

Committee: Strategic Development	Date: 21 st June 2007	Classification: Unrestricted	Agenda Item No: 8.5
Report of: Corporate Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Rachel Blackwell		Ref No: PA/07/00935	
		Wards: Milwall	

1. APPLICATION DETAILS

Location:	Site south of Westferry Circus and west of Westferry Road, London
Existing Use:	Construction storage area
Proposal:	Erection of Class B1 office buildings (324,888 sq. m) comprising two towers of 45 and 35 storeys (max 241.1m and 191.3m AOD) with a lower central link building (77.450m AOD) and Class A1, A2, A3, A4 and A5 uses (retail, financial/professional services, restaurant/ café, drinking establishments and hot food takeaway) at promenade level up to a maximum of 2367 sq.m together with ancillary parking and servicing, provision of access roads, riverside walkway, public open space, landscaping, including public art and other ancillary works. (total floor space 327,255 sq.m)
Drawing Nos:	900-50007, 900-50008, 900-50009, 900-50009M, 900-50010, 900-50010M, 900-50011, 900-50012, 900-50013, 900-50014, 900-50015, 900-50016, 900-50017, 900-50018, 900-50019, 900-50020, 900-50021, 900-50022, 900-50022M, 900-50023, 900-50024, 900-50025, 900-50026, 900-50027, 900-50028, 900-50029, 900-50030, 900-50031, 900-50032, 900-50033, 900-50034, 900-50035, 900-50036, 900-50037, 900-50038, 900-50039, 900-50040, 900-50041, 900-50042, 900-50043, 900-50044, 900-50045, 900-50046, 900-50047, 900-50048, 900-50049, 900-50050, 900-50051, 900-50052, 900-50053, 900-50054, 900-50055, 900-50056, 900-50201, 900-50231, 900-50301, 900-50302, 900-50311, 900-50312, 900-50321, 900-50322, 900-51000 Environmental Statement – RPS – March 2007 Environmental Statement – Non Technical Summary – RPS - March 2007 Environmental Statement – Volume 6 Supplement – RPS - May 2007 Environmental Statement – Revised Chapter 3 – Regulation 19 for Further Information Sunlight/Daylight Mitigation Design & Access Statement - Rogers Stirk & Partners - March 2007 Planning Statement – March 2007 Consultation Statement Transport Assessment – Steer Davies Gleave - March 2007 Schematic Landscape (indicative only – not for approval) – Rogers Stirk & Partners - May 2007
Applicant:	Canary Wharf Ltd C/- DP9
Owner:	Canary Wharf Ltd
Historic Building:	N/A
Conservation Area:	N/A

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

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:

- This application seeks approval for a series of revisions from the previously approved scheme on the site, dated 8th June 2005 (PA/03/00377). In principle, 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 relating to 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 form a positive addition to London's skyline, without causing detriment to local or long distant views.
- The scheme would result in the benefits of job creation. The development would also enhance the streetscape and public realm through the provision of a public open space area and improved pedestrian linkages through the site and along the River Thames.
- 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 of the Mayor;

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

1) Public Transport

Contribution towards DLR enhancement works - **£3,000,000**;

Contribution to TfL towards enhancements to the No. 135, 330 and the 330 bus services (**£900,000 – paid in sums of £300,000 per annum**);

2) Public Realm

Provision and maintenance of the new open space at the southern end of the site, the riverside walkway within the site and other areas of public realm within the site - **£5,343,000**;

3) Isle of Dogs Community Foundation

Contributions towards social and community facilities - **£2,500,000**;

4) Highways Works

Provision of pedestrian crossing to the north of Heron Quays Roundabout - **£236,000**

Contribution towards upgrade of Heron Quays Roundabout - **£607,000**

5) Lease of Skills Match / IDEA Store

16 years 6 month lease of the IDEA Store / 10 year lease of the Skills Match Unit at peppercorn rents - **£5,312,000**;

6) Community and Social Infrastructure Provision – projects to be determined through strategy for each area - total of **£4,545,000**

- Employment, Skills and Training
- Sustainable Transport Initiatives
- Public Realm, Design and Open Space Improvements
- Sports facility improvements

7) Preparation of a Travel Plan Framework - to be completed prior to the commencement of the development. The Travel plan will be subject to ongoing monitoring and review

8) Code of Construction Practice

9) TV and Radio Reception

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

Conditions

1. Time limit;
2. Details of the following are required prior to the commencement of the development:
 - a) Samples of all external building materials including a 'typical cladding detail mock up.'
 - b) Detailed design of all lower floor elevations, including shop fronts;
 - c) Details of hard soft landscaping, including walkways, design and layout of new park, tree planting scheme, street furniture, CCTV and all external lighting;
 - d) Public art;
 - h) Details of all boundary wall treatments including walls, fences, railings and gates;
3. Submission of details of external ventilation/extract ducts to A3, A4, A5 units;
4. Submission of details of high level/roof top plant and sound attenuation;
5. Submission of details of refuse/recycling proposals, including a waste management strategy;
6. Submission of details of disabled access (also to address the matters raised in councils letter of the 15th May 2007 in regards to accessibility);
7. Submission of details of the location of a proposed taxi rank;
8. Submission of details of the location of suitable riparian life saving equipment along the riverside walkway;
9. Submission of details of external lighting to be used during construction and on completion of the development to be considered in consultation with the Port of London Authority;
10. River Barges must be used where feasible for the transport of materials to/from the site in both construction and on completion of the development. A strategy must be submitted detailing the use of barges to be considered in consultation with the Port of London Authority;
11. Submission of a landscape Management Plan;
12. Planting, seeding Turfing;
13. Submission of a Ecological Management Plan detailing ecological mitigation measures throughout the development, including timber fenders and enhancements to the river wall, use of native vegetation in landscaping proposals, provision of brown roofs, green walls and bird boxes.
14. Completion of the restaurant/retail units prior to occupation of any other part of the Development.
15. Submission of details of the method of construction including details of use location and height of cranes and other structures to be considered in consultation with London City Airport;
16. When not in use cranes are to be parked parallel to the runway centre line with London

