

<b>Committee:</b> Strategic Development	<b>Date:</b> 21 <sup>st</sup> June 2007	<b>Classification:</b> Unrestricted	<b>Agenda Item No:</b> 8.4
<b>Report of:</b> Corporate Director of Development and Renewal		<b>Title:</b> Planning Application for Decision	
<b>Case Officer:</b> Rachel Blackwell		<b>Ref No:</b> PA/07/00298	
		<b>Wards:</b> Bromley by Bow	

## 1. APPLICATION DETAILS

<b>Location:</b>	2-10 Bow Common Lane, London E14
<b>Existing Use:</b>	Collection of buildings formally used as offices and warehousing.
<b>Proposal:</b>	Redevelopment up to 13 storeys to provide 157 residential units and 2 commercial units comprising 868sq.m of floor space for A1, A2, A3, A4, B1, D1 or D2 use with car parking and landscaping. (Resubmission)
<b>Drawing Nos:</b>	2860 PL/001, 2860 PL/101 Rev C, 2860 PL/102 Rev A, 2860 PL/103 Rev A, 2860 PL/104 Rev A, 2860 PL/105 Rev A, 2860 PL/106 Rev A, 2860 PL/107 Rev A, 2860 PL/108 Rev A, 2860 PL/109 Rev A, 2860 PL/110 Rev A, 2860 PL/111 Rev A, 2860 PL/200 Rev A, 2860 PL/201 Rev A, 2860 PL/202 Rev A, 2860 PL/203 Rev A, 2860 PL/204 Rev A, Planning Statement – S Dunn-Lwin – February 2007 Design & Access Statement – Stock Woolstencroft – February 2007 Traffic Assessment – Paul Mew & Associates – February 2007 Phase 1 Environmental Assessment – WSP - January 2007 Sustainable Energy Strategy – ESD – February 2007 Sustainable Energy strategy – Response to GLA – ESD May 2007 External CFD & Wind Study – XC2 – September 2006 Daylight, Sunlight & Overshadowing Assessment - Nathaniel Lichfield & Partners – March 2007 Letter, Daylight & Sunlight Assessment - Nathaniel Lichfield & Partners – May 2007 Acoustic Report – AIRO – February 2007 Socio Economic Impact Assessment – Environs – February 2007
<b>Applicant:</b>	Ashtontown Ltd C/- Stock Woolstencroft
<b>Owner:</b>	Newspace Developments
<b>Historic Building:</b>	N/A
<b>Conservation Area:</b>	N/A

## 2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

- 2.1 The Local Planning Authority has considered the particular circumstance 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:

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### 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		Eileen McGrath 020 7364 5321

- a) In principle the redevelopment of the site to provide 157 units, commercial space with associated landscaping and car parking is acceptable, subject to an appropriate planning obligations agreement and conditions to mitigate against the impact of the development and minimise any adverse impact to future occupiers of the development; and,
- b) It is considered that the redevelopment of the site for 157 units, commercial space with associated landscaping and car parking would not have an adverse impact upon the amenity of surrounding properties. A number of conditions are recommended to secure submission of details of materials, landscaping, external lighting, sound insulation and to control noise and hours of construction.

## RECOMMENDATION

2.2 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) Affordable Housing provision of 36.7% of the proposed residential units measured by habitable rooms with a 76/24 split between rented/shared ownership in accordance with the mix specified in this committee report.
- b) A contribution of **£500,000** towards healthcare to mitigate the demand of the additional population on healthcare services.
- c) A contribution of **£250,000** towards education to mitigate the demand of additional school places generated by the proposal.
- d) A contribution of **£20,000** towards employment initiatives such as the Local Labour in Construction (LliC) or Skillsmatch in order to maximise the employment of local residents.
- e) A contribution of **£150,000** towards highways, pedestrian & cycle improvements within the surrounding area.
- f) A contribution to TfL of **£20,000** towards the installation of the Docklands Arrival Information System (DAISY).
- g) Completion of a car free agreement to restrict occupants applying for residential parking permits.
- h) Preparation of a Travel Plan (for both the residential and commercial component).
- i) A contribution of **£10,000** towards improvements to the riverside walkways and access to the canal to be implemented by British Waterways.
- j) Code of Construction Practice.
- k) TV and Radio Reception.

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

### Conditions

- 1) Permission valid for 3 years;
- 2) Details of the following to be submitted:-
  - (a) the materials, to be used on the external faces of the building including balcony detail and treatments;
  - (b) design of frontage for ground and first floor commercial units;
  - (c) details of all roof level plant equipment;
  - d) Detail of children's play areas.
- 3) Submission of a Secured by Design Statement and implement recommendations;

- 4) Submission of a Landscaping scheme and landscape management plan, to be considered in consultation with British Waterways and the Environment Agency. Landscaping schemes would include unobstructed access to the Limehouse Cut for riverside maintenance.
- 5) All planting, seeding or turfing to be carried out in the first planting and seeding seasons;
- 6) Submission of full details of the proposed lighting and CCTV scheme, to be considered in consultation with British Waterways;
- 7) Submission of details of all necessary fume/ventilation for the Class A1, A2, A3, A4, B1, D1 or D2 use;
- 8) Any fume/ventilation and air conditioning equipment shall only operate between the hours of 8.00am and 10.00pm;
- 9) The Class A1, A2, A3, A4, B1, D1 or D2 use to operate only between the hours of 8.00am to 10.00pm on any day;
- 10) No music, PA system or other amplified sound to be played within the Class A1, A2, A3, A4, B1, D1 or D2 use so as to be audible from nearest residential premises;
- 11) Submission of details of sound insulation measures for the Class A1, A2, A3, A4, B1, D1 or D2 use premises;
- 12) Implementation of mitigation against external noise and the recommendations continued within Table 3 of the noise assessment submitted;
- 13) No doors or gates shall be hung so as to open over or across any pedestrian or public footpath;
- 14) Provision of a minimum of 157 cycle spaces;
- 15) Provision of a maximum of 30 car parking spaces and 3 disabled spaces;
- 16) Parking, access and loading/unloading, manoeuvring;
- 17) Submission of details of refuse and recycling facilities;
- 18) Submission of details of surface source water drainage works/control measures;
- 19) No soakaways shall be constructed in contaminated ground;
- 20) Submission of details of site foundations;
- 21) Submission of an Investigation and remediation measures for land contamination;
- 22) Submission of an air quality assessment;
- 23) Submission of construction management plan including a traffic management plan detailing all routes to be used by construction vehicles and maintenance programmes to be considered in consultation with TfL;
- 24) Hours of Construction (8.00am to 6.00pm Monday to Friday 9.00am to 5.00pm on Saturdays. You must not carry out the required building works on Bank Holidays.)
- 25) Power/hammer driven piling/breaking (10am – 4pm Monday – Friday);
- 26) Lifetime Homes / 10% Disabled Access;
- 27) Renewable Energy Measures (at least 10% reduction in carbon dioxide emissions);
- 28) Submission of a waterways wall survey, including a method statement and schedule of repairs identified.
- 29) Prior to the commencement of development a canal wall survey must be submitted and considered in consultation with the environment Agency. The survey would detail the stability and structural integrity of the wall and the ability to accommodate climate change.
- 30)
- 31) Any other condition(s) considered necessary by the Head of Development Decisions.

