private ownership. This block would be set back towards the middle of the site and separated from Block A by a communal landscaped open space area.
- 6.4 Block C would sit alongside Block B further north and completes the development; this block would overlook the park. And all 7 flats in Block C would be in private ownership. The heights of the buildings would be acceptable in this area due to the many different buildings' styles and scale plus inconsistent roof lines. Proposed material would be London Stock brick with large areas of glazing at ground floor of the front block which would mark the main entrance. Contrasting bricks are proposed within the front elevation. The residential units would be designed to lifetime Homes standards and Sustainable Homes Code 4. The mix would consist of 9 one bedroom, 17 two bedroom, 8 three bedroom and 2 four bedroom units.
- 6.3 The 2 four-bedroom units are situated on the ground floor of Blocks A and B. These would be designed as wheelchair accessible family units and would each have a car parking space within the development. These two units would also have their own private entrance doors. Shared amenity space would be provided in the form of a central courtyard and dedicated child play space between the first two blocks (in a similar position to that proposed at the adjacent development at 207-211 Bow Road) and measures approximately 98sqm. Each residential unit would have access to a balcony or private patio area. The first two buildings would be set some 19 metres apart.

- 6.4 The proposal would be car free although existing permit holders moving into the affordable housing tenure would be allowed to transfer their parking permits (for the 3 bed and above). A total of 2 disabled parking spaces would be provided for the two wheelchair accessible units; 46 cycle spaces would be dedicated to residents and 6 spaces for visitors. Refuse storage and recycling would be provided within the site.

7 POLICY FRAMEWORK

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

7.2 Government Planning Policy

NPPF - National Planning Policy Framework

7.3 Spatial Development Strategy for Greater London - London Plan 2011

2.9 Inner London

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

3.8 Housing Choice

3.9 Mixed and Balanced Community

3.10 Definition of Affordable Housing

3.11 Affordable Housing Targets

3.14 Existing Housing

3.16 Protection and enhancement of social infrastructure

5.2 Minimising Carbon Dioxide Emissions

5.3 Sustainable Design and Construction

5.7 Renewable Energy

5.8 Innovative energy technologies

5.11 Green Roofs and Development Site Environs

5.13 Sustainable drainage

5.17 Waste capacity

5.18 Construction, excavation and demolition waste

5.21 Contaminated land

6.3 Assessing Effects of Development on Transport Capacity

6.9 Cycling

6.10 Walking

6.11 Smoothing Traffic Flow and Tackling Congestion

6.13 Parking

7.1 Building London’s Neighbourhoods and Communities

7.2 An Inclusive Environment

7.3 Designing out crime

7.4 Local Character

7.5 Public Realm

7.6 Architecture

7.8 Heritage and Archaeology

7.18 Protecting Local Open Space

7.19 Biodiversity and access to nature

8.2 Planning Obligations

8.3 Community Infrastructure Levy

7.4 Tower Hamlets Adopted Core Strategy 2010

SP02 Urban Living for Everyone
SP03 Creating Healthy and Liveable Neighbourhoods
SP05 Dealing with waste
SP06 Employment uses
SP08 Making connected Places
SP09 Creating Attractive and Safe Streets and Spaces
SP10 Creating Distinct and Durable Places
SP11 Working towards a Zero Carbon Borough
SP12 Delivering place making
SP13 Planning Obligations

7.5 Managing Development Documents 2013

DM0 Delivering sustainable development
DM3 Delivering Homes
DM4 Housing standards and amenity space
DM11 Living Buildings and biodiversity
DM13 Sustainable Drainage
DM14 Managing Waste
DM15 Local Job Creation and Investment
DM20 Supporting a Sustainable transport network
DM21 Sustainable transportation of freight
DM22 Parking
DM23 Streets and 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

7.6 Supplementary Planning Documents

Designing out Crime Parts 1 and 2
Planning Obligations SPD 2012
Fairfield Road Conservation Area Appraisal

7.7 Tower Hamlets Community Plan

The following Community Plan objectives relate to the application:

- A Great Place to Live
- A Prosperous Community
- A Safe and Supportive Community
- A Healthy Community

8.0 CONSULTATION RESPONSE

8.1 The following were consulted with regard to the application. Responses are summarised below. Full representations are available to view in the case file. The views of officers within the Directorate of Development and Renewal are generally expressed within Section 9 of this report which addresses the various material planning considerations but where appropriate, comment is also made in response to specific issues raised as part of the consultation process.

- 8.2 As the proposed development was amended (following initial submission) and the number of units were reduced, officers determined that it was necessary to carry out re-consultation on the amended plans.

LBTH Housing Development & Private Sector

- 8.3 The proposal is supported in principle. The revised scheme meets with the Council's policies in terms of affordable housing, tenures and mix. The bedroom size mix is also fully policy compliant. All properties comply with Lifetime Homes and the two 4 bed units would benefit from separate kitchens and living areas.
- 8.4 The two wheelchair accessible units are the preferred choice for the Council as they provide large family units which are much needed. These are welcome and the mix would be in line with the needs of families waiting for fully accessible housing on the Common Housing Register.
- 8.5 The Council would opt for the Affordable Rent product (as opposed to Social Rents) and the rental levels (inclusive of service charges) should not exceed the Council's POD guideline for the E3 postcode.
- 8.6 Given the size of the development, a 37% affordable scheme is considered acceptable. The Affordable Housing Team fully supports this proposal. A condition should be attached to ensure the delivery of the two wheelchair units

(OFFICER'S COMMENT: Appropriate conditions dealing with the wheelchair units have been included).

LBTH Environmental Health

- 8.7 The acoustic report submitted is satisfactory and all its recommendations would be conditioned.
- 8.8 Construction works to be carried out only during the following hours: 8am- 6pm Monday to Friday. 8am – 1pm Saturdays. No works allowed on Sundays and Public Holidays. Piling methods and construction management plan should also be agreed.
- 8.9 A condition should be included to ensure a detailed site investigation report is submitted to identify and investigate any potential contamination prior to the commencement of the development.

(OFFICER'S COMMENT – suggested conditions have been included as part of the recommendation to grant planning permission to deal with all the issues raised above).

LBTH Biodiversity Officer

- 8.10 There is little current biodiversity value on the site, though precautionary surveys for nesting birds (including black redstarts) should be undertaken immediately before demolition, if demolition is to take place between March and August inclusive. Ideally, demolition should be undertaken outside this period.
- 8.11 Inclusion of a green roof is strongly supported. The applicant should seek to incorporate a bio-diverse green roof in line with Council's guidance. The proposed ground level landscaping includes a good range of nectar-rich plants, which will benefit bees and butterflies.

- 8.12 The proposed amenity roof garden offers opportunities for biodiversity enhancements. A good range of nectar-rich flowers to provide a source of food for bees and other pollinating insects would be welcome. However, an amenity roof garden will not provide as much biodiversity benefit as a bio-diverse green roof and the applicant is encouraged to provide bio-diverse roofs on some of the other blocks. These could work in conjunction with the proposed photovoltaic, as a green roof enhances the performance of photovoltaic by reducing ambient temperature.

(OFFICER'S COMMENT: Appropriate conditions dealing with the issues raised have been included.)

LBTH Energy Efficiency Unit

- 8.13 The energy strategy is policy compliant. The proposal is anticipated to deliver a minimum of 37% reduction in CO2 emissions against a 2010 building regulation baseline through the use of energy efficiency measures, a communal hot water and heating system and the integration of a photovoltaic array. The emission reductions exceed Policy DM29 requirements and are therefore considered acceptable.
- 8.14 Initial assessment confirms that the proposed development would also achieve Sustainable Homes Code 4. Relevant pre-assessments and post completion assessment should be conditioned to ensure that the above targets are met.