City Airport;

17. Buildings must be equipped with aircraft obstacle lighting.
18. Submission of design specifications of acoustic screens for cooling towers/air cooled chillers;
19. Submission of a Construction Environmental Management Plan (EMP) setting out measures to be applied during the construction phase, relating to site planning, construction vehicles, demolition and construction activities on the site;
20. The following parking spaces are to be provided:
 - A maximum of 150 car parking spaces of which 10% must be allocated for disabled users.
 - A minimum of 1300 cycle spaces for the office element and a minimum of 8 spaces located at the entrance for the retail element.
 - 132 motorcycle spaces.
21. Restriction of access from podium level down to Westferry Circus to Emergency Vehicles only.
22. Submission of a detailed plan to ensure that the barrier to the basement access is setback from the highway in order to allow for sufficient space to allow for queuing vehicles.
23. Submission of a service management plan detailing a servicing scheme for deliveries and servicing throughout the site;
24. 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.
25. Air Quality Monitoring;
26. Level of noise emitted from the site to be restricted.
27. Ground borne vibration limits.
28. Limit hours of power/hammer driven piling/breaking out to between 10.00 Hours to 16.00 Hours, Monday to Friday.
29. Details of a monitoring and control regime of the Environmental Management Plan.
30. Investigation and remediation measures for land contamination (including water pollution potential).
31. Details of the construction of the site foundations.
32. Details of surface and foul water drainage system required.
33. Impact study of water supply infrastructure required.
34. Details of Water Efficiency measures.
35. Renewable energy measures to be approved in writing by the Local Planning Authority in consultation with the Greater London Authority and implemented in perpetuity.
36. Implementation of a programme of archaeological work in accordance with the written scheme of investigation.
37. S278 to be entered into for highway works surrounding the site.
38. 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. River works licensing (Port of London Authority);
4. Riparian lifesaving equipment provided to the 1991 Hayes Report Standards (Port of London Authority);
5. Site notice specifying the details of the contractor required
6. Construction Environmental Management Plan Advice
7. Use of Thames to transport bulky materials
8. London City Airport Advice
9. All cycle parking is to be provided in accordance with the London Cycle Network Manual.
10. Environmental Health Department Advice
11. Advertising signs and/or hoardings consent
12. Contact the GLA regarding the energy proposals
13. Any other informative(s) considered necessary by the Head of Development Decisions

- 3.3 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.

4. PROPOSAL AND LOCATION DETAILS

Planning History

- 4.1 Planning permission was granted for the redevelopment of the site on the 8th June 2005 (ref PA/03/00377). This application proposed the following:

“Erection of B1 office buildings (273,171 sq.m) comprising two towers of 43 and 37 storeys (max. 220m and 195m AOD) with a lower central link building (53m AOD) and A1, A2, A3, A4 and A5 uses (A1 retail limited to 2499 sq m, financial/professional services, restaurants/cafes, pubs/bars, and hot food takeaways) at promenade level up to a maximum of 5904 sq m, together with ancillary parking & servicing, provision of access roads, riverside walkway, public open space, landscaping, including public art, and other ancillary works. (Total floor space of 279,075 sq m).”

Proposal

- 4.2 An Application has been made for full planning permission for the following:

“Erection of Class B1 office buildings (324,888 sq. m) comprising two towers of 45 and 35 storeys (max 241.1m and 191.3m AOD) with a lower central link building (77.450m AOD) and Class A1, A2, A3, A4 and A5 uses (retail, financial/professional services, restaurant/ café, drinking establishments and hot food takeaway) at promenade level up to a maximum of 2367 sq.m together with ancillary parking and servicing, provision of access roads, riverside walkway, public open space, landscaping, including public art and other ancillary works. (total floor space 327,255 sq.m).”

- 4.3 The rationale behind the reconsideration of the scheme is to refine and enhance the design and to respond to current market demands. The other major drivers include design improvements associated with enhancements in terms of townscape and views, demands for increased security, and increased energy efficiency.

External Appearance

- 4.4 The siting, of the three principal elements of the scheme is similar to those of the approved scheme. The two towers are placed in locations generally identical to the previous tower locations. The towers sit north and south of the existing Jubilee Line running tunnels, with the central trading building above the tunnels between the towers. The south face of RS1, the south tower, is in an identical position to that of the previous scheme. The north tower is moved marginally north within the overall site and retains the same relationship to Westferry Circus as the approved scheme.
- 4.5 In order to respond to potential tenant requirements, building plant accommodation and requirements for utility and enhanced security, the overall silhouette of the proposal has been modified. Furthermore, in response to the increased demand for plant and support space, and the requirement for unobstructed (column-free) trading floors the existing massing has been modified to result in a different plan form and building heights.
- 4.6 RS1 would be the tallest of the three buildings at a height of 241.140 AOD. RS2 would be 191.340 AOD. RS3 would be 77.45m AOD. These heights include building plant space and aircraft warning lights. The shoulders of the two towers would be 212.200m AOD for RS1 and 162.400m AOD for RS2.

Layout, Uses and Floor space

- 4.7 The scheme includes four levels of basements which comprise servicing areas, plant space, car parking and cycle parking. Above the basement, RS1 rises to 45 levels, RS2 35 levels and RS3 7 levels.
- 4.8 The majority of the floor space within the development is for office use, including ancillary uses such as restaurants, gymnasia and conference facilities. Retail uses are proposed at promenade and ground levels within RS2 in order to maximise accessibility to the public. The retail floor space is proposed to be within Class A1 – A5 uses to complement the existing retail facilities within the Canary Wharf Estate and serve the needs of office occupiers, visitors and residents.
- 4.9 At ground and promenade level, the retention of retail uses to the south of the site was reconsidered to relate to concerns raised in respect of the approved scheme by residents to the south regarding potential noise nuisance associated with users of bars and restaurants. Therefore, these uses have been concentrated to the north of the site where they will be closer to existing bars and restaurants at Westferry Circus.
- 4.10 The breakdown of the proposed floor spaces are set out below:

