

Committee: Strategic Development	Date: 10 th May 2007	Classification: Unrestricted	Agenda Item No: 7.3
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Tim Porter		Ref No: PA/07/00347	
		Ward(s): Millwall	

1. APPLICATION DETAILS

Location:	Arrowhead Quay (East Of 163 Marsh Wall), Marsh Wall, London
Existing Use:	Car park
Proposal:	Redevelopment of site to provide a 16 storey and 26 storey plus plant (119m AOD to top of plant) office building including retail (Class A1) / restaurant (Class A3) uses on part of the ground floor and basement car park (79,244 sq. m gross), dockside walkway and landscaped plaza. The application is supported by an Environmental Impact Assessment.
Drawing Nos:	2DPA-001(00), 010(00), 020(00), 100(00), 101(00), 102(00), 103(00), 104(00), 105(00), 106(00), 107(00), 108(00), 109(00), 110(00), 111(00), 120(00), 121(00), 122(00), 123(00), 130(00), 131(00), 132(00), 133(00), 140(00), 141(00),
Applicant:	Cartman Ltd (c/o GVA Grimley)
Owner:	Cartman Ltd
Historic Building:	No
Conservation Area:	No

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

2.1 The Local Planning Authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan, associated supplementary planning guidance, the London Plan and Government Planning Policy Guidance and has found that:

- This application seeks approval for a series of revisions from the previously approved scheme on the site, dated 25th July 2003 (PA/00/00423). In principle, therefore, the proposed development is acceptable, subject to an appropriate planning obligations agreement and conditions to mitigate against the impact of the development.
- It is considered that the development would not have an adverse impact on the residential amenity of any nearby properties. A number of conditions are recommended to secure submission of details of materials, landscaping, external lighting, and plant, and to control noise and hours of construction.
- The submitted Environmental Impact Assessment is satisfactory, including the cumulative impact of the development, with mitigation measures to be implemented through conditions and a recommended legal agreement.
- The development would add positively to London's skyline without causing detriment to

LOCAL GOVERNMENT ACT 2000 (Section 97) LIST OF BACKGROUND PAPERS USED IN THE DRAFTING OF THIS REPORT

Brief Description of background papers:	Tick if copy supplied for register	Name and telephone no. of holder:
Application, plans, adopted UDP. draft LDF and London Plan		Tim Porter 020 7364 5291

local or long distant views.

- The scheme would bring the benefits of job creation. The development would also enhance the streetscape and public realm through the provision of open space area and improved pedestrian linkages through the site and along the dock edge. The need to secure an appropriate planning obligations package is noted.
- The proposal incorporates a number of sustainability measures.

3. RECOMMENDATION

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

A. Any **direction** by **The Mayor**

B. The prior completion of a **legal agreement**, to the satisfaction of the Chief Legal Officer, to secure the following:

- A contribution of £50,000 to public art
- A contribution of £4,971,376.62 in accordance with the Millennium Quarter Masterplan Tariff.
- A contribution of £20,000 towards the provision of (Docklands Arrival Information System) boards at appropriate locations within the proposed development.
- Contributions towards any equipment upgrade required to mitigate the adverse affects of this development on DLR's radio communications. Furthermore, a radio survey is to be conducted before and after the construction phase to assess the level of impact the development may have on the DLR radio signal.
- The provision of a public walkway through the site as part of the east-west dockside walkway and a north – south link for the public piazza.
- Commitment towards utilising employment initiatives such as the Local Labour in Construction (LliC) in order to maximise the employment of local residents.
- TV reception monitoring and mitigation.
- Environmental Management Plan
- Restrictions on Additional Floorspace
- Preparation of a Travel Plan

A Section 278 agreement to secure the following:

Associated highways works to the frontage along Marsh Wall and the area under public ownership across the junction with Admirals Way.

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

Conditions

1. Permission valid for 3 years.
2. Details of the following are required:
 - a) Samples of all building materials;
 - b) The design of the lower floor elevations, including shopfronts;
 - c) Signage strategy;
 - d) External lighting;
 - e) Design of new plaza area and all other landscaping, including details of the extent of outdoor seating associated with potential café/restaurant uses;
 - f) Details of glazing (including acoustic performance) for all external sensitive facades by DLR train noise;

- g) Public art/craft; and
 - h) The provision to be made for the storage and collection/disposal of rubbish.
3. Landscape Management Plan.
 4. Completion of the restaurant/retail units prior to occupation of any other part of the development.
 5. Archaeological investigation.
 6. Full details of access for people with disabilities
 7. The following parking spaces are to be provided:
 - A maximum of 48 car parking spaces of which 5 have been allocated for disabled drivers
 - A minimum of 266 cycle spaces at basement level for the office accommodation and 20 at ground level for the retail units and office visitors
 - 146 motorcycle spaces
 8. Limit hours of construction to between 8.00 Hours to 18.00 Hours, Monday to Friday and 8.00 Hours to 13.00 Hours on Saturdays.
 9. Level of noise emitted from the site to be restricted.
 10. Ground borne vibration limits.
 11. Limit hours of power/hammer driven piling/breaking out to between 10.00 Hours to 16.00 Hours, Monday to Friday.
 12. Details of route for construction traffic.
 13. Details of on-site parking and delivery arrangement during construction stage
 14. Environmental Management Plan.
 15. Details of a monitoring and control regime of the Environmental Management Plan.
 16. Investigation and remediation measures for land contamination (including water pollution potential).
 17. Details of the construction of the site foundations.
 18. Details of surface and foul water drainage system required.
 19. Impact study of water supply infrastructure required.
 20. Details of Water Efficiency measures.
 21. Details required for surface water drainage works.
 22. Details required for surface water source control measures.
 23. A strip of land 6 metres wide to preserve access to the watercourse for maintenance and improvement.
 24. Assessment to identify the life of the river wall, compared to the life of the development
 25. Implementation of a biodiversity measures as submitted, including green roof.
 26. Renewable energy measures to be approved in writing by the Local Planning Authority in consultation with the Greater London Authority and implemented in perpetuity.
 27. During construction no solid matter shall be stored within 10 metres of the banks of the West India Dock South and thereafter no storage of materials shall be permitted in this area.
 28. Install appropriate mooring points and access to promote leisure moorings along this section of the dock edge.
 29. Any other condition(s) considered necessary by the Head of Development Decisions.

Informatives

1. Section 106 agreement required
2. Section 278 (Highways) agreement required
3. Site notice specifying the details of the contractor required
4. Construction Environmental Management Plan Advice
5. Use of dock to transport bulky materials
6. London City Airport Advice
7. Conditions 2(a), (b) and (e) to comply with microclimate and ecological studies and the remedial measures in the Environmental statement
8. Environment Agency Advice
9. British Waterways Advice
10. Environmental Health Department Advice

11. Transport Department Advice
12. Metropolitan Police Advice
13. DLR advice
14. Advertising signs and/or hoardings consent
15. Contact the GLA regarding the energy proposals
16. Any other informative(s) considered necessary by the Head of Development Decisions

3.3 That, if by 10th August 2007 the legal agreement has not been completed to the satisfaction of the Chief Legal Officer, the Head of Development Decisions be delegated power to refuse planning permission.