(OFFICER'S COMMENT: Appropriate conditions dealing with the issues raised have been included.)

LBTH Communities, Localities & Culture (Strategy)

- 8.15 The units proposed will result in an estimated 74 new residents within the development. A number of financial contributions are required to mitigate the impact of the proposed development based on the Planning Obligations SPD.
- £8,944 is required towards Idea Stores, Libraries and Archives.
 - £29,532 is required towards Leisure Facilities.
 - £56,959.75 is required towards Public Open Space.
 - £1,110 is required towards Smarter Travel
 - £6,734 is required towards Enterprise & Employment

(OFFICER'S COMMENT: The financial contributions are explained in detail in Section 10 of this report)

LBTH Transportation & Highways

- 8.16 The principle of a residential development at this location and of the scale proposed is supported by Transport and Highways. The site does have a PTAL of 6a and the proposal to provide a car free development (save for two disabled spaces) is acceptable in this location. It is an improvement on the current usage of the site and the reduction of traffic at this location is welcomed.
- 8.17 A Construction Management Plan, S278 agreement and a Service Management Plan (including a refuse collection management), should be secured by condition. A car free agreement and financial contributions towards sustainable travel should be secured through S106.

- 8.18 The provision of two disabled car parking spaces to serve the two family wheelchair units is welcome; following negotiations, location and orientation of these disabled bays have been revised to ensure a better layout within the courtyard.
- 8.19 Provision of secure cycle parking is welcome. The Council would prefer secure, weatherproof and accessible non-stacking 'Josta' type storage for residents; 'Sheffield' type stands for the visitor parking is acceptable but these must be placed within a shelter to offer some protection from the elements. All details should be conditioned.
- 8.20 The deliveries and servicing area should be appropriately designed and marked to encourage drivers to give way to pedestrians.

(OFFICER'S COMMENT: suggested conditions have been included and highway matters will be addressed in Section 10 of this report.)

LBTH Waste Policy and Development

- 8.21 The bin store locations are considered acceptable. Sufficient capacity of the bin stores should be ensured. A waste management strategy should be put in place prior to the first occupation of the development.

(OFFICER'S COMMENT: A Waste Management Strategy condition has been included)

LBTH Senior Arboricultural Officer, Parks and Open Spaces

- 8.22 No objection is raised to the proposed works; any work carried out must adhere strictly to recommendations in BS5837: 2012 "Trees in relation to design demolition and construction" to facilitate retention of the trees. The loss of any trees during and up to 5 years following construction of the development must be replaced by the developer up to the values to be agreed with the Council.
- 8.23 Any remedial surgery to be undertaken on trees because of their proximity to the development must be at the expense of the developer (following guidelines in BS 3998 Recommendations for tree works 2010) using an Arboricultural Association approved contractor.

(OFFICER'S COMMENT: Appropriate conditions dealing with the issues raised have been included).

LBTH Enterprise & Employment

- 8.24 The developer should exercise best endeavours to ensure that 20% of the construction phase workforce will be local residents of Tower Hamlets. To ensure local businesses benefit from this development we expect that 20% goods/services procured during the construction phase should be supplied by businesses in Tower Hamlets.
- 8.25 The Council will seek to secure a financial contribution of **£6,734** to support and/or provide the training and skills needs of local residents in accessing the job opportunities created through the construction phase of all new development.

(OFFICER'S COMMENT: The financial contributions are explained in detail in

Section 10 of this report)

External consultation responses

Transport for London (TfL)

- 8.26 TfL supports this proposal in principle. Construction Logistics Plan and a Delivery and Servicing Plan should be secured by condition. Changes to the pavement and introduction of the new cross over will need to be subject to a s278 agreement with TfL. The front gate should be set back to allow for a clear access for pedestrians and vehicles entering the site.

(OFFICER'S COMMENT: Appropriate conditions dealing with the issues raised have been included).

English Heritage Archaeology

- 8.27 The application site lies within an area of archaeological potential connected with the historic settlement of Bow, together with its industrial and commercial development.
- 8.28 The submitted Archaeological assessment has been examined and it is considered that an impact on buried remains is possible from a consented scheme.
- 8.29 A condition should be attached with regards to the safeguarding of any heritage assets of archaeological interest as well as a staged programme of investigation into buried deposits.

(OFFICER'S COMMENT: An appropriate condition dealing with the issues raised have been included)

English Heritage

- 8.30 English Heritage was consulted on the demolition proposal and has no adverse comments to make. The application should be determined in accordance with national and local policies.

Thames Water Utilities

- 8.31 Thames Water raised no objections and request for a number of standard conditions and standard informative to be included on the decision notice.

(OFFICER'S COMMENT: Appropriate condition and informative have been included dealing with the advice and issues raised).

Canal and River Trust

- 8.32 No comments.
- 8.33 The following was also consulted; however, no responses have been received.
- Crime Prevention Officer

9. LOCAL REPRESENTATION

Statutory Consultation

- 9.1 Site notices were displayed on 07 May 2013. The proposal was also advertised in the press on 06 May 2013. A total of 274 neighbouring addresses were notified in writing. 2 letters of objection have been received; one from a local resident and the second from the owner of the adjacent site, 219-221 Bow Road.
- 9.2 For completeness, all issues raised in objection are summarised below. The full representations are available to view on the case file.
- 9.3 The objection raises the following matters:
- Privacy, sunlight and views
 - Loss of privacy
 - Disruption during works
- 9.4 These matters are addressed in the Amenity section of this report (section 10).
- 9.5 Several letters were received from the owner of the adjoining site at 219-221 Bow Road. In essence, there is no objection to the proposed development. However, concerns are raised in terms of future development coming forward on this adjoining site. The latest letter was received in October and addresses four main issues, which are detailed and discussed below:
- Windows in the east facing elevation of Blocks B and C are in close proximity to the party wall of the existing building at 219-221 Bow Road. There are bin stores proposed to be placed along the Party Wall boundary which will need to be relocated to ensure best use of the neighbouring site.
 - Fire access to blocks B and C – firefighting appliances will stop at the street and connect to the dry riser in block A.
 - The location of wheelchair units relative to parking.
 - Block C roof amenity space will impact on the future development of part of the objector's site.
- 9.6 These matters are discussed in the Design section of this report (Section 10).

10. MATERIAL PLANNING CONSIDERATIONS

- 10.1 The main planning issues raised are as follows:
1. Land Use
 2. Design and Heritage matters
 3. Housing - density, mix and tenures
 4. Residential Amenity
 5. Transport and Access
 6. Sustainability, Energy efficiency & Climate Change
 7. Health Considerations
 7. Planning Obligations & CIL

9. Localism Act (amendment to S70 (2) of the TCPA 1990)
10. Human Rights Considerations
11. Equality Act Considerations
12. Conclusion

Land Use

- 10.2 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.
- 10.3 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 enjoy leisure and replacing poor design with better design. Furthermore, paragraph 17 states that it is a core planning principle to efficiently reuse land which 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.
- 10.4 The Adopted Core Strategy place-making policy SP12 identifies a vision for Bow and Bromley-by-Bow to be as “A prosperous neighbourhood set against the River Lea and Park and a transformed A12.” The vision for Bow places priority on improving local connections which would in turn help “to create a place for families which reflects the quieter, more community-based side of urban living.”
- 10.5 The application site carries no site-specific policy designations but as stated earlier in this report, the site is currently occupied by a warehouse building used for the storage of tyres with associated administrative office. The warehouse building occupies most of the site and to the front is an area of hard standing used for parking and servicing. The site attracts and accommodates large vehicles collecting or delivering tyres. The current use of the site is therefore within Class B1/B8. The tyre company is gradually decanting in a bid to close their London branch. It employs just 2 full time staff.
- 10.6 Notwithstanding the above, the redevelopment of this site for residential development would result in the loss of employment generating floor space, which the Council would normally seek to resist in accordance with Policy DM15 in the Managing Development Document (MDD). This policy states that development of an employment site should not result in the loss of an active and viable employment use unless it can be demonstrated that the site is no longer suitable or viable for continued employment purposes due to its location, accessibility, size and condition, or that the site has been marketed unsuccessfully at prevailing values for a prolonged period, or that there is a surplus of local employment floor space in the surrounding area.
- 10.7 The applicant has produced a commercial market overview of the site addressing issues such as its suitability in terms of its location, its financial viability, the current

market status and a redevelopment prospect. The building on site is in a poor state of repair and has become surplus to requirement due to a consolidating exercise by the owners. The Bow branch would be closed and no replacement accommodation is required (in the borough) as the business already exists elsewhere.