Floor space	Proposed sq. m (GEA)
Class B1 Office	324,888
Class A1 to A5 Retail	2,367
Total Floor space	327,255
All parking, servicing, access, plant and storage areas for the entire development (included within the B1)	91,730

Highways and Transport

- 4.11 The proposed vehicular access and egress points are:
- Vehicle access from Westferry Road north of the Heron Quays roundabout – exit and entry to loading docks and car park exit and entry for RS1/RS3.
 - Vehicle access from Westferry Road north of the Heron Quays roundabout – exit and entry for loading dock for RS2.
 - To north bound Westferry Road – relief ramp from upper ground level.
 - From lower Westferry Circus exit and entry for RS2.
 - Upper Westferry Circus entry and exit to RS1/RS3.
 - Upper Westferry Circus entry and exit for RS2.
- 4.12 A total of 150 car parking spaces are proposed. Of these, 120 would be for RS1/RS3 and 30 for RS2. There would be 132 motorcycle parking spaces and 345 bicycle spaces.

Landscaping and Open Space

- 4.13 It is proposed to provide a public park to the south of RS1 with 24 hour public access. There would be trees planted along the River Walk, within the public park and the areas of landscaping on the eastern sides of RS2 and RS1. Planting would be consistent with the standards across the Canary Wharf Estate.

Renewable Energy

- 4.14 As part of the revised scheme it is proposed that renewable energy technologies would provide a minimum of 10% renewable energy.

- 4.15 The planning application is accompanied by a Listed Building consent application (PA/03/00378) for alterations to the listed dock wall structure to facilitate the riverside landscaping works proposed in the application. These are minor matters to which English Heritage has no objection. It is recommended that the application be considered under delegated authority.
- 4.16 The application is accompanied by an Environmental Impact Assessment under the Town and Country Planning (EIA) Regulations 1999, and advertised as an EIA application.

Site and Surroundings

- 4.17 The site is located in the northern part of the Isle of Dogs, on land to the south of Westferry Circus. The River Thames forms the western boundary, with Westferry Circus to the north and Westferry Road to the east. To the south lies the South Dock Impounding lock. Westferry Circus separates Riverside South from Canary Riverside which are linked by a riverside walkway.
- 4.18 The application site is approximately 2.52 hectares in area and is currently in temporary use for storage for construction at Canary Wharf.
- 4.19 There is a mixture of land uses surrounding the site. To the north of the site is the first phase of the Riverside development, Riverside Phase I (north), known as Canary Riverside, comprising residential, hotel, leisure, and retail uses in six buildings of between 5 and 23 storeys. To the south, and beyond the South Dock Impounding Lock is the Cascades residential development.
- 4.20 The Jubilee Line tunnels run under the site. The site is well located for public transport, being a short walk from the Canary Wharf, Jubilee Line station and Heron Quays, Canary Wharf and Westferry DLR stations.
- 4.21 The site does not fall within a conservation area but nearby Conservation Areas, including Narrow Street, St Matthias Church, Poplar and All Saints Church are identified within the Environmental Statement. The South Dock Impounding Lock wall to the south of the site is a Grade II listed structure.

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:

Unitary Development Plan

Proposals:

Central Area Zone (5)
 Strategic Riverside Walkway (14)
 Sites of Nature Conservation Importance (10)
 Flood Protection Area (18)
 Within 200m of east/west Crossrail (2)

Policies:

DEV1	Design Requirements	Environmental Requirements
DEV2	Planning Obligations	
DEV4	High Buildings within the Central Area & Business Core	
DEV5	Strategic Views	
DEV7	Provision of Landscaping in Development	
DEV12	Design of Landscape Scheme	
DEV13	Street Furniture	
DEV17	Public Art	
DEV18	Protection of Waterway Corridors	

DEV46 & 47	Strategic Riverside Walkways and New Development
DEV48	Noise
DEV50	Contaminated Land
DEV51	Development & Waste Disposal
DEV55	Waste Recycling
DEV56	Nature Conservation & Ecology
DEV57 & 58	Development Adversely Affecting Sites of Nature Conservation Importance
DEV62	Conservation Importance
DEV65	Protection of Existing Walkways
DEV69	Efficient Use of Water
CAZ1	Location of Central London Core Activities
CAZ3	Requirement for Mixed Use Schemes
CAZ4	Diversity, character and functions of the Central Area Zones
EMP1	Encouraging New Employment Uses
EMP2	Retaining Existing Employment Uses
EMP6	Employing Local People
EMP9	Business Use
T15	Transport and Development
T16	Impact of Traffic
T17	Parking Standards
T18-T21	Pedestrian Safety and Convenience
T24	Cyclists Needs in New Development
T27	Freight
S1	District Centre Policy
S6	New Retail Development
S7	Special Uses
S10	New Shop fronts
U2-U6	Tidal & Flood Defences

Emerging Local Development Framework

Proposals:

	Isle of Dogs Area Action Plan (AAP)
ID38	Development Sites (Employment B1, Retail & Leisure A1, A2, A3, A4 & A5)
CP15	Major Town Centre – Isle of Dogs Town Centre Frontage – Secondary
CP30	Public Open Space – River Thames Waterfront
CP33	Sites of Importance for Nature Conservation
CP36	Blue Ribbon Network – Tidal Water
CP36	Strategic Riverside Walkway
CP37	Flood Risk Area
CP43	Strategic Cycle Route

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
CP8	Tower Hamlets Global Financial and Business Centre and the Central Activities Zone
CP16	Vitality & Viability of Town Centres
CP17	Evening & Nigh time Economy
CP30	Improving the Quality and Quantity of Open Spaces
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
CP40	Sustainable Transport Network
CP41	Integrating Development with Transport
CP42	Streets for People
CP43	Better Public Transport
CP44	Promoting Sustainable Freight Movement
CP46	Accessible and Inclusive Environments
CP47	Community Safety
CP48	Tall Buildings
CP50	Important Views