### **Informatives**

- 1) Section 106 of the Town and Country Planning Act 1990.
- 2) Locally native plant species only, of UK genetic origin.
- 3) Adequate sewerage infrastructure in place
- 4) With regard to (Decontamination), contact Council's Environmental Health Department.
- 5) With regard to the Code of Construction Practice, discuss this with Council's Environmental Health Department.
- 6) With regard to the Air Quality Assessment, discuss this with Council's Environmental Health Department.
- 7) Consult with the Councils Highways Development Department regarding any

alterations to the public highway.

- 8) Consult British Waterways on canal edge details, including landscaping and ecological enhancements.
- 9) Consult British Waterways on opportunities to explore the opportunity to remove construction waste, deliver construction materials and to remove household waste and recycles from the site by water.
- 10) Any discharge of surface water into the waterways requires British Waterway's written permission before development commences.
- 11) In the event of any balcony overhangs or other encroachments into British Waterway's airspace, land or water, enter into an appropriate agreement with British Waterways
- 12) Contact British Waterways engineer, "Code of Practice for Works affecting British Waterways."
- 13) Contact the GLA regarding the energy proposals.

2.4 That if by the 21st September 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.

### **3. PROPOSAL AND LOCATION DETAILS**

#### **Proposal**

- 3.1 An application has been submitted for the development of the site to demolish the existing buildings on the site and erection of a 12 storey residential led development with commercial floor space at ground level (including A1, A2, A3, A4, B1, D1 or D2 uses). The development is proposed to incorporate 157 residential units with associated car parking and landscaping.
- 3.2 The buildings would comprise two separate parallel blocks in a north-south alignment separated by a central courtyard. Block A-B would comprise a mixed use block fronting Bow Common Lane, rising from 5 storeys to the north of the site to a multi storey form rising up to 13 storeys in height adjacent to the Limehouse Cut (canal). Block C-D would be located to the east of the site rising from 4 storeys in the north to 6 storeys in the south adjacent to the Limehouse Cut. Block C-D drops down to 2 storeys in form adjacent to residential development to the east at Invicta Close.
- 3.3 Of the 157 units proposed a total of 52 units would be affordable and 105 for private/market sale. This would equate to 36.7% affordable housing provision calculated on a habitable room basis. In total, there would be 10 studio flats, 57 one bedroom units, 48 two bedroom units, 36 three bedroom units, 4 four bedroom and 2 five bedroom units.
- 3.4 The development proposes 868m<sup>2</sup> of ground and first floor commercial space (including potential A1, A2, A3, A4, B1, D1 or D2 uses) provided at ground and first floor level of blocks A/B at the Bow Common Lane frontage.
- 3.5 The proposal includes a canal side walkway, communal landscaped areas, private gardens, and balconies to upper floor units.
- 3.6 A basement car park with access from Bow Common Lane provides 30 car parking spaces, including 3 disabled spaces. 176 cycle spaces would be provided within designated storage spaces throughout the site.

#### **Site and Surroundings**

- 3.7 The application site comprises land at 2-10 Bow Common Lane, Bow. The site has an overall area of 0.46ha and is bounded by Bow Common Lane to the west, and the Limehouse Cut to the south. The site contains access from both Bow Common Lane and Hawgood Street to the rear of the site.

- 3.8 The site contains a collection of buildings that have been developed over time. The current buildings at 6-10 Bow Common Lane comprise 2 storey form with access to the rear from Hawgood Street. A 3-4 storey office building is presently located at 2-4 Bow Common Lane fronting to the Limehouse Cut. The applicant advises that the buildings on the site are currently vacant.
- 3.9 Located directly opposite the site to the west of Bow Common Lane, between Thomas Road and the Limehouse Cut are commercial and industrial premises. A mixed use development was recently recommended for approval by the Strategic Development Committee on land at 48-52 Thomas Road, directly opposite (west) of the subject site (PA/06/01992) Also to the west, is the Burdett Estate containing residential development, comprising blocks of flats rising to 3 storeys in form.
- 3.10 To the north of the site is 12 and 14 Bow Common Lane containing buildings of 2-3 storey form. No 14 was previously used as a public house.
- 3.11 Directly to the south of the site is the Limehouse Cut a canal, which forms part of the Lea Valley Regional Park and Blue Ribbon Network. Beyond the canal to the south is commercial/industrial development and Cottal Street and Bartlett Park to the south west, which currently contains a block of flats.
- 3.12 To the east of the site is Invicta Close which contains residential development fronting the Limehouse Cut.
- 3.13 The site has a public transport accessibility level of 3 (where 6b is the highest). Devons Road DLR Station is located approximately 700 metres to the north east of the site and Westferry DLR Station is located approximately 800 metres to the south. Bow Road Underground Station (Hammersmith & City and District Lines) is located approximately 1.16 kilometres to the north and can be reached in about 10-20 minutes by foot. There is a bus stop located on Bow Common Lane, which operates the 309 bus service (London Chest Hospital to Canning Town). Bus services also operate from St Pauls Way and Burdett Road.

### **Planning History**

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

PA/06/01897 An application was made for redevelopment up to 15 storeys and basement to provide commercial units (B1 and A3) on ground floor with 176 residential units, basement car parking and landscaping. This application was withdrawn by the applicant on the 11<sup>th</sup> January 2007.

Officers have negotiated with the applicant to achieve the current scheme which is considered in this report.

## **4. POLICY FRAMEWORK**

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

### **Unitary Development Plan**

Proposals:		Green Chain
		Lea Valley Regional Park
Policies:	DEV1	Design Requirements
	DEV2	Environmental Requirements
	DEV3	Mixed Use Developments
	DEV4	Planning Obligations

DEV6	High Buildings Outside the Central Area & Business Core
DEV12	Provision of Landscaping in Development
DEV13	Design of Landscape Scheme
DEV46	Protection of Waterway Corridors
DEV48	Strategic Riverside Walkways and New Development
DEV50	Noise
DEV51	Soil Tests
DEV55	Development & Waste Disposal
DEV56	Waste Recycling
DEV69	Efficient Use of Water
EMP2	Retaining Existing Employment Uses
EMP8	Encouraging Small Business Growth
HSG2	Provision for Housing Development
HSG3	Affordable Housing
HSG7	Dwelling Mix & Type
HSG8	Mobility Housing
HSG9	Density of New Housing Development
HSG13	Standard of Dwelling
HSG16	Housing Amenity Space
T15	Location of New Development
T17	Planning Standards (Parking)
T21	Pedestrian Needs in New Development
T24	Cyclists Needs in New Development
OS9	Children's Play Space
OS14	Lea Valley Regional Park

### **Emerging Local Development Framework**

Proposals:	CP34	Development Sites (Central Area Action Plan)
	CP34	Green Chain
	CP35	Lea Valley Regional Park
	CP36	Blue Ribbon Network