- 10.8 In its current state of repair and basic warehouse form, the building would only attract low grade storage businesses with low overheads. Refurbishing exercise would be costly and would not attract any prime businesses due to the location and typology of the site. Furthermore, given the level of vacant employment floor space in the borough (closest is Payne Road), and suitable replacement sites with better road access and parking facilities, potential for future tenants would be limited. An alternative tyre depot (ATS) is located a short distance to the west of the site along Bow Road which is better located, more viable and can be accessed with ease.
- 10.9 The surrounding area is beginning to change with obsolete industrial premises being replaced by housing. As such, it is considered that the loss of employment floor space could be sustained in this instance and the proposed change of use is acceptable in land use terms as it would contribute towards much needed housing provision in the borough. This proposal is in accordance with the National Planning Policy Framework, policies SP06 of the Adopted Core Strategy (2010) and DM15 of the Managing Development Document (2013) which seek to ensure that development proposals do not result in the loss of active and viable employment uses.

Principle of residential use

- 10.10 Delivering new housing is a key priority both locally and nationally. Policy 3.3 of the London Plan seeks to alleviate the current and projected housing shortage in the Capital through the 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.
- 10.11 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 Adopted Core Strategy together with policy DM3 of the Managing Development Document (2013). These policies and objectives place particular focus on delivering more affordable homes throughout the borough.
- 10.12 The above policies also set out where new housing could be delivered and identify the Bow area as having potential for high growth. This is further endorsed by the place making policy SP12 which identifies Bow a great place for families. Taking this into account, it is considered that the gain of residential land use in this area would be welcome and would be in line with the character of the area and its environs which is becoming increasingly residential.
- 10.13 Therefore, the principle of redevelopment of the entire brownfield site for housing purposes are considered desirable in land use and policy terms subject to all other planning material considerations. The balanced provision of affordable and private residential accommodation would also be acceptable in land use terms as it would constitute a sustainable and efficient use of a brownfield site whilst seeking to contribute significantly to meeting local housing needs.

Design and Heritage matters

- 10.14 The NPPF highlights the importance the Government attaches to achieving good design. Paragraph 58 of the NPPF establishes a 'check-list' of the design objectives for new development.
- 10.15 Chapter 7 of the London Plan places an emphasis on robust design in new development. Policy 7.1 provides guidance on building neighbourhoods and communities. It states that places should be designed so that their layout, tenure, and mix of uses interface with surrounding land and improve people's access to social and community infrastructure. 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. Policy 7.8 seeks to identify London's heritage assets and historic environment so that the desirability of sustaining and enhancing their significance and of utilising their positive role in place shaping can be taken into account. Furthermore, it adds that development should incorporate measures that identify, record, interpret, protect and where appropriate, preserve the site's archaeology.
- 10.16 Policy SP10 sets out the basis for ensuring that new development promotes good design principles to create buildings, spaces and places that are of high quality, sustainable, accessible, attractive, durable and well integrated with their surroundings. This policy also seeks to protect and enhance the borough's heritage assets, their setting and their significance.
- 10.17 The Managing Development Document deals with design in Policy DM24. It requires development to be designed to the highest quality so that they are sustainable, accessible, attractive, durable and well-integrated whilst taking into account the surrounding context. Policy DM27 of the MDD seeks to protect and enhance the borough's heritage assets, their setting and their significance. The policy provides criteria for the assessment of applications which affect heritage assets. Firstly, applications should seek to ensure that they do not result in an adverse impact on the character, fabric or identity of the heritage asset or its setting. More importantly, it states that development should enhance or better reveal the significance of the asset or its setting.

Principle of demolition – Conservation Area Consent

- 10.18 The proposal includes the demolition of the entire building on site. This comprises a warehouse building and an area of hard standing used in conjunction with the warehouse use. There are no trees on the site. The application site adjoins a factory unit at 219-222 Bow Road and shares a party wall along its eastern and northern boundaries. The warehouse building ends at the Grove Hall Park to the north.
- 10.19 With regard to the criteria found within policy DM27 of the MDD, proposals for the demolition of buildings within conservation area would be considered under the following circumstances:
- The significance of the asset, architecturally, historically and contextually;
 - The condition of the asset and estimated costs of its repair and maintenance in relation to its significance and demolition, and value derived from its continued use;
 - The adequacy of efforts made to retain the asset in use; and

- The merits of any alternative proposal for the site.

- 10.20 The existing warehouse was constructed in the mid-20th century; it is a simple structure, single storey and functional but without any significant heritage value. Visually the building is typical to structures of its kind and does not contribute positively to the character and appearance of the Conservation Area, which is dominated by the listed church and its surroundings.
- 10.21 It is considered that the building has no architectural quality and is in a state of disrepair. Its loss would not result in substantial harm to the conservation area given the lack of significance of the building, the lack of architectural quality and warehouse nature of the building. The building has become surplus to the need of the tyre company; therefore, the building would become redundant once the business folds over. The Design and Conservation Officer has not objected to the loss of this building and the proposed demolition would accord with policy given that officers are supporting the redevelopment proposals.
- 10.22 As such, subject to appropriate conditions to ensure a Demolition Management is in place (prior to demolition), this part of the proposal would not result in substantial harm to the surrounding area and the local heritage assets; furthermore, the demolition of the warehouse would preserve the character and setting of the Fairfield Road Conservation Area, in accordance with policy SP10 of the Council's adopted Core Strategy (2010), policies DM24 and DM27 of the Managing Development Document (April 2013) and government guidance set out in Section 12 of the National Planning Policy Framework (2012). These policies and government guidance seek to ensure that development proposal protects and enhances the borough's heritage assets, their setting and their significance.

Layout, height and scale

- 10.23 The application site, as most of the plots around this area, is deep with narrow frontages and set close together. The building on site is a "run-down" warehouse building currently used as a tyre warehouse. Furthermore, there are often large vehicles parked within the hard forecourt or on the road thus making this part of Bow Road appear congested. The application site is situated towards the end of Bow Road, close to the flyover and the A12. However, this part of the borough is undergoing change with the large residential development in Payne Road paving the way for more residential buildings. The surrounding area with its many turn of the century buildings is interesting in its diverse uses and different architecture, scale and height. Undoubtedly, the St Mary Bow Church dominates this area. The several housing blocks scattered to the north and east of the site offer a wholesome palette of materials and design that complement the whole area.
- 10.24 The scale of buildings within the Fairfield Road Conservation Area varies. Along this part of Bow Road building heights range between 1–7 storeys. The residential development at Payne Road to the east dominates the landscape and set the precedence for height in the vicinity. Notwithstanding, the proposal consists of buildings ranging from 3, 4 and 6 storeys in height. The proposal would occupy the entire plot of land, starting with the tallest six storey building (Block A) on the Bow Road frontage followed by a four storey (Block B) and a smaller three storey (Block C) at the end of the site. At these heights, the new buildings would complement the existing surrounding buildings and the Bow Road frontage. The front building would be built close to the street edge with a setback of 2m. An undercroft would dominate the main block and the frontage of this development. At rear the last block (Block C) would be built close to the boundary of the Park. This layout would reintroduce in

Bow Road a typical and traditional urban form of building frontages and offer an active frontage to overlook Grove Hall Park and successfully responds to the challenges of a long, narrow site.