4. PROPOSAL AND LOCATION DETAILS

Proposal

- 4.1 Application for redevelopment of site to provide a 16 storey and 26 storey plus plant (119m AOD to top of plant) office building including retail / restaurant use on part of the ground floor and basement car park, dockside walkway and landscaped plaza. The application is supported by an Environmental Impact Assessment.
- 4.2 The development comprises a total gross external floor area (GEA) of 79,244sq m, of which 70,041 sq m is office (use class B1), 505 sq m is retail (use class A1) and 8,698 sq m is basement area.
- 4.3 This application seeks approval for a series of revisions from the previously approved scheme on the site, dated 25th July 2003 (PA/00/00423). The proposed development differs from the consented scheme as follows:
 - The overall floor space of the proposed scheme is 79,244 sq m GEA (including basement), increased from 59,250 sq m in the permitted scheme;
 - Reduction in car parking provision as directed by LBTH from 59 spaces to 48 spaces;
 - Introduction of a glass climate wall and shading scheme to reduce the need for mechanical ventilation, heating and cooling;
 - Upper floors of the tower reconfigured to suit relocation of core and increase efficiency of floor plate resulting in enlarged GEA;
 - Plant rooms around the building have been rationalised; and
 - Use of renewable technologies and a green roof.
- 4.4 The applicant has identified that the scheme will generate around 3,500 jobs.

Site and Surroundings

- 4.5 The application site comprises an area of approximately 0.57 ha and is currently used as a surface car park. The site is situated on Marsh Wall, to the south side of the West India South Dock. The site is bounded to the north by the dock, to the west by the Britannia International Hotel, to the east by the Docklands Light Railway (DLR) and to the south by Marsh Wall. The site falls within the Millennium Quarter Masterplan with frontage to Millwall Inner Dock.
- 4.6 The site is currently used as a surface car park. The prevailing existing and proposed land use in the area is commercial. The neighbouring Waterside and Admiral's Way site is currently in B1 use with a limited amount of ground level retail uses. The buildings comprise blocks of between 6 and 8 storeys. Further east on Marsh Wall are larger buildings, with a 22 storey building at the World Trade Centre Phase 1 site and other buildings with heights of between 10 and 14 storeys elsewhere along Marsh Wall. To the south of the site the existing buildings fronting on to Marsh Wall are largely office and light industrial uses, and are typically of 5 or less storeys in height. Planning permission was recently granted at 22 Marsh

Wall to the south east of the site for the development of 4 buildings of up to 44 storeys in height incorporating 802 new residential units, retail and office uses.

- 4.7 The wider setting of the proposal site has undergone major change in the last 25 years. During this time the commercial centre at Canary Wharf has developed considerably and commercial activity at Canary Wharf has extended to the south creating a new area known as the Millennium Quarter. Development to the north of West India South Dock is now largely characterised by tall buildings, with buildings of up to 37 storeys in height immediately to the north of the dock. To the south east of the site, the 1 Millharbour development is currently under construction; this will comprise two new buildings of 40 and 48 storeys, with retail, restaurant, leisure and community uses at ground floor. The proposals at Arrowhead Quay, together with 1 Millharbour and 22 Marsh Wall, will form a northern gateway to the proposed Millennium Quarter.
- 4.8 The site does not contain any listed buildings and is not within a conservation area. To the north of the West India South Dock are the dock walls and the copings and buttresses to the Import Dock and Export Dock which are Grade 1 listed (see plan at Appendix 2).
- 4.9 The application site is within 5 minutes walk of Canary Wharf town centre which offers a wide range of retail and other facilities. The site is well served by public transport with several DLR stations (the closest being South Quay), Canary Wharf Underground Station and 3 bus routes in close proximity (one along Marsh Wall and two along Westferry Road). The site has a public transport accessibility level (PTAL) of 4 – 5 on a scale.

Planning History

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

PA/00/00423 Redevelopment to provide a 16/25 storey office building (plus plant), including retail/ restaurant use on part of the ground floor (59,250m² gross), plus car parking, dockside walkway and landscaped plaza. Planning consent granted 25th July 2003.

PA/06/02107 Section 73 application for redevelopment to provide a 16/25 storey office building (plus plant) including retail / restaurant use on part of the ground floor (59,250 sq. m gross) plus car parking, dockside walkway and landscaped plaza to amend the timing of Condition 2 of Planning Permission PA/00/423 dated 25th July 2003. Planning consent granted 8th February 2007.

5. POLICY FRAMEWORK

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

5.2 Unitary Development Plan

Proposals: 162 Hotel and Leisure uses
Central Area Zone
Flood Protection Areas
Water Protection Areas
Sites of Nature Conservation Importance

Policies: Environment Policies

DEV1 Design Requirements
DEV2 Environmental Requirements
DEV3 Mixed Use development
DEV4 Planning Obligations

DEV5	High Buildings and Views
DEV12	Provision of Landscaping in Development
DEV18	Art and Development Proposals
DEV46	Waterways and Water Bodies
DEV47	New Development adjacent to Rivers, Canals and other Water Areas
DEV48	Water Frontage
DEV50	Noise
DEV55	Development and Waste Disposal
DEV57	Development Affecting Nature Conservation Areas
DEV58	Enhancement of Nature Conservation Sites
DEV62	Development Adversely Affecting Nature Conservation Areas
DEV69	Water Resources

Central Activities Zone Policies

CAZ1	Developing London's regional, national and international role
CAZ3	Mixed use development
CAZ4	Diversity, character and functions of the Central Area Zones

Employment Policies

EMP1	Encouraging New Employment Uses
EMP2	Retaining Existing Employment Uses
EMP7	Work Environment
EMP9	Business Use

Transport Policies

T15	Transport and Development
T16	Impact of Traffic
T17	Parking Standards
T18	Pedestrian Safety and Convenience
T20	Pedestrian Movements Along Canals
T21	Pedestrians
T23	Cyclists

Shopping Policies

S6	New Retail Development
S10	New Shopfronts

Arts, Entertainment and Tourism

ART5	Arts and entertainment facilities
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5.3 Millennium Quarter Master Plan

The Millennium Quarter Master Plan (MQMP) was agreed by the Council's Policy and Implementation Committee on 13th September 2000 as interim policy pending the formal alteration of the UDP. The MQMP sets out the principles and guidelines for development, including delivery and implementation mechanisms. The Master Plan was subject to extensive consultation with landowners, statutory authorities and the local community.