Core Strategies:	IMP1	Planning Obligations
	CP1	Creating Sustainable Communities
	CP2	Equal Opportunity
	CP3	Sustainable Environment
	CP4	Good Design
	CP5	Supporting Infrastructure
	CP9	Employment Space for Small Businesses
	CP19	New Housing Provision
	CP20	Sustainable Residential Density
	CP21	Dwelling Mix & Type
	CP22	Affordable Housing
	CP25	Housing Amenity Space
	CP35	Lea Valley Regional Park
	CP36	The Water Environment & Waterside Walkways
	CP38	Energy Efficiency and Production of Renewable Energy
	CP39	Sustainable Waste Management
	CP40	A Sustainable Transport Network
	CP41	Integrating Development with Transport
	CP42	Streets for People
	CP46	Accessible and Inclusive Environments
	CP47	Community Safety
	CP48	Tall Buildings

Policies:	DEV1	Amenity
	DEV2	Character & Design

DEV3	Accessibility & Inclusive Design
DEV4	Safety & Security
DEV5	Sustainable Design
DEV6	Energy Efficiency & Renewable Energy
DEV7	Water Quality and Conservation
DEV8	Sustainable Drainage
DEV9	Sustainable Construction Materials
DEV10	Disturbance from Noise Pollution
DEV11	Air Pollution and Air Quality
DEV12	Management of Demolition and Construction
DEV13	Landscaping and Tree Preservation
DEV15	Waste and Recyclables Storage
DEV16	Walking & Cycling Routes & Facilities
DEV17	Transport Assessments
DEV18	Travel Plans
DEV19	Parking for Motor Vehicles
DEV20	Capacity of Utility Infrastructure
DEV22	Contaminated Land
DEV27	Tall Buildings Assessment
EE2	Redevelopment/Change of Use of Employment Sites
HSG1	Determining Residential Density
HSG2	Housing Mix
HSG3	Affordable Housing Provisions in Individual Private Residential and Mixed-use Schemes
HSG4	Varying the Ratio of Social Rented to Intermediate Housing
HSG7	Housing Amenity Space
HSG9	Accessible and Adaptable Homes
HSG10	Calculating Provision of Affordable Housing
OSN3	Blue Ribbon Network & the Thames Policy Area

### **Planning Standards**

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

### **Supplementary Planning Guidance/Documents**

- Designing Out Crime
- Sound Insulation
- Residential Space
- Landscape Requirements
- Canal side Development

### **Spatial Development Strategy for Greater London (London Plan)**

- Policy 3A.7 Affordable Housing Targets
- Policy 3A.8 Negotiating Affordable Housing in Individual Private Residential and Mixed Use Schemes
- Policy 3C.2 Matching Development to Transport Capacity
- Policy 2C.24 Freight Strategy
- Policy 4A.6 Improving Air Quality
- Policy 4A.7 Energy Efficiency and Renewable Energy
- Policy 4A.8 Energy Assessment
- Policy 4A.9 Providing for Renewable Energy
- Policy 4A.10 Supporting the Provision of Renewable Energy
- Policy 4A.11 Water supplies
- Policy 4A.14 Reducing Noise
- Policy 4B.1 Design Principles for a compact city

Policy 4B.2	Promoting world class architecture and design
Policy 4B.3	Maximising the potential of sites
Policy 4B.4	Enhancing the Quality of the Public realm
Policy 4B.5	Creating an inclusive environment
Policy 4B.6	Sustainable Design and construction
Policy 4B.7	Respect Local context and communities
Policy 4B.8	Tall buildings, location
Policy 4B9	Large scale buildings, design and impact
Policy 4C.1	The strategic importance of the blue ribbon network
Policy 4C.2	Context for sustainable growth
Policy 4C.3	The natural value of the blue ribbon network
Policy 4C.8	Sustainable Drainage
Policy 4C.12	Sustainable growth priorities for the blue ribbon network
Policy 4C.14	Freight uses on the blue ribbon network
Policy 4C.17	Increasing access alongside and to the blue ribbon network
Policy 4C.20	Design Starting from the water
Policy 4C.28	Development Adjacent to Canals

### **Government Planning Policy Guidance/Statements**

PPG1	Generally Policy and Principles
PPG3	Housing
PPG13	Transport
PPG24	Planning & Noise
PPS1	Delivering Sustainable Development
PPS22	Renewable Energy

**Community Plan** The following Community Plan objectives relate to the application:

- A better place for living safely
- A better place for living well
- A better place for creating and sharing prosperity
- A better place for learning, achievement and leisure
- A better place for excellent public services

## **5. CONSULTATION RESPONSE**

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

### **LBTH Housing**

5.2 Affordable Housing

Policy CP22 of the emerging Local Development Framework governs the amount of affordable housing expected. For schemes providing more than 10 units there is a minimum requirement of 35% affordable housing.

Policy HSG10 of the emerging Local Development Framework specifies that the affordable housing should be calculated by using habitable rooms as a primary measure unless there is greater than 5% disparity between the provisions calculated by habitable rooms and by floor space, when the measure providing the most affordable housing should be used. The proposed affordable housing provision exceeds the policy requirement for 35% affordable housing

Policy CP21 'Dwelling Mix and Type' of the emerging Local Development Framework governs the ratio of social rented units to those of intermediate tenures. The expectation is that the ratio will be 80% / 20% Measured by unit the ratio of rent to intermediate dwellings



is 70/30 measured by habitable rooms it is 76% /24%

#### Analysis of Unit Mix

Policy HSG2 'Housing Mix' of the emerging Local Development Framework specifies an expected unit mix. Para 5.14 states that a range of dwellings with differing layouts should be provided to widen housing choice.

On balance the scheme provides a good match with the Council's preferred unit mix for affordable housing (social rented and intermediate) housing specified in the Local Development Framework. The scheme provides 43% family units (3 bedrooms or larger) within the affordable rented housing, against the Council's target of 45%. There is however, an under provision of three bed units within the intermediate mix. The total % of three bed units in the intermediate mix is 18% against the target of 25%. On balance this is considered acceptable given the higher than average family provision overall.

#### Detailed Design

The Council expects that affordable housing be integrated with the rest of the development and have the same external appearance.

The affordable rented housing is located between block C and D of the scheme. Block C contains both private and shared ownership units, whilst Block D contains 39 rented units.

Policy HSG7 'Housing Amenity Space' of the emerging Local Development Framework specifies minimum standards for private amenity space, and further that sites proposing 10 or more residential units require functional and useable communal amenity space.

All upper floor units have access to a private balcony. All ground floor family units have access to a garden. There is a combination of hard and soft landscaping.

#### Accessibility

SPG and the emerging Local Development Framework Policy HSG9 both require 10% wheelchair accessible accommodation; further the Local Development Framework requires that all new homes be built to lifetime homes standards. The scheme provides three affordable wheelchair units and 10 private units designed to be adaptable for wheelchair use. The wheelchair provision equates to 8% of the scheme. The council's requirement is 10%

(OFFICER COMMENT: The under provision of wheelchair adaptable housing is also raised by the GLA. It issue can be addressed through relevant conditions of approval requiring the developer to provide at least 10% wheelchair adaptable housing).