- 10.25 The three residential buildings would have their own separate level accesses; Block A consists of a main entrance off Bow Road with a side entrance (through the undercroft) leading to the stairs and lifts. The main entrance serves both the entire block and the four bedroom flat at the ground floor of this block. The flat has another entrance within the main building through the lobby or at rear. The other two blocks have side accesses into lobby areas. Some of the units have their own private entrances. The forecourt and high undercroft would give this proposed building a greater street presence in line with its usage. Furthermore, it would complement the new building under construction at 207-211 Bow Road. Terraces and balconies overlook Bow Road (Block A), the courtyard and the park at rear. All ground floor properties would be provided with small patio gardens.
- 10.26 It is considered that the height of the development despite being taller than the existing buildings and adjoining buildings would still relate well to other heights in the surrounding area and the Grade II listed buildings. The undercroft would afford a viewing corridor through the entire development and would help to break the mass that could have created a negative impact on the setting of the Grade II* listed church to the south. Despite being set back, the proposed building would reflect the orientation and layout of the building under construction adjacent and would include a small area of defensible space between back of pavement and ground floor windows. The development would be in keeping with the rhythm and building lines along the Bow Road frontage. The proposed buildings would have street prominence along Bow Road without appearing bulky and dominating.
- 10.27 Concerns were raised with regards to fire access on the site. Access for fire appliances is covered by the Building Regulations. The Council's Building Control Service has confirmed that adequate fire access into the site can be achieved subject to alterations to the head height of the undercroft at Block A from 3.6m to 3.7m and the installation of additional dry riser points within the scheme close to blocks B and C. A condition would be attached to ensure that revised plans are submitted to deal with this issue.
- 10.28 Overall, the design of the proposed development would be appropriate in terms of height, layout and scale and relate well to the surrounding street layout and townscape. They would also preserve and enhance the setting of the Fairfield Road Conservation Area and would not affect the setting of the Grade II* church and other Grade II listed buildings near the application site.

Architectural appearance and landscape

- 10.29 The replacement buildings would draw on the design of surrounding buildings both in terms of their residential and industrial forms. Bricks would be the main material; contrasting reddish bricks would be used to give Block A its accent and vertical emphasis. The site is a particularly visible plot at this point along Bow Road and from the flyover; the architecturally diverse group of buildings in the vicinity and the typology of the site have dictated the profile, bulk and massing of the three blocks. The main block would be 6 storeys and would have a marked presence along Bow Road. The undercroft would be 7m as would be the rest of the ground floor. A vehicular gate would enclose the undercroft with a smaller pedestrian gate (unlocked) to the west; this development would not lead to a gated community but would offer safety and security to those who use it. A low brick wall would offer

defensible space for the ground floor family flat. The main entrance door to Block A would be set in the middle of the building.

- 10.30 The second and third residential blocks would also be faced in bricks. All three blocks would have balconies. The balconies in Block A would be inset and the other balconies would be the overhanging types, all with steel railings. The windows are large and set within appropriate recesses and expressed in grid form. The balconies would be lined in timber panelling and steel railings would be grey. Doors and windows would be finished in grey powder coated frames as are the patio doors. This architectural approach would give the building a strong vertical emphasis – in particular to the south, facing Bow Road and the listed buildings and church.
- 10.31 The undercroft would include a light-well above to allow natural light to penetrate.. Furthermore, the entrances to the other blocks would be via this undercroft which would ensure natural surveillance and resident activity. The buildings on site are set about 6m away from the eastern boundary which would be separated from the adjacent property by a brick wall. Refuse storage and cycle storage have been designed for Blocks A and C. Block B would have an inner refuse storage area. Visitors' cycle parking has also been arranged to the east of the site. Most of the projecting balconies face the internal courtyard and east wards. No balconies are proposed on the east and west elevations and none of the balconies would project over the public highway or extend beyond the site boundary.
- 10.32 The inner courtyard measures some 250sqm and would consist of a landscaped area with child play space and two disabled parking spaces. A further communal amenity area is proposed on the roof of Block C which measures 74sqm. This would be screened on the eastern elevation to avoid any overlooking issues. External boundary treatment has been carefully considered with low brick walls defining the edges of the site, at front and rear. The rear boundary facing the park is particularly important in this development. A low wall mounted with high railings has been proposed to safeguard both residents living in the new flats in Block C and park users. This would be conditioned to ensure that all railings are of high quality in particular the ones along the Grove Hall Park. The front gates and railings would also be conditioned as would be all facing materials, balcony enclosures and any screening. The roof of the three blocks would be flat and photo voltaic panels are proposed on the first and second blocks. This would also be conditioned.

Impact on designated heritage assets

- 10.33 Section 12 of the NPPF provides specific guidance on 'Conserving and Enhancing the Historic Environment'. Paragraph 131 specifically requires that in determining planning applications, local planning authorities take account of:
- *“desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation,*
 - *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic viability; and*
 - *the desirability of new development making a positive contribution to local character and distinctiveness.”*
- 10.34 The closest heritage asset to the application site (besides the Fairfield Road Conservation Area) is the St Mary Bow Church, a Grade II* listed building and grounds which lie to the west of the site. Also to the west are industrial warehouses and historic buildings such as 199 Bow Road, a Grade II listed building; 223 Bow Road also Grade II listed, lies to the east of the site. Further west is the locally listed

Our Lady of St Catherine Roman Catholic Church. The application site and listed buildings lie within the Fairfield Road Conservation Area (designated in 1989). The appraisal document for this conservation area describes the area around St Mary Bow Church as *“With traffic running on either side of the St Mary Bow church site, the Ecclesiastical Grade B church, the associated listed railings and statue of W. E Gladstone form a focal group in the centre of Bow, together with the locally listed Our Lady of St Catherine Roman Catholic Church, which lies to the North of the Road”*.

- 10.35 The appraisal document also states that *“The Fairfield Road Conservation Area presents a varied townscape, reflected in the widely differing ages and characteristics of its buildings. It presents a characterful townscape, worthy of preservation”*. The Grade II listed properties closest to the application site are *“good examples of the late 17th or early 18th century and are relatively rare survivals of pre-Victorian Bow. Together with several turn of the century commercial buildings and irregular boundary patterns, these create a varied but characterful streetscape”*.
- 10.36 In accordance with the Fairfield Road Conservation Area character appraisal, the preservation of the historic setting of the church and public churchyard gardens is of utmost importance and views of these should be maintained and protected where appropriate.
- 10.37 It is noted that the building on the application site is not considered to positively contribute to the Fairfield Road Conservation Area; in its current state of repair and the warehouse/industrial feel of the entire site, the building lacks character and appears neglected; its demolition and the general redevelopment of the site would bring in an improvement to this area which would be beneficial to the conservation area and to the setting of the Listed Church.
- 10.38 Subject to conditions to ensure high quality materials, boundary treatments and finishes, the proposal would preserve the setting, character and appearance of the Grade II* Listed Church and other Grade II listed buildings within this area and the Fairfield Road Conservation Area.