5.4 Emerging Local Development Framework

Proposals:	ID19	Employment (B1), Retail and Leisure (A2, A3, A4)
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Sites of Importance for Nature Conservation
Flood Risk Area
Blue Ribbon Network

Core Strategies:	IMP1	Planning Obligations
	CP1	Creating Sustainable Communities
	CP2	Equal Opportunity
	CP3	Sustainable Environment
	CP4	Good Design
	CP5	Supporting Infrastructure
	CP7	Job Creation and Growth
	CP11	Sites in Employment Use
	CP15	Range of Shops
	CP30	Improving the Quality and Quantity of Open Space
	CP31	Biodiversity
	CP33	Sites of Importance for Nature Conservation
	CP36	Water Environment and Waterside Walkways
	CP37	Flood Alleviation
	CP38	Energy Efficiency and Production of Renewable Energy
	CP39	Sustainable Waste Management
	CP41	Integrating Development with Transport
	CP42	Streets for People
	CP43	Better Public Transport
	CP46	Accessible and Inclusive Environments
	CP47	Community Safety
	CP48	Tall Buildings

Policies: Development Control Policies

DEV1	Amenity
DEV2	Character & Design
DEV3	Accessibility & Inclusive Design
DEV4	Safety & Security
DEV5	Sustainable Design
DEV6	Energy Efficiency & Renewable Energy
DEV10	Disturbance from Noise Pollution
DEV11	Air Pollution and Air Quality
DEV12	Management of Demolition and Construction
DEV14	Public Art
DEV15	Waste and Recyclables Storage
DEV16	Walking and Cycling Routes and Facilities
DEV17	Transport Assessments
DEV18	Travel Plans
DEV19	Parking for Motor Vehicles
DEV20	Capacity of Utility Infrastructure
DEV21	Flood Risk Management
DEV22	Contaminated Land
DEV27	Tall Buildings

Open Space

OSN3 Blue Ribbon Network

Isle of Dogs Area Action Plan

IOD1	Spatial Strategy
IOD2	Transport and Movement

IOD3	Health Facilities
IOD5	Public Open Space
IOD6	Water Space
IOD7	Flooding
IOD8	Infrastructure Capacity
IOD9	Waste
IOD10	Infrastructure and Services

Central sub-area

IOD18	Employment Uses
IOD20	Retail and Leisure
IOD21	Design and Built Form
IOD22	Site Allocations

5.5 Supplementary Planning Guidance/Documents

Designing Out Crime
Landscape Requirements

5.6 Spatial Development Strategy for Greater London (London Plan)

3B.1	Developing London's Economy
3B.2	Office Demand and Supply
3B.3	Office Provision
3B.4	Mixed Use Development
3C.1	Integrating Transport and Development
3C.22	Parking
4A.7	Energy Efficiency and Renewable Energy
4A.8	Energy Assessment
4A.9	Providing for Renewable Energy
4A.10	Supporting the provision of renewable energy
4A.14	Reducing Noise
4B.1	Design Principles for a compact city
4B.2	Promoting world class architecture and design
4B.3	Maximising the potential of sites
4B.4	Enhancing the Quality of the Public realm
4B.5	Creating an inclusive environment
4B.6	Sustainable Design and construction
4B.7	Respect Local context and communities
4B.8	Tall Buildings
4B.9	Large scale buildings, design and impact
4C.1	Blue Ribbon Network
4C.2	Context for Sustainable Growth
4C.3	Natural Value of the Blue Ribbon Network
4C.4	Natural Landscape
4C.12	Sustainable Growth Priorities for the Blue Ribbon Network
4C.17	Increasing Access alongside and to the Blue Ribbon Network
4C.20	Design
4C.21	Design Statement
4C.28	Development Adjacent to Canals

5.7 Government Planning Policy Guidance/Statements

PPS1	Delivering Sustainable Development
PPG4	Industrial and Commercial Development and Small Firms
PPS6	Planning for Town Centres

PPG13	Transport
PPS22	Renewable Energy
PPG24	Planning & Noise

5.8 Community Plan

The following Community Plan objectives relate to the application:

- A better place for living safely
- A better place for living well
- A better place for creating and sharing prosperity

6. CONSULTATION RESPONSE

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

LBTH Cleansing

6.2 No comment received.

LBTH Corporate Access Officer

6.3 No comment received.

LBTH Ecology

6.4 No response.

LBTH Energy Efficiency Unit

6.5 No comment received.

LBTH Environmental

Contaminated land

6.6 No comment

Air Quality

6.7 No comment

Noise

- The baseline noise survey is not comprehensive enough. Only short term sample measurements have been undertaken. It is recommended that measurements are made over at least 4 days to cover Friday, Saturday, Sunday and Monday.
- Internal noise criteria for offices as per BS8233 need to be agreed with Environmental Health.
- Fixed plant and building services plant noise to be agreed with Environmental Health.

(OFFICER COMMENT: This has been addressed as a condition of development)

LBTH Highways

- 6.8 This application was assessed in 2003 and the changes proposed are considered minor.

The level of car parking shown is acceptable according to policy. Cycle parking is also within the standards set out.

The retention of the riverside walkway is welcomed, as is the accessibility of the public open space.

The layout of the parking and access routes to and from the development are acceptable and servicing of the site is acceptable.

The development is covered by the Millennium Quarter Section 106 tariff and adjustments will be made relating to any changes in floor size.

The section 106 should include a Travel Plan requirement. The travel plan must include more measures to support walking, cycling and public transport - such as showers for cyclists, route maps for walking, cycling and Public Transport, travel card loans, and other incentives and information.

Construction traffic remains a concern, in particular with the one way working of Marsh Wall for 18 months during construction of South Quay station. A comprehensive construction management plan needs to be implemented and placed on any approval as a condition. Particular attention must be given to network management issues and liaison with the Highways Department of Tower Hamlets.

A section 278 agreement must be entered into which covers the frontage along Marsh Wall and the area under public ownership across the junction with Admirals Way.

LBTH Landscape

- 6.9 No comment received.

British Waterways (Statutory Consultee)

- 6.10 No objection to the proposed development, subject to the imposition of a suitably worded condition and/or the applicant first entering into a legal agreement to require the developer to install appropriate mooring points and access to promote leisure moorings along this section of the dock edge.

(OFFICER COMMENT: This has been addressed as a condition of development)

Environment Agency (Statutory Consultee)

- 6.11 No objection subject to conditioning.

Greater London Authority (Statutory)

- 6.12 The GLA comments have been addressed in detail throughout the report.

Natural England (Formally English Nature and Countryside Agency) (Statutory Consultee)

- 6.13 No comment received.

Transport for London (Statutory Consultee)

6.14 The TFL comments have been addressed in detail through out the report.

BBC

6.15 No comment received.

Docklands Light Rail

6.16 No structure should be installed within a distance of 5 metres from the outer edge of the DLRL railway. (OFFICERS COMMENT: According to the applicant's plans, the scheme would be setback a distance greater than 5 metres from the outer edge of the DLRL railway).

It is possible that noise targets may be exceeded on the upper floors of the proposed development.