#### **LBTH Education Development**

- 5.3 The scheme generates a need for a developer contribution towards the provision of 21 additional primary school places @ £12,342 = £259,182.

There is a shortage of primary school places in this area and developer contributions would be pooled in order to create the additional capacity required as a result of the cumulative impact of developments.

- 5.4 **LBTH Corporate Access Officer**  
No comment received.

## 5.5 **LBTH Energy Efficiency Unit**

No comment received.

## 5.6 **LBTH Highways Development**

The redesign of this application has resulted in an improved development with few highway implications. The reduction in car parking, the servicing arrangements and car free status have gone a long way to making this application acceptable.

There is still concern over the canyon effect of the development and the lack of permeability through the site from Bow Common Lane to Hawgood Street. This would be mitigated by improvements detailed in the Section 106 contributions.

With this in mind this application is now considered acceptable from a highways view.

### Section 278 Requirements

Consideration must be given to the footways surrounding the site, due to large scale construction and the likely effects it will have on the road surface along Bow Common Lane, Furze Street and Hawgood Street resurfacing will be required. The bridge on Bow Common Lane must also be included in any S278 contributions and consultation with the council's structural engineers must be sought and given approval prior to construction.

### Section 106 Requirements

The developments should enter into a car free agreement

The development should contribute to wider pedestrian enhancement and improvement works from St Paul's Way School to Mayflower Primary and St Mary and St Joseph's Primary School. This contribution should be in line with the contribution secured from the development opposite known as 48-52 Thomas Road application number PA/06/1992.

## 5.7 **LBTH Environmental Health**

### Air Quality

The development is large and consists mostly of residential sections which are placed within an air quality management area. This implies exposure of persons to high levels of air pollution. Thus an air quality assessment must be submitted.

(OFFICER COMMENT: The submission of an air quality assessment would be required as a condition of approval.)

### Noise

Environmental Health is satisfied with the recommendations of the report with regard to mitigation against external noise. This is subject to the developer ensuring the recommendations in table 3 of the report are implemented.

Adequate insulation to be provided between commercial on the ground floor and residential on the first floor.

Details of any proposed ventilation/extract duct must be submitted and approved by Environmental Health.

(OFFICER COMMENT: The above details in relation to noise would be required as a condition of approval)

### Contaminated Land

The site and surrounding area have been subjected to former industrial uses, which have the potential to contaminate the area. Ground works and soft landscaping are proposed and

therefore a potential pathway for contaminants may exist and will need further characterisation to determine the associated risks.

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

(OFFICER COMMENT: The above details in relation to land contamination would be required as a condition of approval)

**5.8 LBTH Cleansing Officer**

No comment received.

**5.9 LBTH Horticulture & Recreation**

No comment received.

**5.10 London City Airport**

No safeguarding objection.

**5.11 Tower Hamlets PCT**

A contribution for health services of approximately £776,196 is required. This will seek to mitigate the density of the development upon health services in the surrounding area.

**5.12 British Waterways**

No objection subject to amended plans, a legal agreement and conditions to address the following comments:

Waterway Wall works

Request that the applicant carries out a waterways wall survey and produced a method statement and schedule of the repairs identified to be carried out before work starts on site.

Landscaping/ Ecology

Request that BW are consulted on, or contacted directly to discuss the canal edge details.

Waterborne Transport

In the interest of sustainable development BW would also like to see the use of the canal for waterborne transport.

S106

Since the development would bring more people to the area, thus putting more pressure on local open spaces, including the canal and its towpath, it is considered that the proposed development presents an opportunity for funding local canal side environmental improvements including improvements to Bow Common Bridge, towpath upgrade works, and access improvements to the towpath.

(OFFICER COMMENT: The above requirements of British Waterways should be secured through relevant conditions, section 106 and informatives of planning permission.)

**5.13 Environment Agency**

Objects to the application on the following grounds:

- Sufficient access to the canal side for river wall maintenance improvements or renewal has not been provided in the proposed layout of the development.
- A report on the condition of the canal wall has not been submitted.

(OFFICER COMMENT: The applicant has demonstrated that river wall maintenance is possible in the proposed scheme and has provided a commitment to submitting a report on the condition of the canal wall prior to the commencement of the development. Officers

consider that the above issues can be appropriately conditioned. The information submitted would be considered in consultation with the Environment Agency.)

#### 5.14 **Lea Valley Regional Park Authority**

No comment received.

#### 5.15 **Greater London Authority**

The principle of residential led, mixed use development on the site has previously been supported by the Mayor. In this case further clarification is required into aspects of the financial viability appraisal. In addition the report outlines additional responses required from the applicant regarding transport, energy, the design (including the link through the site to Furze Green), and regarding access to communal roof areas. These matters should be addressed before the application is referred back to the Mayor for a final decision.

(OFFICER COMMENT: The applicant has provided a response in relation to the above issues raised by the GLA. These issues will be further discussed in the planning considerations section of this report.)

### 6. **LOCAL REPRESENTATION**

- 6.1 A total of 198 neighbouring properties within the area shown on the map appended to this report were notified of the application and invited to comment. The application has also been publicised in East End Life and on site. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

#### **Consultation**

No of individual responses:	3	Objecting:	2	Supporting:	0
No of petitions received:	0				
Other:	1				

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

#### Objecting:

The scale of the proposed development is inappropriate to the area, especially in the light of the recent loss of open space in Furze Green.

A 13 (sic) storey building would be likely to generate a poor microclimate in the Bow Common Lane/Devons Road/St Paul's Way area, interacting with, for example Elmslie Point (Burdett Road) and Lewey House (Bow Common Lane) amongst others. This could have an adverse effect on what open space remains in the area in terms of high winds, litter, etc.

To propose to bring 127 (sic) new dwellings into an area recently deprived of what little open space remained shows no respect for existing residents.

Should planning consent be granted number of storeys permitted should be no greater than the non-tower block average on adjacent estates (i.e., Burdett, Glauca & Perring, Leopold, and Lincoln.)

Adjoining neighbour concerned about the location of the rubbish store and the demolition of the wall adjacent to 12 Bow Common Lane.

(OFFICER COMMENT: appropriate conditions are included with regard to the bin store and the demolition of the wall is not a planning matter)

## Other

Leaside Regeneration Limited requests that the Planning Authority give consideration to requesting that the developer makes a financial contribution under Section 106 of the Town and Country Planning Act 1990 to the proposed enhancement of the adjacent Bartlett Park.

A masterplan for improvements to Bartlett Park has been prepared and is fully supported by the Borough and the local community. The realisation of these improvements remains a priority and contributions from this development, as well as other anticipated developments in the local area over the next 5 years, would help to secure them. In turn, the park will help these individual developments achieve their open space planning requirements.

(OFFICER COMMENT: Council's Environment and Culture Department were consulted on the application. A request has not been made to allocate any Section 106 contributions to existing open space areas such as Bartlett Park or Furze Green.)