Housing

- 10.39 The NPPF identifies as a core planning principle the need to encourage the effective use of land through the reuse of suitably located previously developed land and buildings. Section 6 of the NPPF states that *“housing applications should be considered in the context of the presumption in favour of sustainable development”* Local planning authorities should seek to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
- 10.40 As mentioned in the Land Use section of this report, 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.

Residential density

- 10.41 Policy 3.4 of the London Plan seeks to optimise the density of development with consideration for local context and public transport capacity. The policy is supported by Table 3A.2 which links residential density to public transport accessibility and urban character. Policy SP02 of the Core Strategy while reiterating the above adds that density levels of housing should correspond to the Council's town centre hierarchy and that higher densities should be promoted in locations in or close to designated town centres.
- 10.42 The application site is located on Bow Road and therefore benefits from an urban context and very good public transport accessibility - PTAL score 6a. In areas of PTAL 6 and above plus an urban setting, the density matrix associated with policy 3.4 of the London Plan supports densities of up to 650-1100 habitable rooms per hectare. The policy acknowledges that it is not appropriate to apply the matrix mechanistically to arrive at the optimum potential of a given site. Generally, development should maximise the housing output while avoiding any of the adverse symptoms of overdevelopment. This proposal seeks to create 36 units which represents a density of 771hr/ha and falls within the mid-range of the density guidance.
- 10.43 Officers consider that the proposal would provide good quality private and affordable homes at an appropriate mix, including a good proportion of family sized units in a high quality scheme that positively responds to local context and does not result in any of the abovementioned symptoms of overdevelopment. As such, taking into account the context of the site, it is considered that the proposal optimises the use of the site and the site can comfortably accommodate the proposed density in line with the relevant local, regional and national policies.

Affordable housing

- 10.44 In line with section 6 of the National Planning Policy Framework, the London Plan has a number of policies which seek to guide the provision of affordable housing in London. Policy 3.8 seeks provision of a genuine choice of housing, including affordable family housing. Policy 3.9 seeks to encourage mixed and balanced communities with mixed tenures promoted across London and specifies that there should be no segregation of London's population by tenure. Policy 3.11 identifies that there is a strategic priority for affordable family housing and that boroughs should set their own overall targets for affordable housing provision over the plan period.
- 10.45 Policy SP02 of LBTH's Core Strategy (2010) seeks to maximise all opportunities for affordable housing on new sites, in order to achieve a 50% affordable housing target across the Borough, with a minimum of 35% affordable housing provision being sought. The application would offer a 37% affordable housing by habitable room and this would equate to 11 of the 36 flats proposed including a significant proportion of family units. This exceeds the minimum on-site requirement of 35% affordable as specified by the Core Strategy policy SP02 and will make a significant contribution towards the Council's overall strategic target of new homes across the borough to be affordable.
- 10.46 The application also follows the Council's stated approach to providing Affordable Rent homes significantly below the national level of maximum 80% of private rent. Part 1 of Policy DM3 of the Managing Development Document sets out the Council's approach to the new affordable rent product. The policy reaffirms the Core Strategy target for 70% of new affordable housing to be for Affordable Rent and 30% for Intermediate (shared ownership).

10.47 This proposal would provide a split of 64:36 in favour of affordable rent accommodation which is considered acceptable as the development is achieving 37% (by habitable rooms) affordable housing overall. All of the affordable units would be rented at levels determined to be genuinely affordable to local residents as assessed by the POD partnership; LBTH affordable housing team has confirmed that they would support the 37% offer at our POD levels for this postcode.

10.48 The POD rents for this area, inclusive of service charges, are as follows:

- 1 bed £169.85 per week
- 2 bed £198.32 per week
- 3 bed £218.76 per week
- 4 bed £250.01 per week

10.49 As such, the proposed development is considered to meet policies SP02 of the Adopted Core Strategy and DM3 of the Managing Development Document. This would be secured via a Section 106 Agreement.

Table 1: Proposed housing mix

Unit Type	Affordable Housing				Market Housing		Total	
	Affordable Rent		Intermediate		Unit	Hab. Rm.	Unit	Hab. Rm.
	Unit	Hab. Rm.	Unit	Hab. Rm.				
1 bed	0	0	1	2	8	16	9	18
2 bed	2	6	2	6	13	39	17	51
3 bed	3	12	1	4	4	16	8	32
4 bed	2	12	0	0	0	0	2	12
Total	7	30	4	12	25	71	36	113

Housing mix and tenures

10.50 In line with section 6 of the National Planning Policy Framework and London Plan policy 3.8, the Council's Core Strategy policy SP02 and policy DM3 of the Managing Development Document require development to provide a mix of unit sizes in accordance with the most up-to-date housing needs assessment. The relevant targets and the breakdown of the proposed accommodation are shown in the table below.

10.51 The application proposes 36 residential units with the total number of habitable rooms being 113. Of these, 11 units would be affordable housing. By habitable room the scheme provides a total of 37% affordable accommodation comprising 26% affordable rent and 11% intermediate.

Table 2: Proposed housing mix compared with policy DM3.

	Affordable Housing		Private Housing
	Affordable Rent	Intermediate	Market Sale

Unit size	Total Units	Unit	%	LBTH policy %	Unit	%	LBTH policy %	Unit	%	LBTH policy %
1bed	9	0	0%	30%	1	25%	25%	8	32%	50%
2bed	17	2	28.5%	25%	2	50%	50%	13	52%	30%
3bed	8	3	43%	30%	1	25%	25%	4	16%	20%
4bed	2	2	28.5%	15%	0			0	0	
5bed	0	0			0			0		
Total	36	7	100	100	4	100	100	25	100	100

10.52 The above table shows the range of sizes and tenures that the scheme would deliver. Whilst it is not completely policy compliant, overall the proposal would deliver a large percentage of family housing in the affordable housing tenure. There is no provision of one bed units within the affordable rented tenure; however, there would be an above target provision of much needed family accommodation, providing a 71.5% provision against a 45% target, including 3 bed flats – however this represents only 7 units and hence there would be no overconcentration of larger units.

10.53 The intermediate tenure provides policy compliant housing mix.

10.54 Within the market tenure, only 32% of one bed is being delivered against a target of 50%; there is an under provision of one beds which is offset by an over provision of two beds and family housing.

10.55 Given the relatively small size of the scheme direct compliance with all aspects of the housing size policy in DM3 is more difficult to achieve and on balance the proposals would offer a range and good mix of housing types, sizes and tenures. The proposed mix is supported by the Affordable Housing Team.

Standard of accommodation

10.53 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.

10.54 All the units proposed are in line with the above policies and meet the minimum space standards as set out in policy DM4 of the Managing Development

10.55 All the ground floor units are dual aspect; eight of the flats are single aspect but none of these would be north facing. All of the units have separate storage areas which are encouraged in the Mayor of London's housing design guide

10.56 Overall, it is considered that the proposed layouts are well thought through and will provide a high standard of living accommodation and amenity to the future occupiers.

Wheelchair Accessible Housing and Lifetime Homes Standards

- 10.57 Policy 3.8 of the London Plan and Policy SP02 of the LBTH Core Strategy 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.
- 10.58 Two wheelchair accessible homes are proposed consisting of four bed flats at ground floor with private gardens and entrances together with car parking spaces. The LBTH Housing Team confirmed that this is in line with the needs of families waiting for fully accessible housing on the Common Housing Register.
- 10.59 The MDD allows consideration for wheelchair accessible units by habitable rooms where this would deliver a better outcome for the development. The two units would have a combined total of 12 habitable rooms which would therefore equate to 10.6% of the total provision of wheelchair accessible units.