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
DEV14	Public Art
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
DEV21	Flood Risk Assessment
DEV22	Contaminated Land
DEV27	Tall Buildings Assessment
RT2	Secondary Shopping Frontages
RT5	Evening & Nigh time Economy
OSN3	Blue Ribbon Network & the Thames Policy Area
CON5	Protection & Management of Important Views
IOD1	Spatial Strategy
IOD2	Transport and Movement
IOD5	Public Open Space
IOD6	Water Space
IOD7	Flooding
IOD8	Infrastructure Capacity
IOD9	Waste
IOD10	Infrastructure and Services
IOD13	Employment Uses
IOD15	Retail and Leisure
IOD16	Design and Built Form
IOD17	Site Allocations

Planning Standards

- Planning Standard 1: Noise
- Planning Standard 3: Parking

Supplementary Planning Guidance/Documents

Designing Out Crime
Sound Insulation
Landscape Requirements
Riverside Walkways
Shopfront Design

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
3C.24 Freight Strategy
3D.2 Town Centre Development
3D.12 Biodiversity & Nature Conservation
4A.2 Spatial Policies for waste Management
4A.6 Improving Air Quality
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.11 Water Supplies
4A.12 Water Quality
4A.13 Waste & Sewerage Infrastructure
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
4B.15 London View Protection Framework
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.6 Flood Plains
4C.7 Flood defences
4C.8 Sustainable Drainage
4C.12 Sustainable Growth Priorities for the Blue Ribbon Network
4C.14 Freight uses on the Blue Ribbon Network
4C.17 Increasing Access alongside and to the Blue Ribbon Network
4C.20 Design
4C.21 Design Statement
4C.24 Importance of the Thames
4C.25 Thames Policy Area

Government Planning Policy Guidance/Statements

PPG1 Generally Policy and Principles
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
PPS25	Flood Risk

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

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 Highways Development

6.2 *Vehicle access*

- The visibility splay for the exit from the piazza level to Westferry Road lower level (fig 4.4 Transport Assessment) is inadequate. The speed of traffic approaching the lower roundabout, combined with the curving wall and large gradient difference results in vehicles pulling out of this junction being hidden from approaching vehicles. This exit is only acceptable if it is only used for emergency uses only. For this reason the exit needs to be barriered and controlled at the plaza level and all occurrences as to when the barrier is raised and lowered recorded and monitored.
- The car park entrance on the lower roundabout is acceptable providing the barrier is set back from the highway with sufficient space to allow for queuing vehicles.
- All other vehicle entrance and exit points are acceptable.

Motorcycle facilities

- The 132 spaces are considered to be acceptable.

Cycle spaces

- The comments regarding cycle spaces are not accepted, the LDF document calls for a minimum of 1112 spaces to be provided, the plans include only 345. This under provision is inadequate.

Bus Facilities

- The relocation of the bus stop at Westferry Circus could be acceptable. This is not a planning issue and must be agreed in consultation with Tower Hamlets and London Buses.

Pedestrian Facilities.

- The opening up of the site and permeability are considered to be acceptable. The riverside walkway and cycle route should be secured under a Section 106 Agreement to ensure continuous uninterrupted access.

Travel Plan

- The initial travel plan details are acceptable, however full details will need to be supplied and a regular monitoring system in place. This should be included in the Section 106 Agreement for consideration and approval. The travel plan must be submitted and approved before occupation.

Servicing

- A significant number of service vehicles would access the site throughout the day. The service yards are acceptable in size to deal with loading and unloading of this volume of traffic. There will need to be management of the service areas to ensure waiting and deliveries do not create delays on the surrounding highway network. A service management plan must be secured by a condition of approval prior to occupation.

Section 106

- The site already has a section 106 from the previous application; we would require them to uplift this contribution to pay for additional highway works that would need to be included as a result of the redesign of the application.
- There are additional works that will need to be done these include two new pelican crossings to be installed (the cost of these to include a commuted sum payable for maintenance over 15 years) and the proposed pelican crossing on the upper level of Westferry Circus. Any uplift must be sufficient to cover these costs.
- The river walk way must be secured under a Section 106.
- The Westferry roundabout and parts of Westferry road must be adopted by the council. This agreement which is still yet to be signed must be signed prior to occupation.

Section 278

- The frontage of this site will experience a number of alterations and works; this will require reinstatement of the pavement. This work should be protected by a section 278 agreement.

(OFFICER COMMENT: It is advised by Highways officers that the above issues can be dealt with through relevant conditions of approval and obligations of a Section 106 agreement.)

LBTH Strategic Transport

- 6.3 The Council's Strategic Transport Team has identified a number of relevant initiatives to be supported by the scheme and funded through Section 106 contributions, including:
- The provision of a City Bike Club;
 - Further feasibility work for the Sustrans proposals to provide a cycle bridge over the Thames between Tower Hamlets and Southwark; and
 - Enhancements to local bus services, including the potential of an improved public transport interchange serving the site.

LBTH Environmental Health

6.4 Air Quality

- A risk assessment of the construction phase must be conducted. Due regard must be given to the London Best Practice Guide. Once a score is obtained, a detailed Code of Construction Practice (CoCP) must be submitted detailing how the developer intends to mitigate for dust and emissions from the construction phase.
- Due to the proximity to sensitive receptors, it would be appropriate to seek Section 106 funding for air quality monitoring (PM10 and PM2.5 and dust depositional monitoring).
- The ES has not made mention of potential emissions from boiler plants. This should be accounted for; and at some stage a D1 stack height calculation should be submitted by the applicant detailing the discharge point of the flue.

(OFFICER COMMENT: Following discussion with LBTH Air Quality Officer it is considered appropriate to secure air quality monitoring as a condition of approval.

Contaminated Land

No comment received.

Noise

No objections. The following information required:

- Design specifications of acoustic screens for cooling towers/air cooled chillers.
- Draft Construction Environmental Management Plan when it becomes available.
- The internal office working environment to be designed to meet the requirements of BS 8233:1999

LBTH Energy Efficiency Unit

6.5 No comment received.

LBTH Education Development

6.6 No comment.

LBTH Access to Employment (Skillsmatch)

6.7 The Council's Access to Employment Manager has confirmed that the Council would not seek to extend to lease of the Skills Match Building beyond that secured under the existing S106 agreement. The new agreement will therefore need to re-confirm the existing terms.