DLR would be seeking contributions towards any equipment upgrade required to mitigate any adverse affects of this development on the DLR's radio communications.

English Heritage - Archaeology

6.17 No objection subject to conditioning.

London Borough of Southwark

6.18 No comment.

London City Airport

6.19 No safeguarding objections

London Fire and Civil Defence Authority

6.20 No comment received.

Metropolitan Police

6.21 The minimum standards of the Secure by Design principles were been provided.

(OFFICERS COMMENT: This has been addressed as an informative).

National Air Traffic Services Ltd

6.22 No safeguarding objections

Thames Water Utilities

6.23 No comment received.

Tower Hamlets PCT

6.24 No contribution sought.

7. LOCAL REPRESENTATION

7.1 A total of 131 neighbouring properties within the area shown on the map appended to this

report were notified about the application and invited to comment. The application has also been publicised in East End Life and on site. There were a total of 2 representations received from local groups in response to notification and publicity of the application.

7.2 The following local groups/societies made representations:

- Docklands Business Club
- Seven Mills Primary School

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

- Concerned about increase in road traffic
- Concerns with interference to natural light to buildings on Admirals Way
- Impact on public transport infrastructure
- Provision of car parking

7.4 (OFFICERS NOTE: The two representations received were more statements of concern, than objections).

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

- Safe crossings should be provided along the length of Marsh Wall
- Safe barriers should be erected along the dock edge

8. MATERIAL PLANNING CONSIDERATIONS

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

- Land Use
- Building Design and Height
- Amenity
- Access and Transport
- Biodiversity
- Flood/ Water Resources
- Public Realm
- Sustainability
- Planning Obligations

Land Use

8.2 The site is currently used for commuter car parking, which is contrary to Council policy. The redevelopment of this site for office development is welcome in principle, as discussed below.

Office Component

8.3 The London Plan indicates that the Mayor will seek a significant increment to current office stock through changes of use and development of vacant brownfield sites (Policy 3B.2). A variety of type, size and cost of office premises is also sought to meet the demands of all sectors. Paragraph 5.66 of the London Plan states that 'development in the Isle of Dogs should complement the international offer of the Central Activities Zone (CAZ) and support a globally competitive business cluster'.

8.4 The site is within the CAZ and the application includes Central London Core Activities of a scale and type considered compatible with fostering London's role as a financial,

commercial, tourist and cultural centre (CAZ1 of the UDP).

- 8.5 Policy EMP1 of the UDP states that employment growth will be encouraged through the re-use of vacant land and derelict buildings. Policy EMP9 states that the Central Area Zones are designated as areas of business growth. Favourable consideration will normally be given, on individual sites, to development for and changes of use to business uses (use class B1), provided that the development does not conflict with other policies or proposals in the UDP. The UDP allocates the site as being suitable for hotel or leisure use.
- 8.6 LBTH's Millennium Quarter Masterplan SPG identifies the northern part of the Quarter as suitable for predominantly commercial development where office developments should be located with a mix of uses at ground floor level.
- 8.7 The Isle of Dogs Area Action Plan (AAP), which forms part of the LDF, identifies the site as being suitable for employment, retail and leisure uses (Site Allocation ID19). Policy IOD18 states that areas to the north of Marsh Wall should provide employment uses which support the formation of a global and financial business centre on the Isle of Dogs. The policy further requires that such employment uses are provided as part of integrated mixed use developments that include B1 uses as a dominant element of the whole scheme.
- 8.8 The proposals incorporate 70,041 sq m of office space (Use Class B1), suitable for accommodating a range of financial and business services. This is likely to generate around 3,500 jobs. The proposals are in accordance with LBTH's Millennium Quarter Masterplan SPG and will make a significant contribution to maintaining and expanding the Isle of Dogs role as a leading financial centre and fulfil new office requirements through providing large floorplate offices. The proposed development is therefore in full accordance with national guidance and the policies of the London Plan and Tower Hamlets relating to office space.
- 8.9 The GLA have stated in their Stage 1 report that *"the provision of a large-scale office development in this highly accessible location by public transport is consistent with both local and strategic planning policy, which seeks to support a globally competitive business cluster on the northern part of the Isle of Dogs"*.
- 8.10 The principle of the development has previously been accepted through the granting of the existing planning permission.

Retail Component

- 8.11 The London Plan seeks to maintain and improve retail facilities (policy 3D.3) through the maintenance, management and enhancement of local and neighbourhood shopping facilities and where appropriate for the provision of further such facilities in accessible locations. Policy 3B.4 seeks mixed use development where increases in office floorspace are proposed in Opportunity Areas.
- 8.12 Policy S6 of the UDP states that permission for new retail development will normally be given where there is no detrimental impact on the vitality and viability of any district shopping centre, the proposal complies with parking standards and will be adequately served by public transport and includes safe and convenient facilities for pedestrians and cyclists.
- 8.13 Policy CP15 of the Core Strategy encourages the provision of a wide range of shops, and supports the offer of specialty commodities to meet the needs of local residents.
- 8.14 The Isle of Dogs AAP seeks employment uses as part of mixed use schemes (policy IOD18) and further recognises that limited retail uses may be appropriate where they help create vibrant mixed use areas. The extent of provision in these areas must not compromise the viability and vitality of the Isle of Dogs Major Centre and the Crossharbour District Centre, and should be primarily focused on serving the needs of the immediate resident and worker

communities.

- 8.15 The proposed development seeks to provide 505 sq m of retail floorspace on the ground floor of the predominantly office based development. This provision of retail to serve the office users and others in the immediate will serve to enhance the streetscene and vitality of the immediate area.
- 8.16 The principle of the development has previously been accepted through the granting of the existing planning permission.

Building Design and Height

Design

- 8.17 Policy 4B.2 of the London Plan states that the Mayor seeks to promote world class design. Development proposals should show that developers have sought to provide buildings and spaces that are designed to be beautiful and enjoyable to visit, as well as being functional, safe, sustainable and accessible for all. Policy 4C.20 seeks a high quality of design for all waterside development. All development, including intensive or tall buildings, should reflect local character, meet general principles of good design and improve the character of the built environment.
- 8.18 Policy 4C.1 of the London Plan states that boroughs should recognise the strategic importance of the Blue Ribbon Network. Policy 4C.17 requires that boroughs protect, and improve access points to, alongside and over the Blue Ribbon Network.
- 8.19 Policy DEV1 of the LBTH UDP sets out the general principles that the Council will promote, stating that all development proposals should:
- Take into account and be sensitive to the character of the surrounding area in terms of design, bulk, scale and the use of materials;
 - Be sensitive to the development capabilities of the site, not result in over development or poor space standards; be visually appropriate to the site and its setting; and take full account of planning standard No.1: Plot Ratio;
 - Normally maintain the continuity of street frontages, and take account of existing building lines, roof lines and street patterns;
 - Provide adequate access for disabled people in respect of the layout of sites and the provision of access to public buildings;
 - Be designed to maximise the feeling of safety and security for those who will use the development; and
 - Include proposals for the design of external treatments and landscaping.
- 8.20 Policy CP4 of the draft Core Strategy states that LBTH will ensure development creates buildings and spaces of high quality design and construction that are sustainable, accessible, attractive, safe and well integrated with their surroundings. Policy DEV2 reiterates this and DEV1 of the UDP and states that developments are required to be of the highest quality design, incorporating the principles of good design including
- 8.21 Policy IOD1 of the Isle of Dogs AAP states that design will be managed by ensuring that development, considers, reflects and responds to the waterside location of the Island and contributes to making a unique location in the London context. The AAP further recognises that design has an important role in creating accessible, well connected, safe and secure environments that people can enjoy being in (paragraph 1.47).
- 8.22 The design of the proposed development will add to the desirability of the area as a place to work and visit, thus helping to achieve the objectives of local policies within the UDP, draft Core Strategy and the Isle of Dogs AAP.