Private and communal amenity space

- 10.60 London Plan policy 3.5, policy SP02 of the Core Strategy and policy DM4 of the Managing Development Document require adequate provision of private and communal amenity space for all new homes.
- 10.61 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. All of the upper storey flats would have adequately sized balconies. All of the ground floor units benefit from private gardens or patios which substantially exceeds the policy requirement.
- 10.62 For all developments of 10 units or more, 50sqm of communal amenity space plus 1sqm for every additional unit should be provided. As such, a minimum of 76sqm is required for a development of 36 flats. The development would provide a roof top communal amenity space measuring 74sqm; and within the communal courtyard space at ground floor level, a total of 98sqm would be provided. Once areas of child play space are deducted, sufficient amount of usable communal amenity space would remain at ground level together with the roof terrace provision. This is considered to be a good provision of communal amenity space which exceeds requirement. Appropriate conditions would be attached to ensure that details of these spaces are approved at a later stage.

Child play space

- 10.63 In addition to the private and communal amenity space requirements, policy 3.6 of the London Plan, policy SP02 of the Core Strategy and policy DM4 of the Managing Development Document require provision of dedicated play space within new residential developments. 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 10sqm of useable child play space per child.
- 10.64 Using the LBTH child yield calculations, the development is anticipated to yield 16 children and accordingly the policy sets an overall benchmark of 160sqm of child play space to be provided. Play space for children under 5 should be provided on-site while older children can reasonably use spaces off-site, within a short walking or cycling distance.
- 10.65 It is anticipated that the development would yield 7 under 5 year old children and accordingly 70sqm of dedicated play space should be provided on-site. This is being

catered for within the communal courtyard which when combined with the smaller space near Block C totals to 120sqm. Nonetheless, this still represent a minor deficiency in on-site provision for all children, in particular older children.

- 10.66 The London Mayor's SPG sees 400m and 800m as an acceptable distance for young people to travel for recreation. This is subject to suitable walking or cycling routes without the need to cross major roads. It is noted that Grove Hall Park is within walking distance of the application site. The park contains play facilities for all ages in the form of a multi-use pitch for ages 5 and over (715sqm) and a playground for children up to 5 years old (604sqm). In addition to this, the development will make a £52,060.52 financial contribution towards public open space in the borough. Therefore, the under provision of the older children's play space is considered, on balance, to be acceptable in this instance.

Open Space

- 10.67 Core Strategy objective SO12 aims to create a high quality natural environment of green spaces that promote active and healthy lifestyles. Policy SP04 provides a basis for creation of a network of open spaces across the borough through protection, improvement, and creation of open spaces. Managing Development policy DM10 states that development will be required to contribute to the delivery of an improved network of open spaces in accordance with the Council's Green Grid Strategy and Open Space Strategy. The MDD includes a monitoring target of 1.2 ha per 1000 population.
- 10.68 Given the site's constraints and the proximity to Grove Hall Park, in this instance the lack of provision for additional open space, beyond that required to cater for private amenity, shared amenity and younger children's door step play s is considered acceptable in line with policy DM 10 of the MDD. Furthermore, as stated above, the proposal would make a £52,060.52 financial contribution towards public open space. Therefore, this proposal is in accordance with policies and the financial contribution is welcome.

Residential amenity

- 10.69 In line with the principles of the National Planning Policy Framework the Council's policies SP10 of the Core Strategy and DM25 of the Managing Development Document aim to safeguard and where possible improve the amenity of existing and future residents and building occupants as well as to protect the amenity of the surrounding public realm with regards to noise and light pollution, daylight and sunlight, outlook, overlooking, privacy and sense of enclosure.
- 10.70 The nearest residential property is the adjoining building under construction at 207-211 Bow Road; the proposal at Payne Road is a considerable distance away and to the west of the site, the use class is predominantly commercial.
- 10.71 Most balconies face the inner courtyard and Bow Road; none are east ward facing; the west facing balconies are on the main, within part of Block B and Block C and they face the park rather than the new residential blocks currently under construction.

Overlooking and privacy

- 10.72 Due to the lack of fenestration in the side elevation looking west, no overlooking or privacy intrusion to adjoining new residential properties would occur. Balconies that do face west are mostly within Block C, facing Grove Hall Park. The proposed

development is being built sufficiently away from the boundary of the adjoining site to the east so as not to result in any direct overlooking. An objection relating to overlooking and privacy has been received from a resident in Mocha Court, Payne Road. However this building is some 45 metres from the nearest windows in the proposed development, significantly exceeding the minimum policy guideline of 18 metres to prevent direct overlooking, Due to the degree of physical separation, there would be no demonstrable harm on neighbouring residents including those in Payne Road.

- 10.73 It is noted that this proposal includes a roof terrace on the roof of Block C. Objections have been received with regards to this proposal blighting future developments on adjoining sites in particular 219-221 Bow Road. As stated under the Design section above, the roof terrace would be screened to avoid any overlooking. Furthermore, this space will be orientated towards the adjacent Grove Hall Park to encourage views in that direction and thus increasing the enjoyment of future residents plus increasing natural surveillance of the park. Therefore, these measures would ensure that no overlooking would result from this roof terrace. And it is also not considered that this proposal would fetter future developments on adjoining site.

Daylight and sunlight

- 10.74 Guidance relating to daylight and sunlight is contained in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight'. The primary method of assessment is through calculating the vertical sky component (VSC). BRE guidance specifies that reductions in daylighting materially affect the living standard of adjoining occupiers when, as a result of development, the VSC figure falls below 27 and is less than 0.8 times its former value.
- 10.75 The applicant has submitted a Daylight and Sunlight Assessment prepared in line with the BRE methodology. The assessment demonstrates that none of the adjoining future residential properties (207-211) would be materially affected with regards to their day lighting; with regards to the residents of the proposed development, the daylight and sunlight achieved would be in line with the guidance given in the BRE report and consistent with levels seen within neighbouring properties.

Noise and vibration

- 10.76 The site is located on a very busy road and, as such, the majority of background noise would result from vehicular traffic.
- 10.77 The applicant submitted a Noise Assessment report which has been reviewed by the Council's LBTH Environmental Protection Team.
- 10.78 Concerns were raised with regards to providing effective ventilation without the transfer of external noise. The Environment officer stated that acoustic ventilation solutions should be reached that provide the required replacement air into the dwelling and reduce noise intrusion for the occupants. The applicant has confirmed that a 'whole dwelling' mechanical ventilation system incorporating heat recovery would be installed into each residential unit. The system would supply filtered and heated fresh air into the habitable rooms and exhaust humid air from kitchens and bathrooms in each dwelling; this will be achieved using mechanical fans and interconnecting ducts and this would also negate any requirement for "trickle vent".

- 10.79 Environmental Health Officers advised that the acoustic report submitted is satisfactory and all its recommendations should be conditioned. Overall, subject to appropriate conditions, the amenity of future occupiers would be safeguarded.