## **7. MATERIAL PLANNING CONSIDERATIONS**

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

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

### **Land Use**

7.2 The subject site is unallocated on the UDP proposals map (1998). The site was however previously used for industrial land use and surrounding sites are nominated as an employment location in the UDP proposals map (1998). It is apparent that land use within the area is presently evolving and the site and surrounds has been designated in the Local Development Framework as a suitable location for mixed use development. In essence the proposed development comprising both residential and including potential A1, A2, A3, A4, B1, D1 or D2 uses is consistent with the emerging Local Development Framework, thereby reflecting the evolution of land use within the area.

7.3 The site presently contains a number of warehouse buildings with a total floor space of 4595 m<sup>2</sup> which are presently vacant. The scheme proposes 868m<sup>2</sup> of commercial floor space at ground and first floor level. The provision of commercial floor space at the Bow Common Lane frontage of the site will make a positive contribution to the vibrancy and character of this frontage, which presently exhibits minimal activity.

7.4 Given that the site is presently vacant other than potential residential activity, employment generation is minimal or non-existent. The proposal provides for 868m<sup>2</sup> of commercial floor space, which will provide for modern premises which will seek to meet the needs of modern day businesses. The floor space is flexible and therefore could be used as the one unit or subdivided into a number of units, suitable for the variety of uses envisaged via the application, including retail, financial and professional service, food and drink premises, office or community use.

7.5 It is calculated that the proposed commercial premises would provide for 54 jobs. This would

therefore result in an intensification of employment use on the site.

- 7.6 Although less than the existing employment floor space on site, the mix of uses and the likely employment will be far greater, given the improvement in the layout and quality of the commercial space provided.
- 7.7 In line with policy EMP 1 and 2 of the Unitary Development Plan, the proposal therefore provides good quality replacement buildings likely to generate an appropriate density of jobs for this location and is thus supported.

### **Residential Density**

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

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

- 7.9 UDP policy HSG9 has largely been superseded by the density policies of the London Plan 2004 and Policies of the Local Development Framework. Core policy CP20 of the Local Development Framework states that Council will seek to maximise residential densities, taking into account the individual relative merits of sites and their purposes. The London Plan and Local Development Framework policy HSG1 include the implementation of a density, location and parking matrix, which links density to public transport availability as defined by PTAL (Public Transport Accessibility Level) scores which are measured on a scale of 1 (low) – 6 (high).

- 7.10 The site has a public transport accessibility level (PTAL) of 3. For urban sites with a PTAL range of 1 to 3 the appropriate density range is 200-450 hrh. The proposed density of 966hrh exceeds the greater level of the density range, however the scheme is acceptable based on the following grounds:

- The development of the site for mixed use development is consistent with emerging policy and will assist in the regeneration of this area. Development within this area will enhance the appearance and character of the area and will promote investment in infrastructure and services in the long term which will benefit both existing and future residents.
- A number of contributions towards health, education and public infrastructure have been agreed to mitigate any potential impacts on local services and infrastructure.
- The development is located within an area with reasonable access to public transport services, open space and other local facilities. The site is located within walking distance of several DLR stations, (Devon's Road, Westferry and All Saints). The proposed Langdon Park DLR station (within 500m of the site) will further improve the PTAL of the site. Bus services also operate on Bow Common Lane. The site also has good cycle pedestrian linkages along the Limehouse Cut.
- The proposal does not result in any of the common symptoms of overdevelopment, i.e., inappropriate height, bulk and massing, excessive site coverage, undersized flats and open space, or significant amenity impacts to surrounding properties, etc.
- The proposal is of a high quality and complies with the Council's objectives for new development as outlined in the UDP and the Local Development Framework

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

- 7.11 The proposal is designed to the highest design quality standards and generally accords with policies DEV6 of the UDP (1998) and Policy DEV27 of the Local Development Framework.
- 7.12 In addition to tall building policies, the proposal also generally accords with the design and environmental Policies DEV1 and DEV2 of the 1998 UDP and Policy DEV2 of the Local Development Framework, which requires the bulk, height and density of development to positively relate to surrounding building plots and blocks, and the scale of development in the surrounding area.
- 7.13 Furthermore the proposal provides a positive response to the general scale and character of the canal environs as required by policy DEV47 of the UDP (1998) and OSN3 of the Local Development Framework.

### Site layout

- 7.14 The surrounding urban form is presently industrial in nature with residential development to the east (Invicta Close) and to the west (recently approved 48-52 Thomas Road). Buildings in the area range in height from 5-6 storeys, with 9-13 storey residential building to the west adjacent to the canal at Abbots Wharf and the recently approved 5-12 storey residential development to the west at the corner of Thomas Road (No 48-52 PA/06/01992) and Bow Common Lane.
- 7.15 A 5-6 storey form rising up in height to 12 storeys is proposed. The tall 12 storey element has been incorporated into the design given the sites prominent junction at a bridge crossing over the Limehouse Cut.
- 7.16 Blocks A and B are designed to align with the Bow Common Lane frontage. The building is further setback at the canal side to provide an open space linkage from which to access Bow Common Lane and the bridge which traverses the Limehouse Cut and to address Environment Agency setback requirement for maintenance access.
- 7.17 Block A/B comprises a 5-6 storey form to the north of the site adjacent to existing properties to the north and rises up to the 12 storey tower element adjacent to the Limehouse Cut.
- 7.18 The building contains ground and first floor commercial space with residential development provided above. Block A contains the car parking and service access direct from Bow Common Lane via the existing vehicle crossover.
- 7.19 Block C/D is located to the east of the site and has a direct relationship with the canal and the central area of open space.
- 7.20 Blocks C/D comprise a 2-6 storey form. 2 storey form is located adjacent to existing residential development at Invicta Close to the east of the site. The built form rises up to the west to form a 6 storey building.
- 7.21 Both blocks C/D contain larger family units. A number of family units contain ground level open space areas, ranging in area from 20-73m<sup>2</sup> in area. All units within the scheme are also afforded access to the central open space (accommodating child play space), and canal side walkways.
- 7.22 The setback between blocks A/B and C/D is utilised as an open space area forming the core of the development and providing access from the scheme to the canal edge. The central amenity space has been designed to be car free with access for emergency and maintenance vehicles only.

- 7.23 The open space area has been divided into two levels, comprising a lower level open to the public and an upper level which forms a podium deck over the parking and servicing area which is private and secure. Play space will be provided on both levels of open space.
- 7.24 The open space and canal side walkways would be landscaped in accordance with the landscape plan details, which would be agreed as a condition of approval.
- 7.25 It is considered that the design and layout of the scheme as discussed above seeks to provide appropriate linkages from the surrounding pedestrian network through the site to the central and canal side communal open space on the site and Bow Common Bridge to the south and surrounding community spaces at Bartlett Park and Furze Green. In addition the proposed commercial component will seek to provide an active frontage to Bow Common Lane which will greatly improve the interface of development with the road frontage whilst also promoting safety and security at this location.