- 8.23 As demonstrated in the Design and Access Statement the proposed development addresses the immediate demands of the space around the building and the wider urban context. The landscaping proposals seek to create an area of public realm that opens up the dock side and has a seamless relationship with the internal ground floor of the building.
- 8.24 The Council's ES consultants note that *"the Townscape and Visual Impact Assessment provides an adequate assessment of the potential impacts of construction and operation of the site"*.
- 8.25 The Townscape and Visual Impact Assessment demonstrates that the impact of the proposed development on local views is decreased by the fact that views are already dominated by the Canary Wharf cluster. The development is therefore unlikely to result in a fundamental change in the character of the area. Significant views of the development will be highly localised. There will be minimal impact upon local open spaces and the proposed development is considered to have a beneficial impact in terms of the townscape of the immediate area of Marsh Wall and South Dock.
- 8.26 The buildings have been orientated to provide active uses facing onto the plaza and South Dock edge. This should result in a lively and attractive area on a major point of arrival into the Quarter. The setback of approximately 5 metres from the dock edge does not comply with the 8 metre setback suggested within the MQMP guidelines. However, the setback is generally consistent with the approved setbacks associated with the consented scheme.
- 8.27 The GLA report states that the *"Active ground floor frontages are provided and access to the dockside, including a new public open space next to the dock. This is consistent with the Blue Ribbon Network policies of the London Plan"*.
- 8.28 The Council's Urban Design Department made the following comments:
- 8.29 *"The layout, floor plans work much better than previously consented proposal and it will result in efficient office building. The design addresses access issues and ground floor environment is adequately accessible and inclusive. Elevations and external appearance are designed in line with character of the Canary Wharf"*.
- 8.30 The application is considered to take into account and be sensitive to the character of the surrounding area in terms of design, bulk and scale. It also takes into account the continuity of building lines and street patterns.

Tall Building

- 8.31 Influencing the assessment of this scheme is the previously approved development. In respect of height and scale the differences between the two schemes are as follows:
- Height of the taller element is slightly higher than the approved tower: 119m compared to 116m (approved).
 - Height of lower element is also slightly higher than the approved tower: 76.1m compared to 73.6m (approved).
- 8.32 The London Plan encourages the development of tall buildings in appropriate locations. Policy 4B.8 states that tall buildings will be particularly appropriate where they create attractive landmarks enhancing London's character, help to provide a coherent location for economic clusters of related activity or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings. Policy 4B.9 of the London Plan requires all large-scale buildings, including tall buildings, to be of the highest quality of design.

- 8.33 Policy DEV5 of the LBTH UDP states that tall buildings may be acceptable within the Central Area Zones subject to policies DEV1 and DEV2. The development will also:
- not adverse impact on the micro climate, wind turbulence, overshadowing and telecommunication interference,
 - have access to appropriate transport and infrastructure,
 - not adversely harm the essential character of the area or important views; and
 - identify and emphasise a point of civic and visual significance.
- 8.34 The MQMP identifies this site as a focal point that should act as a gateway to the quarter. The design of development should ensure views are maintained from within the quarter towards Canary Wharf.
- 8.35 Policy CP48 of the emerging LDF recognises that tall buildings can contribute positively to an area where they are designed to high quality standards. The policy further supports the development of tall buildings in the northern part of the Isle of Dogs where they consolidate the existing tall buildings cluster at Canary Wharf.
- 8.36 Policy DEV27 of the emerging LDF Core Strategy provides a suite of criteria that applications for tall buildings must satisfy. The proposal satisfies the relevant criteria of Policy DEV27 as follows:
- The design is sensitive to the context of the site.
 - The architectural quality of the building is considered to be of a high design quality, demonstrated in its scale, form, massing, footprint, materials, relationship to other buildings and open space provision.
 - The proposed development does not fall within the strategic views designated in Regional Planning Guidance 3A (Strategic Guidance for London Planning Authorities, 1991) or the Mayor's draft London View Management Framework SPG (2005). However, the scheme has demonstrated consideration of the appearance of the building as viewed from all angles and is considered to provide a positive contribution to the skyline.
 - Visually integrated into the streetscape and the surrounding area.
 - Present a human scaled development at the street level.
 - Respect the local character and seek to incorporate and reflect elements of local distinctiveness.
 - There will be no adverse impact on the privacy, amenity and access to sunlight and daylight for surrounding residents.
 - Extensive environmental impact testing including wind and micro climate testing has been undertaken and concludes that the impact on the microclimate of the surrounding area, including the proposal site and public spaces, will not be detrimental.
 - Demonstrates consideration of sustainability throughout the lifetime of the development, including the achievement of high standards of energy efficiency, sustainable design, construction and resource management.
 - The impact on biodiversity of the South Quay dock will not be detrimental.
 - The scheme will contribute positively to the social and economic vitality and of the surrounding area at the street level through its proposed mix of uses.
 - Incorporates the principles of inclusive design.
 - The site is located in an area with good public transport access.
 - Take into account the transport capacity of the area, and ensure the proposal will not have an adverse impact on transport infrastructure and transport services.
 - Improves permeability with the surrounding street network
 - The scheme provides publicly accessible areas within the building, including the ground floor.
 - The scheme would conform with Civil Aviation requirements. Both NATS and City Airport have advised there is no safeguarding objection.
 - The scheme would not interfere, to an unacceptable degree, with telecommunication and

radio transmission networks.