Transportation and access

- 10.80 The National Planning Policy Framework emphasizes the role transport policies have to play in achieving sustainable development and that people should have real choice in how they travel. Developments should be located and designed to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities.
- 10.81 The London Plan seeks to shape the pattern of development by influencing the location, scale, density, design and mix of land uses such that it helps to reduce the need to travel by making it safer and easier for people to access jobs, shops, leisure facilities and services by public transport, walking and cycling. Strategic Objective SO20 of the Core Strategy states that the Council seeks to: “Deliver a safe, attractive, accessible and well-designed network of streets and spaces that make it easy and enjoyable for people to move around on foot and bicycle.” Policy SP09 provides detail on how the objective is to be met, including emphasis that the Council will promote car free developments in areas of good access to public transport.
- 10.82 Policy DM20 of the Council’s Managing Development Document reinforces the need to demonstrate that development is properly integrated with the transport network and has no unacceptable impacts on the capacity and safety of that network. It highlights the need to minimise car travel and prioritise movement by walking, cycling and public transport. The policy requires development proposals to be supported by transport assessments and a travel plan.
- 10.83 The site enjoys very high public transport accessibility with a PTAL rating of 6a. Bow Road is one of the major routes into the borough and is a primary route in and out of East London and Central London. The road is also identified as a Department of Transport Strategic Road and is a red route; Transport for London’s (TfL) strategic roads, the A12 Blackwall Tunnel Approach lies some 140 metres to the east. The site is within walking distance to major train stations and bus routes; Bow Church DLR is approximately 350 metres away and Bow Road tube station about 650 metres to the west. Many bus routes (nos. 25, 8, D6, D8 and 309) serve the area travelling towards Stratford (further east), the city, Hackney and Fish Island.
- 10.84 The Transport Statement accompanying the application concludes that given the anticipated small increase in movements created by the development and the high volume of sustainable travel connections in vicinity of the sites, the development would not have a detrimental impact on highway and pedestrian safety or operation of the highway and public transport systems. In line with recommendation of the Council’s Highways Officer, the Travel Plan would be secured via a condition.
- 10.85 Overall, Transport for London and LBTH Transportation & Highways Team support the principle of proposed development at this location.

Cycle Parking

- 10.86 The London Plan policy 6.9 and policy DM22 of the Managing Development Document set minimum cycle parking standards for various types of development.

- 10.87 The proposal seeks to create a total of 46 cycle spaces for residents and 6 spaces for visitors. This provision was confirmed as adequate by the LBTH Transportation & Highways Team as well as Transport for London.
- 10.88 The provision of secure, weatherproof and accessible cycle spaces would be welcome; however, the Council's preferred option is the "Sheffield" type stand; non-stacking 'Josta' type storage for residents would be acceptable and 'Sheffield' type stands for the visitor parking is welcome provided these are placed within a shelter to offer some protection from the elements. These details would be secured by appropriate conditions.

Car Parking

- 10.89 Policy DM22 of the Managing Development Document also refers to the parking standards set out in its appendix 2. These state that for residential use in locations with a PTAL of 6, parking for 1 and 2 bedroom units should be provided at a maximum of 0.1 spaces per unit and not exceed 0.2 spaces per unit for 3 bedroom homes or larger.
- 10.90 In line with the above policies and given the high PTAL rate, the application proposes no "general needs" car parking spaces.
- 10.91 Two disabled car parking spaces would however be provided for the two four bed family units. Furthermore, in accordance with policy, a car free agreement would be secured to prevent new residents from acquiring an on-street parking permit, apart from those transferring within the borough from another affordable family home under the Council's Permit Transfer Scheme (PTS).

Servicing and refuse requirements

- 10.92 Policy DM14 of the Managing Development Document sets out the Council's requirements for adequate waste storage facilities to be provided in all developments.
- 10.93 Refuse and recycling receptacles would be respectively provided for the three residential blocks located just outside the buildings. Full details of refuse storage and collection, a waste management plan and a deliveries and servicing plan would be secured by condition.
- 10.94 The addresses the objections raised by the Council's refuse section by providing a caretaker service to manage refuse collection from the rear blocks.
- 10.95 In terms of servicing, it has been agreed by TfL that delivery vehicles can use the existing on-street loading bay located on Bow Road. No servicing vehicles would enter the site and this would be conditioned.
- 10.96 Concerns (from an objector) were also raised with regards to fire access on site. This matter has been discussed further with colleagues and the applicant. The proposal includes dry risers within the site both horizontal and vertical for easy access by fire crew. Furthermore, sprinklers would be installed within Blocks B and C to ensure that in case of a fire, they are automatically activated.
- 10.97 Concerns were raised by the Council's Transportation and Highways section and TfL with regards to the vehicles overhanging the public footway which would not be accepted; the applicant has revised the proposal to ensure that the gates are set

back so that they are 6m from public highway. The front elevation landscape area would be conditioned as would the gates to ensure the position of the gates does not hinder pedestrians' safety.

Sustainability, energy efficiency and climate change

Energy efficiency

- 10.98 The National Planning Policy Framework sets out that planning plays a key role in delivering reductions to greenhouse gas emissions, minimising vulnerability and providing resilience to climate change. The NPPF also notes that planning supports the delivery of renewable and low carbon energy and associated infrastructure.
- 10.99 At a strategic level, the climate change policies as set out in chapter 5 of the London Plan 2011, London Borough of Tower Hamlets Core Strategy (SO24 and SP11) and the emerging Managing Development Document Policy DM29 collectively require developments to make the fullest contribution to the mitigation and adaptation to climate change and to minimise carbon dioxide emissions.
- 10.100 The Managing Development Document policy 29 includes the target to achieve a minimum 35% reduction in CO2 emissions above the Building Regulations 2010 through the cumulative steps of the Energy Hierarchy.
- 10.101 According to initial assessments, the residential part of the development would achieve Sustainable Homes Code level 4. Overall CO2 emissions would be reduced by 37%. Appropriate conditions would be imposed to ensure that the above targets are met.
- 10.102 The London Plan 2011 Policy 5.6 requires Major development proposals should select energy systems in accordance with the following hierarchy:
- Connection to existing heating or cooling networks
 - Site wide CHP network
 - Communal heating and cooling.
- 10.103 The applicant has demonstrated that in order to achieve the necessary CO2 emissions reductions, a centralised community heating system would be provided which would consist of high efficiency gas fired condensing boilers, combined heat and power plant and photo voltaic panels would be mounted on the roof of Blocks A and B. Full details would be reserved by condition.
- 10.104 The LBTH Energy and Sustainability Officer has confirmed that the Energy Strategy submitted with the application is acceptable and in line with policy.

Ecology and biodiversity

- 10.105 The application is supported by an Ecological Assessment report which was reviewed by the Council's Biodiversity officer. The site is not a formally designated nature conservation site. There are no trees on site; however, the site adjoins the park and would impact on trees which will be retained. There are several TPO trees within the churchyard.
- 10.106 A preliminary bat survey identified that there is no potential to support bat roosts and several other features on site as having low potential to support bat roosts. A condition should be attached to undertake a precautionary survey for nesting birds including black redstarts immediately before demolition, especially if demolition would

take place between March and August. Ideally demolition should be outside of this period.

10.107 The proposed amenity roof garden offers opportunities for biodiversity enhancements. A good range of nectar-rich flowers to provide a source of food for bees and other pollinating insects would be welcome. However, the applicant is encouraged to provide bio-diverse roofs where possible.

10.108 The application is close to the boundary of the Grove Hall Park. Whilst the site itself has no trees or other vegetation, safety and security of the trees within the park close to the boundary of the site would be important. These trees would need to be protected prior to and during demolition and construction works. The loss of any trees following construction must be replaced by the developer. These will be secured by conditions.

10.109 In conclusion, officers are satisfied that the scheme would provide appropriate biodiversity and ecological enhancements and subject to appropriate conditions, would comply with national, London Plan and Tower Hamlets Core Strategy and Managing Development Policies with respect to biodiversity.

Health Considerations

10.110 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.

10.111 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.

10.112 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.

10.113 The applicant has agreed to a financial contribution of £51,309.70 to be pooled to allow for expenditure on health care provision within the Borough.

10.114 It is therefore considered that the financial contribution towards healthcare and new open space 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.

Planning obligations

10.115 Regulation 122 of the Community Infrastructure Levy Regulations 2010 brings into law policy tests for planning obligations which can only constitute a reason for granting planning permission where they are necessary to make the development

acceptable in planning terms, directly related to the development and are fairly and reasonably related in scale and kind to the development.