#### Building Height, Form & Materials

- 7.26 The surrounding context is generally industrial in nature with surrounding residential development ranging in heights of up to 13 storeys. As discussed above Block A/B on Bow Common Lane has a varied building height and is well articulated, including variation in materials, fenestration and balcony treatments which seek to provide a visually interesting built form which results in a high quality scheme and an improved relationship with Bow Common Lane, whilst also seeking to maintain the characteristics of surrounding development.
- 7.27 The tallest element of the scheme which is 12 storeys in height seeks to provide a landmark at this prominent junction of the bridge crossing over the Limehouse Cut. The tall element is continued through to ground level and steps down to 6, 5, 3 and 2 storeys along the remainder of the canal frontage and at Bow Common Lane, thereby providing a positive relationship to both of these frontages.
- 7.28 The design of the tower element is viewed as one piece which is anchored to the ground with columns. This feature will seek to provide a more human scale to development to both Bow Common Lane and the canal at street level. Materials would include solid white render which will seek to frame the proportions of glazing. The southern elevations would be principally glazed with full width balconies to take advantage of views and orientation. It is recommended that additional information be submitted as a condition of approval regarding the architectural treatments of all elevations, including materials and finishes to ensure that all elevations are appropriately articulated to ensure a high quality finish.

#### Amenity space

- 7.29 The scheme provides a total of 3595m<sup>2</sup> of hard and soft landscape and private space, including private gardens to a number of family units at ground level. A majority of residential units within the development would have direct access to private amenity space in the form of ground level open space and private balconies.
- 7.30 The development also incorporates communal open space in terms of landscaped gardens, totalling 1673m<sup>2</sup>. This open space would incorporate children's play space including play provision for toddlers within the two equipped play areas.
- 7.31 The applicant considers that given the provision of open space on the site roof gardens to each of the proposed blocks would be better utilised as green roofs in order to promote biodiversity and provide enhanced visual amenity to the upper level blocks. This is considered acceptable and can be secured through conditions of approval, given the high proportion of open space provision on the site.
- 7.32 In addition the site is located adjacent the Limehouse Cut which provides an open space linkage in terms of the Blue Ribbon Network and Lea Valley Regional Park. Bartlett Park



and Furze Green open space areas are also located in proximity to the site. Whilst the development is not provided with a direct linkage to the Furze Green open space to the north (cycle and pedestrian route only) it is intended that future occupants could access the Furze Green open space via the riverside walkway through Invicta Close or via Bow Common Lane and open space linkages provided within the Furze Green development proposals to the north.

- 7.33 All residential units within the development achieve or exceed the Council's space standards. The distance between habitable room windows exceeds the council minimum standards.

### **Accessibility & Inclusive Design – Safety & Security**

- 7.34 UDP policies DEV1 and 2 and policy DEV 3 of the Local Development Framework seeks to ensure that development incorporates inclusive design principles and can be safely, comfortably and easily accessed and used by as many people as possible. It is considered that the design and layout of public and private spaces within the development are inclusively designed resulting in improved permeability and connectivity and a high standard of amenity for future occupants.
- 7.35 Further UDP Policies DEV1 and 2 and Policy DEV 4 of the Local Development Framework seek to ensure that safety and security within development and the surrounding public realm are optimised through good design and the promotion of inclusive environments.
- 7.36 The commercial component of the development is oriented to Bow Common Lane and the central courtyard providing for active frontages. The entries to the residential components of the development are provided off the central courtyard areas and the Bow Common Lane frontage and would be visually identifiable and accessible thereby promoting a high standard of amenity for future occupants.
- 7.37 The layout of the site and the through linkages proposed result in good accessibility and inclusive design which would lead to a high quality environment for future occupants.
- 7.38 The developer will be required by a condition of approval to ensure that all units within the development are designed to lifetime homes standards in accordance with Planning Standard 5: Lifetime Homes, including at least 10% of all housing being wheelchair accessible or easily adaptable for residents who are wheelchair users.
- 7.39 Overall it is considered that the proposal represents a design, massing and scale which achieve a positive response to the sites context, including its relationship with the Limehouse Cut, and Bow Common Lane and existing and emerging development in the surrounding area.

## **Housing**

### Affordable Housing

- 7.40 Adopted UDP Policy HSG3 seeks an affordable housing provision on sites capable of providing 15 or more units in accordance with the Plan's strategic target of 25%. Policy 3A.8 of the London Plan states that Borough's should seek the maximum reasonable amount of affordable housing taking into account the Mayor's strategic target that 50% of all new housing in London should be affordable and Borough's own affordable housing targets.
- 7.41 The Local Development Framework Policy CP22 seeks 50% affordable housing provision from all sources across the borough with a minimum of 35% affordable housing provision on site's capable of providing 10 or more dwellings. Policy HSG10 confirms that affordable housing will be calculated in terms of habitable rooms with the exception of where this yields a disparity of 5% or more compared to calculation in terms of gross floor space.

7.42 The application provides 52 affordable housing units out of the total 157 units proposed, representing 36.7% provision overall (35% in terms of units and 37% in terms of the total habitable rooms). This scheme meets the Council's minimum target of 35%.

#### Dwelling Mix

7.43 On appropriate sites, UDP Policy HSG7 requires new housing schemes to provide a mix of unit sizes including a "substantial proportion" of family dwellings of between 3 and 6 bedrooms.

7.44 Local Development Framework Policy HSG2 specifies the appropriate mix of units to reflect local need and provide for balanced and sustainable communities. In terms of family accommodation, the Policy requires that 25% of intermediate and market housing to comprise units with 3 or more bedrooms respectively.

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

<b>Affordable Rented</b>	<b>Studio</b>	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>	<b>5 bed</b>	<b>Total</b>
<b>Units</b>	-	12	9	12	4	2	<b>39 (24.8%)</b>

7.46 The intermediate housing would comprise the following dwelling mix:

<b>Intermediate</b>	<b>Studio</b>	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>	<b>5 bed</b>	<b>Total</b>
<b>Units</b>	-	8	4	1	-	-	<b>13 (8.28%)</b>

7.47 The market housing would comprise the following dwelling mix:

<b>Market</b>	<b>Studio</b>	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4 bed</b>	<b>5 bed</b>	<b>Total</b>
<b>Units</b>	10	37	35	23	-	-	<b>105 (66.8%)</b>

7.48 On balance the scheme provides a good match with the Council's preferred unit mix for affordable housing (social rented and intermediate) housing specified in the Local Development Framework. The scheme provides 43% family units (3 bedrooms or larger) within the affordable rented housing, against the Council's target of 45%. It is noted that there is an under provision of three bed units within the intermediate mix with the total % of three bed units in the intermediate mix 18% against the target of 25%. On balance given the provision of family housing overall it is considered acceptable.

#### Ratio of Social Rented to Intermediate Housing

7.49 Of the affordable housing provision 76% would comprise social rented accommodation and 24% intermediate in terms of habitable rooms. This generally accords with the London Plan's objective that 70% of the affordable housing should be social rented and 30% intermediate. Policy HSG5 of the Local Development Framework requires a social rented to intermediate ratio of 80:20 for affordable housing. The proposal exceeds this policy target and is generally consistent with the emerging Local Development Framework policy.