The Council's Head of Skills Match Service has confirmed that a contribution is required in terms of funding the Skills Match operation. This will enable local residents to gain access to employment during both the construction phase of the development and once the development is operational. In addition, further contributions are sought to improve access to wider employment opportunities within the Canary Wharf Estate for Borough Residents, through the Employment Task Group.

LBTH Ideas Store

6.8 The Head of Ideas Stores has confirmed that the Council would not seek to extend the lease of the Idea Store beyond that secured under the existing S106 agreement.

LBTH Building Control

6.9 Buildings and access should be designed in accordance with the Building Regulations. Fire Service access to the site and in particular to the fire fighting shafts should be in accordance with Approved Document B5 and/or BS5588 Part 5.

LBTH Horticulture & Recreation

6.10 The local LAP Director and Open Space Officers have confirmed that additional Officer workers from Canary Wharf will place pressure on what are already limited sports facilities within the Borough – in particular outdoor sports pitches. There may be opportunities to improve existing facilities at the Work House in Polar, Poplar Park and King Edward Memorial Park in Shadwell through Section 106.

LBTH Corporate Access Officer

6.11 The following access issues are outlined below.

Stair access to riverside walkway

- The positioning of the stair access to the riverside walkway creates a blind corner where people could loiter. The stair should be located adjacent to the wall to remove this space.
- A central handrail should be provided on the stair access.
- Several 'dead areas' are present which create poor orientation/permeability and encourage loitering.

Lifts/ internal

- How do the lift accesses work within the buildings - are they accessible to persons with disabilities?
- In windy conditions the side doors adjacent to revolving will be difficult to open.
- The width of doors/gates, etc on ground level do not meet DDA requirements.
- Separate disabled toilet facilities within building required.

Vehicle and Pedestrian Access

Vehicle access dominates the public realm and the width of the carriageway should be reduced. This should be treated as a shared surface for both vehicles and pedestrians providing access into the development. What is the proposed road surface? A champer curb should be used to ensure access for persons with disabilities.

(OFFICER COMMENT: Details of the above should be submitted prior to the commencement of the development).

English Heritage

- 6.12 The proposals involve amendments to the scheme granted permission in 2005. The original scheme was one of three schemes for tall buildings within the area considered by our London Advisory Committee on 16 May 2003. The letter of 3 June 2003 noted that *'The Riverside proposals are considered to of a high architectural standard and to have a modest impact upon the historic environment. Nevertheless the forceful presence of new towers on the river's edge is of concern, as is the resulting impact on local and long distance views. The scheme also adds to the overall width of the growing cluster of towers when viewed from Greenwich Park'*. These comments hold true for the current revised proposal.

The letter also noted that *'the architect has acknowledged that further work needs to be done to improve the way in which the proposals address the ground and relate to Westferry Circus.'* Page 20 of the Design and Access Statement submitted with the current application notes however that *'The general siting and disposition of buildings, as well as their relationship to the river and Westferry Circus remain as the approved scheme'*.

English Heritage (Archaeology) (Statutory Consultee)

- 6.13 Recommended condition to secure a programme of archaeological work.

Environment Agency (Statutory Consultee)

- 6.14 The Environment Agency objects to the application on the following basis:

Insufficient mitigation measures have been submitted. It has failed to adequately mitigate for the impacts of the development on the environment and to enhance the biodiversity value of the site in line with current policy. The mitigation proposed in the environmental statement would benefit the site but this has not been followed through in the remainder of the submitted plans and documents.

Resolution

- *A number of mitigation measures have been included in the Environmental Statement, including brown roofs; the attachment of timber fenders to the river wall;*

native planting on the site; green walls and the introduction of bird boxes.

- The applicant has discussed building a new flood defence wall as part of the proposals as part of the development and as part of this, potentially setting back the existing wall by up to 1 metre. We strongly supported this option as it would generate new UK BAP mudflat habitat and also help to mitigate for the negative impact on the foreshore. However the setback option appears to not have been continued as part of the scheme.*
- The use of timber fenders and enhancement through planting have not been addressed in the scheme. The documents do not include any information on the detail or location of the proposed timber fenders.*
- The proposed soft landscaping is located to the rear of the site. The Environment Agency seeks to incorporate native vegetation adjacent to the river to enhance the river corridor for wildlife and to benefit the River Thames. The river wall and adjacent riverside is all part of the River Thames corridor with the river designated as a Site of Metropolitan Importance (SMI) by the London Ecology Unit (LEU).*
- Figure 3.16 in Volume 2 of the ES shows two areas labelled as 'Potential areas for brown roofs'. The areas marked do not provide sufficient mitigation when the scale of the overall footprint is considered and the loss of brownfield habitat. The ES refers to the sighting of a black redstart on the site in February 2007 therefore the site has been used by the species. Currently only 800m² is proposed for brown roofs. The total Gross External Area (GEA) floor space is over 327,000m². We feel that a development of this scale should provide an increased area of habitat.*
- In addition to its small size, the area proposed for the brown roof will be flanked on either side by 190 metre and 240 metre buildings, which will affect the amount of light and heat the site receives. Wind speed travelling between the two buildings is also likely to be an issue. In order for this roof to be considered as an area for possible mitigation the applicant will have to demonstrate that it will be conducive to supporting black redstarts.*
- There is no further provision for green walls or bird boxes in the scheme.*

(OFFICER COMMENT: The Environment Agency have verbally withdrawn their objection and have recommended that the above be biodiversity matters be secured through a condition of approval requiring an ecological management plan for the site. This plan would be considered in consultation with the Environment Agency. Wording of this condition is to be confirmed in writing by the Environment Agency.)

British Waterways

6.15 No objections.

Greater London Authority (Statutory Consultee)

6.16 The revised scheme remains acceptable from a strategic planning perspective. The amendments do not result in any significant additional adverse environmental effects that were not addressed as part of the previous planning permission. The design refinements will result in more elegant and striking buildings and the inclusion of renewable energy technologies is particularly supported. However, Transport for London have a number of issues which need to be resolved before planning permission is granted.