- 8.37 LBTH's Millennium Quarter Masterplan identifies the sites closest to Canary Wharf and the DLR as being suitable for the tallest buildings in the quarter with building heights of 18-25 storeys and 16-17 storeys at the waterfront considered acceptable. The proposed development would only marginally exceed these guidelines and therefore subject to the detailed design considerations mentioned above, would be acceptable.
- 8.38 The Isle of Dogs AAP states that the Central Sub Area will contain a mix of building heights that do not compete with the cluster of tall buildings in the Northern sub area (Policy IOD21). However the policy also recognises that building heights will be higher in the north part of the sub area and reduce in height towards the southern parts.
- 8.39 The GLA report makes the following comment:
- 8.40 *"The provision of a large-scale office development in this highly accessible location by public transport is consistent with both local and strategic planning policy, which seeks to support a globally competitive business cluster on the northern part of the Isle of Dogs. A tall building is appropriate in this location given the scale of surrounding development. The changes from the previously consented scheme are welcomed in terms of seeking to maximise the development potential of the site".*
- 8.41 The proposals comply with the requirements of London Plan policy 4B.9 and LBTH Core Strategy policy DEV27 as the development responds strongly to Council requirements with regard to design and context, environment, socio-economic impacts, access and transport and additional considerations such as Civil Aviation requirements.

Accessibility and Inclusive Design

- 8.42 The proposed development has been designed on the principles of inclusive design. The development will provide level access across the site and maximise circulation space at ground floor. An accessible high quality public realm for building users and visitors will be created. Pedestrian routes are provided through the site which will increase permeability. It is anticipated that the users of the office space and landlord areas will be the staff of the companies occupying the building, their clients and ancillary workers (cleaning staff, security, deliveries etc).

Amenity

Assessing daylight and sunlight

- 8.43 Policy 4B.9 of the London Plan refers to the design and impact of large scale buildings and includes the requirement that in residential environments particular attention should be paid to privacy, amenity and overshadowing.
- 8.44 DEV 2 of the UDP seeks to ensure that the adjoining buildings are not adversely affected by a material deterioration of their daylighting and sunlighting conditions. Supporting paragraph 4.8 states that DEV2 is concerned with the impact of development on the amenity of residents and the environment.
- 8.45 Policy DEV1 of the draft Core Strategy states that development is required to protect, and where possible improve, the amenity of surrounding existing and future residents and building occupants, as well as the amenity of the surrounding public realm. The policy includes the requirement that development should not result in a material deterioration of the sunlighting and daylighting conditions of surrounding habitable rooms.
- 8.46 A Daylight/Sunlight analysis prepared by BLDA Limited considered the sunlight, daylight and

shading effects from the proposed development. The assessment considers the potential impact on existing neighbouring dwellings and open spaces surrounding the site and compares the results against the current Building Research Establishment (BRE) discretionary guidance.

- 8.47 The report identified that there are very few sensitive receptors in proximity to the development site. It goes on to state that there are no residential properties in the vicinity of the site that will be affected in terms of sunlight. The assessment identifies that all the surrounding buildings are commercial with the nearest dwelling identified at a distance of over 150 m from the eastern boundary of the site. At this distance there would be no material effect on daylight, from the proposed development.
- 8.48 The report also identifies that there will be no significant adverse shadowing impact on existing properties to the east, south and west of the site. There will be no detrimental overshadowing effect to the existing and proposed open spaces and the dock to the north of the site. Both the Environment Agency and British Waterways had no objection to the development.
- 8.49 Overall, the analysis undertaken demonstrates that given the approach recommended by the BRE Report, the impact of the proposed development is acceptable in daylight, sunlight, and overshadowing terms.

Noise

- 8.50 The Environmental Statement predicts in respect of the completed development that any resultant increase in noise due to the development will have a low adverse impact. Noise impact would result from changed environmental noise distribution of rail and road traffic noise arising from acoustic reflections generated by the new structure. No residual impacts arise from the construction works because of the temporary nature of the activities.
- 8.51 The comments from the Council's consultants reviewing the Environment Statement and from Environmental Health suggest that there are a number of deficiencies with the baseline noise survey. Notwithstanding, these were not considered to be Regulation 19 concerns and as such the scheme should be conditioned appropriately to ensure any impacts can be mitigated and internal noise criteria for office accommodation is complied with.

Microclimate

- 8.52 The impacts are assessed by a combination of meteorological data, analysis of the surrounding area and wind tunnel analysis, which was considered to be an appropriate methodology for a development of this nature, according to the ES review by the Council's consultants.
- 8.53 The methodology applied, and the resultant presentation of data, provides clear details of all potential impacts to the local wind environment; including the baseline conditions, those produced by the proposed development, and a cumulative assessment of planned schemes in the Borough.
- 8.54 The assessment concludes that there are no locations where the measured wind conditions are considered to require mitigation.

Access and Transport

Access

- 8.55 Vehicular access to the basement parking area, for cars, motorcycles and bicycles is provided from Admirals Way. Admirals Way is a private road, which also serves the

Waterside development and, from its eastern junction with Marsh Wall, the World Trade Centre. Waterside is a commercial development with residential apartments along the quayside. A drop-off and pick-up point for employees and visitors will be undertaken from a lay-by provided off Admirals Way and adjacent to the main entrance. Servicing vehicles will use the basement for deliveries and collections, also accessed from Admirals Way.

- 8.56 The pedestrian environment will be dramatically altered for the better through the opening up of the water front in combination with the new plaza along the western boundary of the site.
- 8.57 TfL have assessed the transport assessments provided as part of the Environmental Statement and also considered the cumulative traffic related impacts of the proposed development with other developments and have raised a requirement for a Travel Plan, which should be secured through s106 agreement.

Parking

- 8.58 The application proposes 48 car parking spaces at basement level. Overall, the car parking provisions are in accordance with the standards set out within the UDP and are at a level, which supports current Government guidance on encouraging trips by other means. The GLA support the low level (48 spaces) of parking proposed. The following are also proposed in the basement:
- 48 car parking spaces of which 5 have been allocated for disabled drivers
 - 266 cycle spaces at basement level for the office accommodation and 20 at ground level for the retail unit and office visitors
 - 146 motorcycle spaces
- 8.59 Transport for London and the Council's UDP support the number of vehicular and cycle spaces proposed.

Public Transport

- 8.60 The site is well served by public transport and has a public transport accessibility level (PTAL) of 4 - 5. The Section 106 tariff contribution from the Millennium Quarter Master Plan (MQMP) is considered appropriate to address any potential impacts upon public transport system.

Servicing and Refuse Provisions

- 8.61 Servicing and refuse collection for the development will be undertaken at the basement level. The Highways department is satisfied that the access routes to and from the development for servicing and refuse collection is acceptable. Further details will be required by way of condition.

Biodiversity

- 8.62 The proposed development will have a minor adverse effect by modifying the light regime and a minor beneficial effect by creating habitat, including through the creation of a green roof and planting trees and shrubs as part of the landscaping of public areas. The landscaping strategy incorporates 50% native planting.
- 8.63 The Council's review of the EIA identified that the ecology statement provides an adequate assessment of the potential impacts of construction and operation on the site and local ecology. The scheme should be conditioned appropriately to ensure the provision of the biodiversity measures identified with in the ES.