#### Overall Dwelling Mix

#### **The Blue Ribbon Network – Limehouse Cut**

7.50 Immediately to the south of the subject site is the Limehouse Cut, which is designated in the

proposals maps of both the UDP (1998) and Local Development Framework as a site of nature conservation.

- 7.51 In addition the Limehouse Cut is part of the public realm contributing to London's Open Space Network. The Blue Ribbon Network identified in Section 4C of the London Plan sets out general policies for regeneration related to London's network of rivers, docks, canals and other open spaces, this is reiterated in Policy OSN3 of the Local Development Framework.
- 7.52 It is acknowledged that in accordance with Policy DEV47 and DEV48 of the UDP (1998) the proposal will improve the aesthetic amenity of the site and the canal environs whilst also allowing for improved pedestrian access linkages through the site to the canal and its associated tow path.
- 7.53 Policy OSN3 of the Local Development Framework states that development adjacent to the Blue Ribbon Network must respect its waterside location.
- 7.54 The development has been designed to improvement the relationship between the site and the Limehouse Cut and both British Waterways and the Environment Agency are supportive of this. Access along the canal would be improved and enhanced through the development via the provision of open space, provision of canal side walkway linkages and landscaping to complement this space.
- 7.55 The applicant has agreed to contribute £10,000 to British Waterways to assist in the facilitation works to improve the aesthetic amenity and access to the Limehouse Cut. This may include the upgrading of the towpath from Bow Common Lane to Abbots Wharf and access improvements to the canal (new gateway and resurfaced ramp). It is envisaged that this contribution would be pooled with other developments within the area.
- 7.56 In relation to the Environment Agency's objections to the scheme, the applicant has demonstrated that river wall maintenance is possible in the proposed scheme and has provided a commitment to submitting a report on the condition of the canal wall prior to the commencement of the development. Officers consider that the above issues can be appropriately conditioned. The information submitted would be considered in consultation with the Environment Agency.

### **Energy Efficiency**

- 7.57 The Local Development Framework contains a number of policies to ensure the environmental sustainability of new development. Policy DEV6 requires major development to incorporate renewable energy production to provide at least 10% of the predicted energy requirements on site. In addition all new development is required include a variety of measures to maximise water conservation (Policy DEV7) incorporate sustainable drainage systems (Policy DEV8) and construction materials (Policy DEV9). In addition all new development is required to make sufficient provision for waste disposal and recycling facilities (Policy DEV15).
- 7.58 The applicant has submitted an energy statement which outlines the proposed and potential energy efficiency and renewable energy measures within the scheme consistent with the London Renewables toolkit and Part L of the building regulations. Biomass heating supplying the community heating system is proposed.

The GLA notes in their Stage 1 response that the applicant has submitted an energy strategy which dismisses combined heat and power technologies. The Mayor has recently indicated support for development directly opposite the site at Thomas Road for a similar mixed use scheme. This particular scheme proposed combined heat and power technology as being a preferred option to meet base heat demand. The GLA suggest that the applicant carry out a feasibility appraisal into linking into this development to deliver a site wide community

- 7.59

heating solution.

- 7.60 The applicant has provided a response to the GLAs recommendations. The applicant's energy consultant confirms that they support the recommendation to consider a combined energy strategy with development at Thomas Road and will undertake a feasibility study to determine if it is technically and financially viable for a combined energy strategy to be entertained. It is recommended that details of this study and compliance with energy policy be secured through relevant planning conditions.

### **Transport & Parking**

- 7.61 Both the UDP and the Local Development Framework – Core Strategy and Development Control Submission Document contain a number of policies which encourage the creation of a sustainable transport network which minimises the need for car travel, lorries and supports movements by walking, cycling and public transport. In accordance with Policy DEV17 the applicant has submitted a transport assessment which demonstrates the impacts of the development upon the local transport network and details a number of appropriate mitigation measures.
- 7.62 The site, which has a PTAL of 3, is generally well located in terms of public transport. As part of the development, a contribution of £20,000 will be made to Transport for London towards the installation of the Docklands Arrival Information System (DAISY) which can provide real time departure information on DLR services from nearby stations. Provision of DAISY boards throughout the development can form part of the green travel plan. In addition a contribution of £150,000 will be made to the London Borough of Tower Hamlets to improve accessibility between the site and the wider area including pedestrian enhancements and improvement works from St Paul's Way School to Mayflower Primary and St Mary's and St Josephs Primary School.
- 7.63 Transport for London is additionally requesting a total contribution of total of £270,000 (£90,000 over three years) to be provided towards improved bus network capacity via the London busses Route Sponsorship Agreement.
- 7.64 As part of the Transport Assessment prepared for the scheme it was suggested that the peak passenger generation period for the scheme would be between 3pm and 5pm. During this hour period data estimates that approximately 80 bus trips could be made that relate to the scheme, including trips to and from the site.
- 7.65 The site is accessible to a total of six existing bus routes and the Dockland Light Railway at Devons Road station. The Public Transport Accessibility Level assessment carried out as part of the Transport Assessment fully details these routes. During the peak hour on average there are at least five buses or DLR trains in each direction on each route. Assuming an even distribution across these public transport routes, the actual increase in passenger numbers on each service would be minimal.
- 7.66 Therefore, it is considered neither necessary nor reasonable that the proposed development should be required to fund an additional bus service with a contribution of £270,000. The level of financial contribution already committed to funding local transport and accessibility improvement as well as the boroughs priorities such as affordable housing, health and education is considered sufficient.
- 7.67 It is proposed to provide a total of 30 car parking spaces on the site; this includes three disabled car parking spaces. The car parking provision complies with the maximum requirement as specified in the LDF of for a maximum of 0.5 spaces per 1 dwelling unit.
- 7.68 A total of 157 cycle parking spaces are proposed adjacent to the car parking and within the commercial and residential components of the development. All the spaces should be

secure and sheltered with lockers and changing room facilities provided for cyclists. CCTV is recommended for additional security in the parking area. Secure cycle parking should also be provided at ground level associated with the commercial units. The above requirement could be secured via a condition of approval.

## **Amenity**

7.69 UDP Policy DEV2 and policy DEV 1 Amenity of the Local Development Framework seeks to ensure that development where possible protects and enhances the amenity of existing and future residents as well as the amenity of the public realm.

### **7.70 Overlooking & Privacy**

It is considered that the proposed development would not result in any unreasonable overlooking or loss of privacy to surrounding development. The proposal is massed in two separate buildings each with a separate relationship to Bow Common Lane, the Limehouse Cut and surrounding development. Given the siting of the buildings on the site, habitable room windows of dwellings within the development would be located a reasonable distance from adjoining development to the east and west of the site, thereby minimising potential for loss of privacy and overlooking of surrounding properties.

### **7.71 Sun/Daylight**

In relation to sun and daylight the applicant has undertaken a daylight study which indicates that the proposal maintains a good level of daylight and sunlight to surrounding properties.