(OFFICER COMMENT: These details are outlined and addressed in the material planning considerations section of this report.)

Corporation of London

6.17 No objection

London City Airport

6.18 No safeguarding objection subject to conditions:

- Prior to commencement details of the method of construction including the details of the use location and height of cranes and other plan and equipment or temporary structures shall be submitted and approved in writing by the LPA in consultation with the operator of London City Airport and the Civil Aviation Authority.
- When not in use the cranes are to be parked parallel to the runway centre line at London city airport.

Metropolitan Police

6.19 No comment received

CABE

6.20 No comment

Natural England (Statutory Consultee)

6.21 No comment received.

BBC – Reception Advice

6.22 No comment received.

Greenwich Society

6.23 No comment received.

LB Greenwich

6.24 No objections.

LB Southwark

6.25 No objections.

Thames Water

6.26 No comment received.

London Fire & Civil Defence Authority

6.27 No comment received.

Port of London Authority

6.28 No objection. Recommends:

- Condition requiring submission of external lighting details – to ensure minimal impact to navigation;
- Barges should be used to transport materials during construction;
- Informative regarding the river works licensing;
- If river wall repairs are to be consulted, please consult with the POL Authority;
- Condition requiring provision of riparian life saving equipment.

National Air Traffic Control Services

6.29 No objections.

7. LOCAL REPRESENTATION

7.1 A total of 996 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 (April 2007):

No of individual responses:	7	Objecting:	7	Supporting:	1
No of petitions received:	0				

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

Objecting

Public Park/Riverside Walkway

The proposed public park location to the south of the site could cause disturbance to residents of the Cascades building. As such the public park should not be open 24 hours.

The Thames walk/path should be maintained and improved as part of the scheme. Hundreds of walkers, cyclists, etc, use this route on a daily basis. Pedestrian access along this path should be retained during construction. This has been achieved on nearby sites such as London Arena and Pan Peninsula developments.

Retail/Active Frontages

There is objection to the removal of retail element at ground level along the river and to the south of the site. The removal of the retail element and active frontages may lead to this area being blank and sterile with little activity.

Access

The pedestrian access to the east is awkward. As most people approach the building from either Canary Wharf tube station or Heron Quays DLR.

Construction Impacts

There should be strict controls over construction hours at the site given potential disturbance to surrounding residential properties.

The Cascades outdoor garden is subject to large amounts of dust and debris associated with the 22 Marsh Wall development. Any new works on the subject site will lead to an increase in this impact. A suggested solution would be for Canary Wharf to contribute towards the ongoing maintenance of Cascades paid for by residents through the service charge for cleaning, etc.

Height & Views

The increase in height to the towers goes against the policy of centering towers around one Canada Square. The proposal is out of context with surrounding development at Canary Wharf.

The proposal will block views and aspect to surrounding residential properties.

Noise

The proposal will lead to an increase in noise in the area.

Supporting

One letter of support was received. The letter states that there are no objections to the development of the site and the expansion of the area is welcomed.

8. MATERIAL PLANNING CONSIDERATIONS

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

1. Policy Requirements
2. Tall Buildings
3. Design & Layout
4. Amenity
5. Sustainability & Renewable Energy
6. Transport
7. Biodiversity

Policy Requirements

- 8.2 The principle of land use and development of the site has previously been accepted through the granting of the existing planning permission (PA/03/00377) on the 8th June 2005.
- 8.3 The site was previously used as a construction storage area. The existing planning permission (PA/03/00377) is currently being implemented and earthworks have commenced on the site.
- 8.4 The Isle of Dogs area, within which the site is located, is identified in the London Plan as an Opportunity Area within the East London Sub Region. Policy 5C.1 identifies indicative estimates of growth. Both the Isle of Dogs and Canary Wharf are known globally as an area which provides a focus for financial and business services. The number of jobs within the area has risen from 19,000 in the early 1990's to 57,000 in 2001. It is identified that in the future policy should seek to expand and consolidate this role. The area should aim to accommodate at least 150,000 jobs by 2016.
- 8.5 The site is identified on the proposals map of both the Unitary Development Plan and the Local Development Framework as being located within the Central Activities Zone. UDP Policy ST10, LDF policy CP8 and the Isle of Dogs Area Action plan recognise the need to further develop the key strategic and international role played by parts of the borough as a global and financial business centre. The policy identifies the northern parts of the Isle of Dogs as a leading global and financial centre involving large scale office development accommodating major corporate occupiers.
- 8.6 Specifically the subject site is allocated in the Isle of Dogs Area Action Plan as a location for Class B1 development with class A1- A5 floor space (Site allocation ID38). The Area Action Plan also seeks to promote employment uses which will support the development of a global financial and business centre at this location.
- 8.7 As previously stated the proposed land use is consistent with the scheme previously approved in June 2005. The scheme will incorporate 324,888 sq m of B1 office space, suitable for accommodating a wide range of financial and business services. The proposed office space is likely to generate approximately 11,359 jobs. The proposed development thus accords with the policies of the London Plan and the borough in terms of promoting the site and the area as a global financial centre whilst also seeking to provide employment opportunities to meet the needs of local residents.