Flooding / Water Resources

- 8.64 Policy 4C.6 of the London Plan states that boroughs should identify areas at risk from flooding and avoid permitting built development in functional flood plains. The UDP identifies the site as being within a flood protection area. Policy U2 states that the Council will consult with the Environment Agency and Thames Water Utilities on all applications for new development or the intensification of existing uses in areas deemed to be at risk from flooding. Flood protection requirements will be defined by the Council in consultation with the Environment Agency (policy U3).
- 8.65 The ES states that Thames Water has concerns regarding the water supply capacity in relation to the site and do not believe that the water supply network in the area is able to support the demand from this development. Thames Water have indicated that an investigation of the impact of the development on the surrounding network is necessary and if assets require upgrading this will incur a three year lead in time.
- 8.66 Both the Environment Agency and British Waterways had no objection subject to conditions. Accordingly, the scheme is considered appropriate subject to appropriate conditions being imposed in consultation with Thames Water, Environment Agency and British Waterways to mitigate any potential impacts identified within the ES.

Public Realm

- 8.67 CRF5: New publicly accessible open space should be provided as part of other new developments, including office and residential schemes through:
- small 'pocket parks' within development proposals, particularly higher density office and residential schemes in the west of the area;
 - improvements to the quality of streets and road corridors, through planting, surfacing and street furniture, where they could contribute significantly to the overall open space network within the area.
- 8.68 A key element of the development's proposal is a new plaza which occupies more than 40% of the site footprint. This new public space will open up access to the dock side and South Quay Walk, allowing east – west pedestrian and bicycle movement along the dock edge and access to the pedestrian bridge to Heron Quays. It will also enable the Britannia International Hotel on the western boundary of the site to open out to this new public space.
- 8.69 The external plaza will be located to the west of the proposed building and will provide a linear axis of open space linking Marsh Wall at the south with the quay to the north. The design of the plaza measures approximately 26 metres wide and 65 metres in length in the north south direction.
- 8.70 The South Quay Walk is about 70 meters long and measures approximately 5 meters in width to the north of the development; opening this up as part of the proposed development will result in an important contribution to the public realm as mentioned above.
- 8.71 A section 106 agreement will also be required to address the 'public right of way' through the site.

EIA

- 8.72 The Council's consultants, Bureau Veritas undertook a review of the Environmental Statement. The review highlighted a number of areas where additional information or clarification should be provided. The ES was considered to provide a thorough assessment of the impacts and meets the minimum requirements of the EIA Regulations. Further clarification sought on a number of points. The applicant submitted further information to clarify a number of queries raised by Bureaus Veritas. The points of clarification raised have

been considered and imposed as conditions of development, where appropriate, within this report.

- 8.73 The Environmental Statement has been assessed as satisfactory, with mitigation measures to be implemented through conditions and/ or Section 106 obligations.

Sustainability

- 8.74 The London Plan energy policies 4A.7-4A.9 aim to reduce carbon emissions by requiring the incorporation of energy efficient design and technologies, and renewable energy technologies where feasible. Energy Efficiency is addressed in policy DEV6 which reiterates the Mayor's target of 10% of new developments' energy to come from renewable energy generated on site and a reduction of 20% of emissions. Policies DEV7, DEV8, DEV9 and DEV11 seek sustainable developments through water quality and conservation, sustainable drainage, sustainable construction materials, air pollution and air quality.

- 8.75 The applicant has reconsidered its approach to energy from its consented scheme, addressing both energy efficient design and sustainable supply technologies. Whilst the development does not incorporate renewable energy measures into the design, carbon emission would be reduced by a fuel cell system. The scheme proposes a 200kW natural gas fuel cell, to be switched to hydrogen when commercially available. The 200kW fuel cell would provide 5.2% of the building's total energy demand. The Sustainability Strategy states that when the fuel cell is switched over to hydrogen, an 8.54% reduction in total annual carbon emissions would be achieved. The GLA have stated that, as it is gas fired, the fuel cell is not a renewable energy technology for the purposes of current policy. However, the Mayor has stated his support for emerging fuel cell technology and for the promotion of London's hydrogen economy.

- 8.76 Further, passive design features and energy efficiency measures will also be incorporated into the design of these buildings to reduce primary energy consumption. Measures/features include:

- The facades of the development forming a climate wall which is designed to reduce the need for heating and cooling and light energy,
- Good quality heat recovery will be applied to all major mechanical ventilation systems serving all buildings.
- For the commercial areas, an extensive Building Energy Management Systems (BEMS) will be installed.
- External lighting will be highly efficient and controlled by a combination of time switches and daylight sensors. In addition, outdoor lighting will be compliant with the standards set out by the Institute of Lighting Engineers (ILE) to reduce light lost to the sky.

- 8.77 The GLA have made the following comments:

"The main concern in relation to the strategy is the rejection of all other renewable energy technologies. The view of GLA officers is that there are other feasible options that should be incorporated in addition to the fuel cell. For example, the incorporation of PVs on the facade of the building and/or the inclusion of a second fuel cell or conventional Combined Heat and Power/Combined Cooling Heat and Power plant.

The inclusion of the fuel cell is a welcome energy efficiency measure, particularly in the context of the previously approved scheme, which did little to address climate change. However, the absence of any renewable technologies needs to be addressed in order for the proposals to be consistent with the energy policies of the current London Plan and the draft Further Alterations to the London Plan".

- 8.78 The GLA also stated in their report that *"the changes from the previously consented scheme*

are welcomed in...providing a much more energy efficient building than the previously consented scheme”.

8.79 Whilst agreed measures should be secured by the Council as part of any planning permission, the GLA have agreed that it is acceptable to present the application before the Strategic Planning Committee as long as the energy strategy is agreed before the Stage II referral expires. As such, the scheme should be conditioned appropriately.

Planning Obligations

8.80 An analysis of the impacts of the development on the locality has been undertaken. In keeping with the ODPM Circular 05/2005, a number of requirements for planning obligations have been identified to:

- Prescribe the nature of the development
- Compensate for loss or damage caused by the development; and/ or
- Mitigate the development's impact.

8.81 All planning obligations are to meet the following tests:

- relevant to planning;
- necessary to make the proposed development acceptable in planning terms;
- directly related to the proposed development;
- fairly and reasonably related in scale in kind to the proposed development; and
- reasonable in all other respects.

8.82 Policy DEV4 of the adopted UDP and Policy IMP1 of the Emerging LDF state that the Council will seek to enter into planning obligations with developers where appropriate and where necessary for a development to proceed. The Millennium Quarter Master Plan Planning Contributions Framework establishes a requirement for essential infrastructure works to ensure that the impacts of the development are mitigated.

8.83 The scheme would be subject to a Section 106 agreement relating principally to a financial contribution of £4,971,376.62 (Calculation: 70,546sq/m (Less the basement area of 8,698sqm) x £70.47 per sq/m (MQ Commercial Tariff) = £4,971,376.62) for Millennium Quarter infrastructure and arrangements, including the upgrade of transport infrastructure, public realm and open spaces, and the provision of training and employment to achieve the objectives of the Millennium Quarter Master Plan.