In relation to daylight VSC plots were undertaken for seven neighbouring window reference points to the east and west of the application site. The VSC results demonstrate that six of the seven window reference points assessed will adhere to the BRE VSC Guidance. This includes properties within development at 9-63 Bow Common Lane, 14 Bow Common Lane and properties surrounding Invicta Close to the east of the site.

7.73 The development will result in a degree of change in the VSC level experienced at window reference 4 which is slightly below the BRE target of 0.8 (0.72). This relates to an assumed window position at first floor level in the rear elevation of 12 Bow Common Lane. (The rear sections of this property and No. 14 Bow Common Lane were not accessible during the site visits and thus a worst case scenario has been adopted, window positions are thus assumed).

7.74 In relation to sunlight availability plots have been carried out for the three neighbouring window reference points oriented within 90 degrees due south. The sunlight availability plots show that all three of the window reference points assessed will receive annual and winter sunlight levels above the BRE target levels with proposed development in place. It is therefore concluded that the scheme will not result in any unacceptable sunlight impacts.

### **7.75 Overshadowing**

Overshadowing plots have been prepared to illustrate the impacts of the development on sunlight levels received within neighbouring gardens and areas of amenity space at the March equinox. The plots show that the proposed development will not result in any overshadowing of the neighbouring gardens or amenity space during the morning and only limited additional overshadowing during the early afternoon.

7.76 In terms of internal solar access the levels of sunlight received by the proposed residential units proposed within the development have been assessed for the 21<sup>st</sup> March (spring equinox). The results reveal that a majority of units within the development will receive direct sunlight throughout the day. The following points should be noted:

- The residential units fronting Bow Common Lane with block A/B will receive direct sunlight through the late morning and afternoon on 21<sup>st</sup> March.

- The orientation of the site and the configuration of the blocks will ensure that the proposed courtyard space will receive high levels of direct sunlight during the morning on 21<sup>st</sup> March.
- The residential units within the rear elevation of block A/B will receive direct sunlight during the early morning on the 21<sup>st</sup> March.
- The south westerly facing units within block C/D will all receive direct sunlight during the late morning. The units to the south of the buildings entrance will receive sunlight until 2pm.
- The south westerly facing elevations of the dual aspect units fronting the Limehouse Cut in Block C will receive direct sunlight throughout the morning. The north western units and units within the upper floors will also receive direct sunlight throughout the morning.

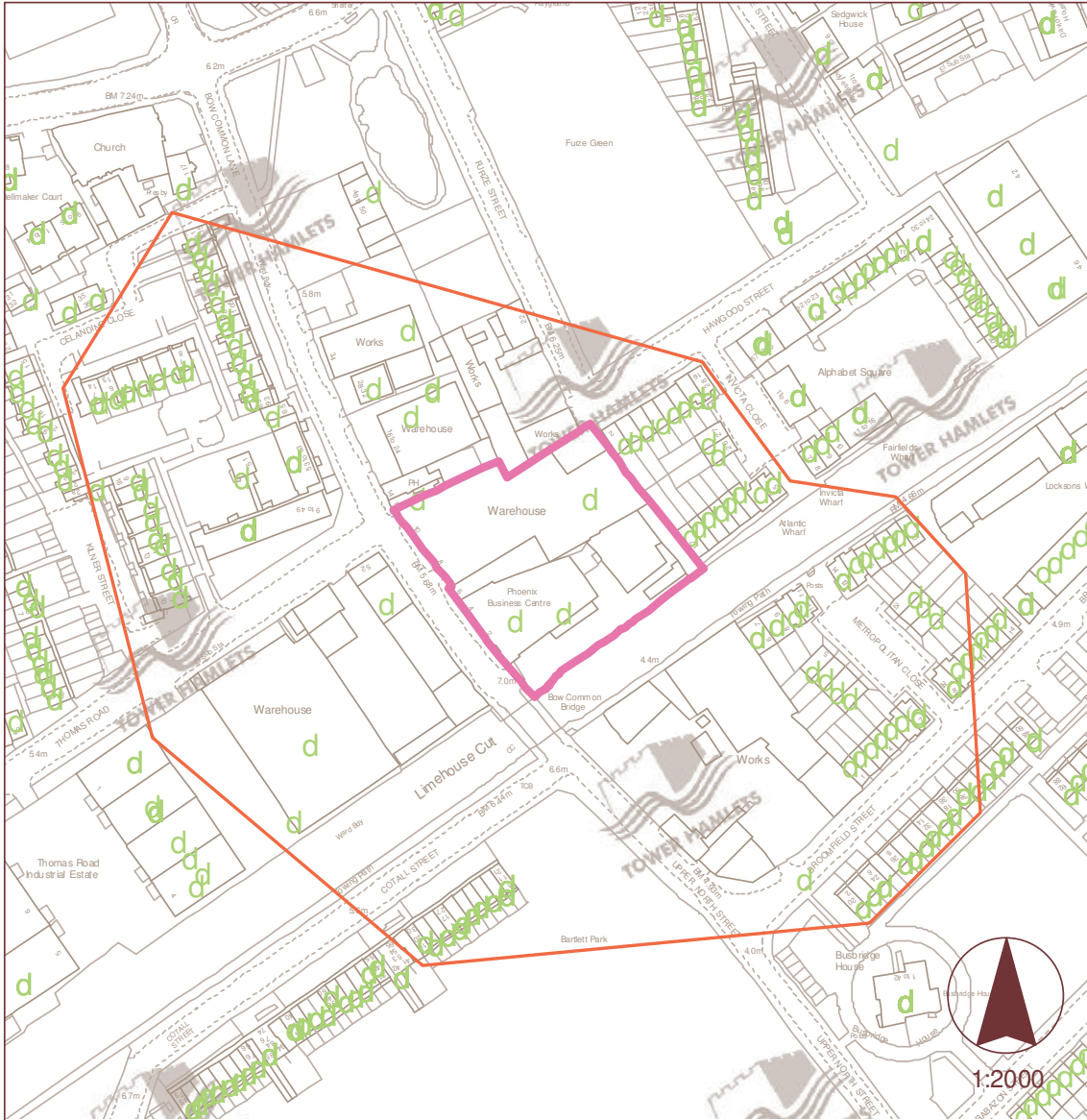
#### 7.77 Microclimate

The microclimatic conditions (wind assessment) as a result of the development have been assessed. The report concludes that the proposed development will not cause any adverse wind conditions on or around the site. The assessment shows that wind conditions would promote pleasant and comfortable outdoor areas and abate any adverse wind conditions both within the development and the surrounding area.

## 8.0 CONCLUSIONS

- 8.1 All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out in the SUMMARY OF MATERIAL PLANNING 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
- d Land Parcel Address

This Site Map displays the Planning Application Site Boundary and the neighbouring Occupiers / Owners who were consulted as part of the Planning Application process. The Site Map was reproduced from the Ordnance Survey mapping with the permission of Her Majesty's Stationery Office © Crown Copyright.  
 London Borough of Tower Hamlets LA086568