- 8.8 The GLA state in their Stage 1 report that:
- 8.9 *“The LDA supports the proposed development given the economic and employment benefits associated with such a significant volume of office space proposed, and the associated enhancement in the quality and flexibility of London’s office market offer. The proposed development would contribute to the Isle of Dogs globally competitive business cluster and help meet employment projections as set out in the London Plan. The proposed scheme also contributes to the Mayor’s vision as set out in the Economic Development Strategy.”*
- 8.10 The LDA also welcomes the inclusion of employment and training contributions (skillsmatch) which will seek to improve the skills and employment opportunities for local people.
- 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. Policy 3B.4 seeks mixed use development where increases in office floor space are proposed in Opportunity Areas.
- 8.12 The London Plan, the LDF and Area Action plan identifies the Isle of Dogs/Canary Wharf as a centre for the focus of retail and leisure uses in order to protect and enhance the major town centre status of the area.
- 8.13 The site is identified on the LDF proposal map as forming part of this town centre. The proposed development seeks to provide 2367m² of retail and leisure space, (Class A floor space). The proposed retail and leisure uses within the scheme will assist in providing services for future office workers at this location whilst also assisting in the formation of vibrant mixed use areas at this location.
- 8.14 It is noted that the quantum of retail floor space proposed is less than that approved under the previous consent for this site (5,904m²). The proposed retail units are located at the base of the RS2 tower, at promenade level and upper ground level. The approved scheme proposed retail at the ground floor of RS1 overlooking the park, however as part of the proposed development this has been removed following concerns raised by residents of Cascades to the south about potential noise nuisance associated with users of bars and restaurants. The consolidated location of this retail accommodation is considered to be consistent with existing bars and restaurants around Westferry Circus. The proposed location of the retail within the development also assist in the creation of an active river frontage, complementing nearby public open spaces and the riverside walk, as well as adding to the quality of the retail offer within Canary Wharf as a whole.

Tall Buildings

- 8.15 The principle of the site as a location for tall buildings has been established by the approved scheme which comprised two towers of 218.7m (RS1) and 193.5m (RS2). As part of the proposed development the height of RS1 has increased to 241.14m whilst the height of RS2 has decreased to 191.34m, below the height of the smaller tower in the approved scheme. The height of the linking block, RS3 has increased from 51.5m to approximately 77.1m AOD.
- 8.16 Policy 4B.8 of the London Plan supports tall buildings in appropriate locations across London and states that the *‘Mayor will promote the development of tall buildings where they create attractive landmarks enhancing London’s character, help to provide a coherent location for economic clusters of related activities and/or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings.’*
- 8.17 The UDP considers tall buildings to be appropriate within the Central Activities Zone, provided proposals are sensitive to the bulk, scale and massing of the surrounding area. The ability of transport infrastructure to accommodate the level of activity generated should

also be considered. The UDP states tall buildings should seek to emphasise a point of civic and visual significance, both locally and in relation to the urban scene or area from which it would be visible. This is particularly relevant to the Riverside South proposals given their prominent position in relation to both the River Thames and within the Canary Wharf Cluster.

- 8.18 Policy IOD1 of the AAP states that ‘tall buildings will be clustered around Canary Wharf (1 Canada Square) and building heights should be reduced from this point.’ Furthermore, Policy IOD16 states that the northern sub area will continue as a location for tall buildings and will form a cluster of the tallest buildings found on the Isle of Dogs. New tall buildings should help consolidate this cluster and provide new landmarks consistent with the national and international role and function of the area.
- 8.19 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 adversely impact upon 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
- 8.20 Policy CP48 ‘Tall Buildings’ of the emerging Core Strategy states that the Council will, in principle, ‘support the development of tall buildings in the northern part of the Isle of Dogs where they consolidate the existing tall building cluster at Canary Wharf’. Policy DEV27 of the emerging LDF Core Strategy and Policy 4B.9 of the London Plan, require tall buildings to be of the highest quality design and provide a set 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, as demonstrated in its scale, form, massing, footprint, proportion, materials, and relationship to other buildings, the street network, public and private spaces and the River Thames.
 - 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.
 - The proposed development would achieve a high standard of safety and security for future occupants and users.
 - The proposed buildings would be visually integrated into the streetscape and the surrounding area.
 - The proposed development would present a human scaled development at the street level.
 - The proposed development would respect the local character and seek to incorporate and reflect elements of local distinctiveness.
 - The proposed development would incorporate adaptable design measures.
 - There will be minimal impact on the privacy, amenity and access to sunlight and daylight to surrounding residents.
 - The Environmental Statement demonstrates that the impact on the microclimate of the surrounding area, including the site and public spaces, will not be detrimental.
 - The proposed development demonstrates consideration of sustainability throughout the lifetime of the development, including the achievement of a high standard of energy efficiency, sustainable design, construction and resource management.
 - The impact on the biodiversity of the River Thames will be minimised through the provision of an Ecological Management Plan which will ensure that biodiversity on the

site will be generally improved through the proposed scheme.

- The proposed development will scheme high internal and external noise standards.
- 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.
- The proposal incorporates the principles of inclusive design.
- The site is located in an area with very good public transport access.
- The scheme takes into account the transport capacity of the area, and ensures the proposal will not have an adverse impact on transport infrastructure.
- The proposed development would result in improved permeability throughout the site and to the surrounding street network
- The proposed development would contribute to high quality pedestrian routes including the strategic cycle network.
- The scheme provides publicly accessible areas within the development including 24 hour access to a public park.
- 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.
- The scheme has considered public safety requirements and has demonstrated emergency access provision.

8.21 The GLA Stage 1 report provides the following comment on the scheme:

“The amendments do not result in any additional significant adverse environmental effects that were not addressed as part of the previous planning permission. The overall siting and design remains similar to the approved scheme, with two towers standing either side of the Jubilee Line tunnels and linked by a central podium. The design refinements will result in more elegant and striking buildings.”

Important Views

- 8.22 Policy CON5 – Protection and Management of Important Views of the Emerging Core Strategy states that the Council will resist development that has an adverse impact on important views, including panoramas, prospects and local views.
- 8.23 The Riverside South location falls within an existing cluster of tall buildings. The site is not within a Conservation Area nor close to listed buildings, other than the listed lock wall. The site is not within a Strategic Viewing Corridor and is not affected by the Draft London View Management Framework.
- 8.24 The principle of tall buildings on this site has been established by the approved scheme. The proposed development does not deviate from these established principles including the height, form and orientation of the towers and only makes relatively minor amendments to the overall heights.
- 8.25 The Impact of the increase in height is observed in number of views in the Townscape and Visual Impact Assessment. The principal consideration in terms of views relates to the additional storeys proposed in the revised scheme. The Scheme marks the western most edge of the Canary Wharf cluster and is considered an appropriate location for a building of this scale and design quality. It is considered that there is no immediate built context except for the vast expanse of River Thames. In all distant views, the change in height appears to be marginal in nature. There are number of sites identified as suitable for a tall building between Riverside South and Central Canary Wharf and the proposal will seek to contain towers of intermediate height and consolidate an emerging cluster. London Borough of Tower Hamlets Urban Designer supports the scheme in terms of its architectural design and townscape merit.