10.116 Policies 6A.5 of the London Plan (2008), saved policy DEV4 of the UDP (1998), policy IMP1 of the IPG (2007) and policy SP13 in the Core Strategy (2010) seek to negotiate planning obligations through their deliverance in kind or through financial contributions.

10.117 The Planning Obligations Supplementary Planning Document sets out Tower Hamlets priorities for planning obligations and the types of development for which obligations may be sought. Where obligations take the form of financial contributions, the SPD sets out relevant formula that will be applied to calculate the contribution or whether the contribution will be negotiated on a case by case basis.

10.118 The Planning Obligations SPD allows a degree of flexibility in negotiating obligations to take account of development viability, any special circumstances of the case and benefits that may be provided in kind (e.g. affordable housing, open space and public realm improvements).

10.119 The development viability of the scheme has been independently assessed. The Council's independent consultants have concluded that on the basis of 37% affordable housing provision on site, the maximum level of planning obligations that could be afforded without rendering the scheme unviable would be £298,000. The full contributions that would be required by applying the Council's Planning Obligations SPD would be £326,144.20.

10.120 The applicant is prepared to contribute the maximum that could be achieved in line with the independent viability assessment. This would be equivalent to 91% of the policy compliant provision. In line with the policies for negotiating obligations and given the onsite provision of 37% affordable housing, this offer is considered acceptable. The total has been distributed on a pro rata basis of 91% across each of the heads of terms required by the planning Obligations SPD as set out below:

- £8,174.81 towards Idea Stores, Libraries and Archives
- £26,992.24 towards Leisure Facilities
- £52,060.52 towards Public Open Space
- £1,014.54 towards Smarter Travel
- £6,154.87 towards Enterprise & Employment
- £152,293.32 towards Education
- £51,309.70 towards Health

Total Financial Contributions would be £298,000

10.121 In addition the following non-financial obligations would be secured:

- 37% affordable housing (Tower Hamlets preferred rents)
- Car free agreement
- Target of 20% local goods and services at construction stage
- Commitments to local employment targets at construction stage

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

10.122 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:

10.123 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.

10.124 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.

10.125 In this context "grants" might include the New Homes Bonus.

10.126 These issues are material planning considerations when determining planning applications or planning appeals.

10.127 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 non-ring 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.

10.128 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 £55,288 in the first year and a total payment of £331,726 over 6 years. There is no policy or legislative requirement to discount the new homes bonus against the planning obligation contributions and therefore this initiative does not affect the financial viability of the scheme.

10.129 With regard to Community Infrastructure Levy considerations, following the publication of the Inspector's Report into the Examination in Public in respect of the London Mayor's Community Infrastructure Levy, Members are reminded that that the London mayoral CIL became operational from 1 April 2012 and will be payable on this scheme. The likely CIL payment associated with this development would be £.44,650

Human Rights Considerations

10.130 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:-

10.131 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".

10.132 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.

10.133 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.

10.134 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.

10.135 Members must, therefore, carefully consider the balance to be struck between individual rights and the wider public interest.

10.136 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.

10.137 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

10.138 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, gender 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:

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

10.139 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.

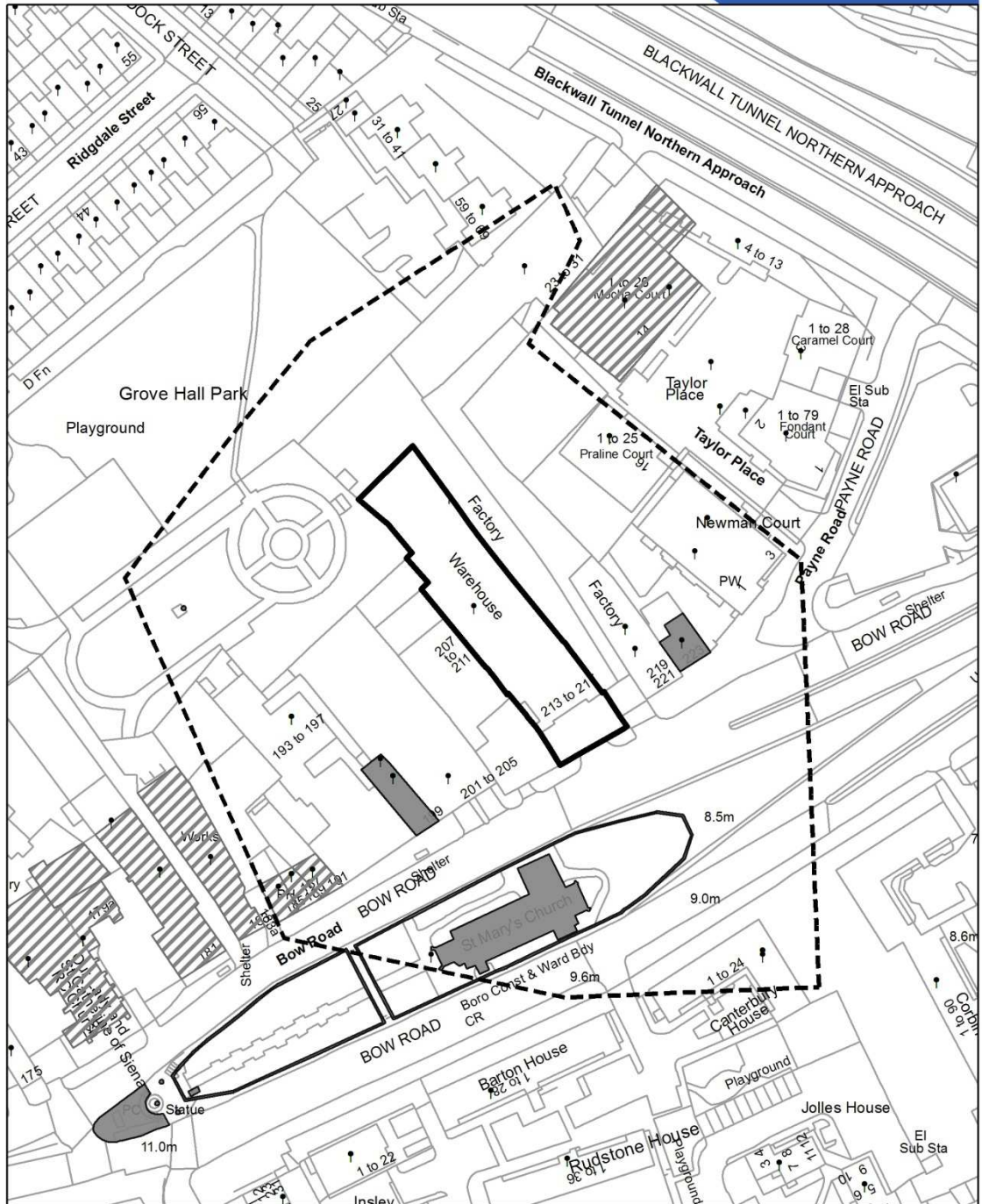
10.140 Furthermore, the requirement to use local labour and services during construction enables local people to take advantage of employment opportunities.

10.141 The provision of affordable housing, well designed and located wheelchair accessible housing and a good range of housing types all with access to shared communal open space and child play space within the development would support community wellbeing and social cohesion.

11. CONCLUSION

11.1 All other relevant policies and material considerations have been taken into account. Planning permission and Conservation Area Consent should be granted in accordance with the RECOMMENDATION section of this report.

Planning Application Site Map
PA/13/00862



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|--|------------------------------------|--|----------------------------|--|---------------------|---|------|
| | Planning Application Site Boundary | | Locally Listed Buildings | | Land Parcel Address | 0 | 20 m |
| | Consultation Area | | Statutory Listed Buildings | | | | |

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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