8.84 A contribution towards the provision of public art/ craft on site of £50,000 is also sought. The issue of health is a priority in the Borough. In addition to the above, a supplementary contribution towards health is sought.

Contributions Requested by GLA

8.85 The site is within the Isle of Dogs Opportunity Area and therefore Policy 3B.4 of the London Plan is relevant. Policy 3B.4 states, *“Within the Central Activities Zone and the Opportunity Areas, wherever increases in office floorspace are proposed they should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in this plan.”* Paragraph 3.125 of the London Plan goes on to explain that, *“...exceptions to the policy will be permitted where the requirements for such a mix would demonstrably undermine strategic policy for other developments, including parts of the City and the Isle of Dogs. In such areas, off-site provision of housing elsewhere on suitable land will be required as part of a planning agreement.”*

8.86 In response, the GLA have made the following comments:

8.87 *“The mixed-use policy is applicable to this development and its location supports an off site approach to the provision of housing. In order to meet the mixed-use policy of the London Plan, it is suggested that the pro rata increase to the financial contribution of approximately £350,000 be allocated to the off site provision of affordable housing”.*

8.88 In considering the planning obligation tests above, I do not believe that an adequate case has been made to justify the reasonableness of the contribution requested to make the proposed development acceptable in planning terms when considering the following:

- The Council is currently meeting its housing targets;
- The development complies with Policy 3B.1 in developing London’s Economy and policies 3B.2 and 3B.3 which encourage developments that meet office demand and rejuvenate office-based activities in the CAZ. The key impact raised in these policies from such developments is upon transport infrastructure, which has been appropriately addressed within this report;
- According to the definition for CAZ within the London Plan, these areas are to promote finance, specialist retail, tourist and cultural uses and activities. This report identifies that the site is appropriate for commercial development; and
- The consented office development was not required to provide a contribution towards off-site affordable housing.

Contributions Requested by TFL

8.89 TfL acknowledge that the Section 106 contribution from the Millennium Quarter Master Plan (MQMP) is already secured for the Docklands Light Railway (DLR) 3-car Capacity Enhancement Project, notwithstanding, TfL are seeking a contribution of £20,000 towards the provision of (Docklands Arrival Information System) boards at appropriate locations within the proposed development. The justification for this is *“a high number of trips expected to be made to and from the site by DLR”.*

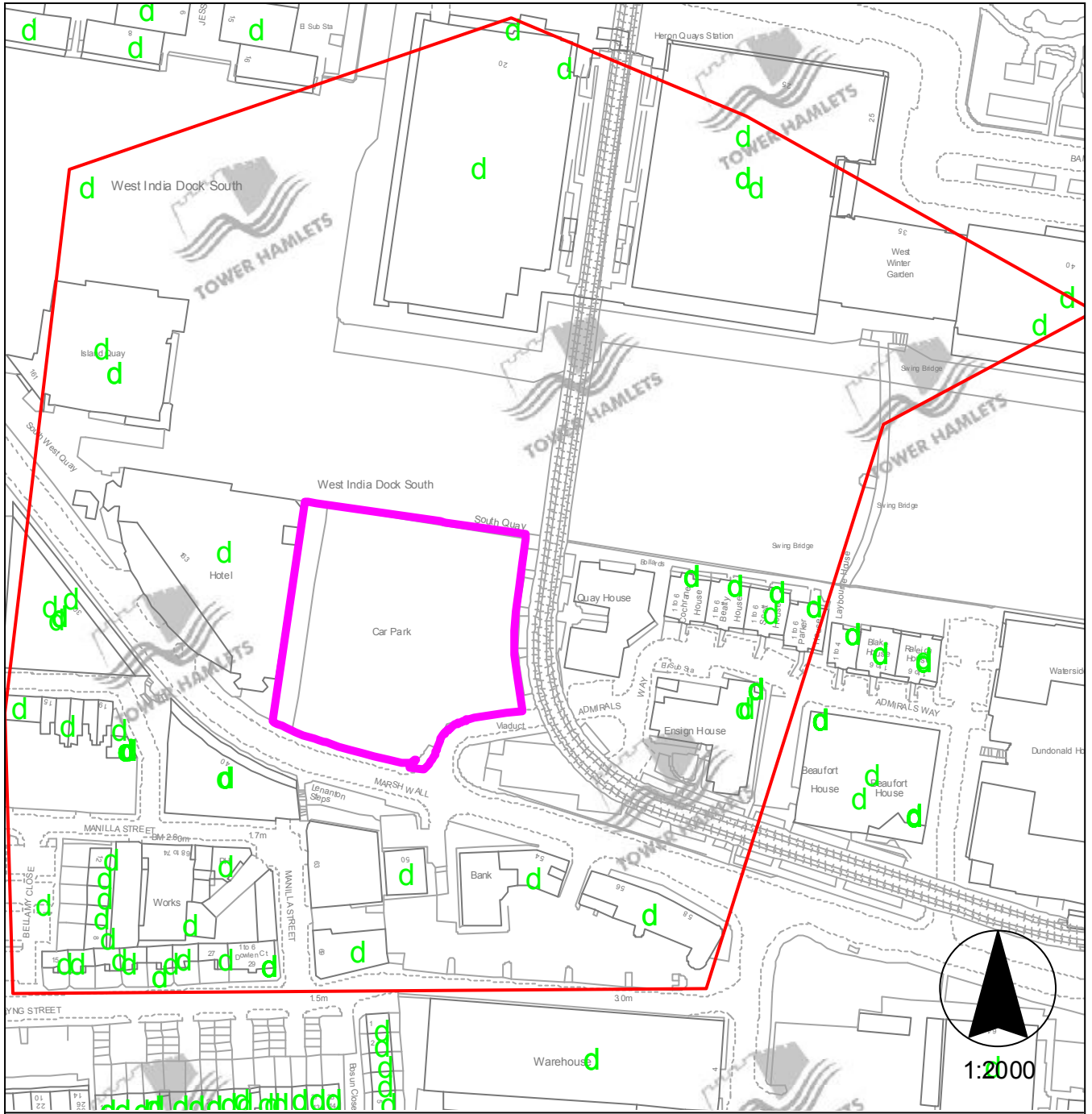
8.90 Contributions towards any equipment upgrade required to mitigate the adverse affects of this development on DLR's radio communications has also been requested. Furthermore, DLR request a radio survey to be conducted before and after the construction phase to assess the level of impact the development has on the DLR radio signal.

8.91 The Secretary of State advises that planning obligations should be necessary, relevant to planning, directly related to the proposed development, fairly and reasonably related in scale and kind to the proposed development to be reasonable in all other respects. The applicant has agreed to the planning obligations to mitigate against the impact of the proposed development. It is considered that the planning obligations recommended are appropriate in this case and accord with government guidance.

9. Conclusions

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

Site Map



Legend

- Planning Application Site Boundary
- Consultation Area
- Land Parcel Address

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