Design & Layout

- 8.26 Policy 4B.2 of the London Plan states that the Mayor seeks to promote world class design. Development proposals should demonstrate 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.
- 8.27 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. 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.
- 8.28 In addition to London plan and tall building policies, the proposal also generally accords with the design and environmental Policies DEV1 and DEV2 of the 1998 UDP and Policy CP4 and 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.
- 8.29 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.
- 8.30 The design and layout of the proposed development is considered to be of high quality, reflecting the character of the surrounding context. The development will also result in the creation of a well connected public realm adding to the advancement of the area as a global financial business centre and a district centre thus assisting in the achievement of the objectives of policies within the London plan, the UDP, LDF and the Isle of Dogs AAP.
- 8.31 The site incorporates a Strategic Riverside Walkway, as designated by the UDP and emerging LDF document. This route is also part of the Sustrans route. The continuation and enhancement of the riverside walk from the existing waterfront at Riverside North will seek to ensure that continuation of this strategic route. The siting of retail units, intended to be predominantly Class A3 –A4 use, along the river frontage will allow the promotion of vibrancy as well as access to the river at this location. The retention of the riverside walkway thus meets the objectives of policies within the London plan, the UDP, LDF and the Isle of Dogs AAP and achieves the Mayors aspirations behind the creation of a Blue Ribbon Network along the River Thames.
- 8.32 As demonstrated in the Design and Access Statement and the indicative landscaping proposals 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 forms the riverside walkway and a public park at the southern portions of the site which will seek to provide an open space area for employees/residents and visitors whilst also acting as a buffer between the development and residential properties to the south. Further landscaping details including submission of details of lighting, signage and treatments of these public areas would be secured through conditions of approval prior to the commencement of the development in order to ensure high quality, useable spaces.

Materials

- 8.33 The architectural form and principal structure of the scheme has undergone refinement as a result of the revised scheme. The external appearance of the façade of the towers remains

similar to that previously approved, subject to the addition of further louvers.

- 8.34 In order to achieve a high quality finish details of final finishes and cladding details would be required for as a condition of approval including the detailing of all external materials and a 'typical cladding detailed mock up'.

Accessibility & Inclusive Environments

- 8.35 Policies 4B.1, 4B.4, 4B.5 of the London Plan seek to ensure that developments are accessible, usable and permeable for all users and that development can be used easily by as many people as possible without undue effort, separation or special treatment. Policy 3C.20 refers to the importance that connections from new developments to public transport facilities and the surrounding area (and its services) are accessible to all. Best practice guidance has been issued by the GLA (SPG Accessible London: achieving an inclusive environment, 2004).
- 8.36 Policies ST3 and DEV1 of the UDP require that development contributes to a safe, welcoming and attractive environment which is accessible to all groups of people. A growing awareness of the importance of creating environments that are accessible for all people has led the Council to emphasise the importance of 'inclusive design'. This is reflected in policies CP1, CP4, CP40, CP46 and DEV3 of the LDF Core Strategy submission document, which all seek to ensure that inclusive environments are created which can be safely, comfortably and easily accessed and used by as many people as possible without undue effort, separation or special treatment.
- 8.37 The proposed development has been designed in accordance with the principles of accessibility and inclusive design. The Access Statement has explored both access and egress issues, to and around the site as well as within the building itself. Consultation on accessibility throughout the design process has resulted in the inclusion of use by disabled people.
- 8.38 Options will continue to be considered throughout detailed design and beyond, to ensure the building is fully accessible. Further access assessment and consultation will be required throughout any future design progression.

Safety & Security

- 8.39 Further UDP Policies DEV1 and 2 and Policy DEV 4 of the Local Development Framework seeks to ensure that safety and security within development and the surrounding public realm are optimised through good design and the promotion of inclusive environments.
- 8.40 The scale of the proposed development and the likely number of occupants generated at this location will result in a greater concentration of activity within this area. As a result of this very substantial site population and of the security policies of tenants, the site will result in enhanced surveillance. An associated lighting and CCTV scheme will ensure that the site, its immediate connections and neighbouring spaces and links will be continuously observed by people and monitoring systems.

Amenity

Assessing daylight and sunlight

- 8.41 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.
- 8.42 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.

- 8.43 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.
- 8.44 Daylight/Sunlight analysis is included as part of the Environmental Statement submitted with the application. The statement demonstrates that nearby buildings will not be adversely affected by the loss of privacy or material deterioration of daylighting and sun lighting conditions.
- 8.45 The Environmental Statement reports on the assessment of effects for sunlight and daylight and identifies minor adverse effects at six locations:
- Cascades
 - 1-9 Chandler Mews
 - 11-85 Anchorage Point
 - Berkley Tower
 - City Pride (public house)
 - Hanover House
- 8.46 A number of residents from within the cascades tower located immediately to the south of the site raised concerns in relation to sun and daylight impacts generated by the scheme. The potential impacts to the Cascades development have been addressed in the Environmental Statement.
- 8.47 The daylight assessments have shown that 143 (70%) of the 205 windows receive reductions in Vertical Sky Component (VSC) beyond the criteria suggested. These range between a 30 and 60% reduction. However the level of daylight remaining within all of the habitable rooms is sufficient to meet both the No Sky contour (NSC) and Average Daylight Factor (ADF) with the exception of one small porthole style kitchen window on each floor between the 1st and 20th floors. All of the living rooms would retain ADF values in excess of 5%.
- 8.48 No mitigation measures are recommended as adverse effects are of no more than minor significance.
- 8.49 Open spaces to the north of the site have been included within the assessment of overshadowing impacts as anything to the south will not be cast in shadow by the proposal.
- 8.50 There are three areas of open amenity space, located to the north of the site, which may receive some additional shadowing. These are: -
- Space in the centre of Westferry Circus roundabout;
 - Space to the north of Hanover House; and
 - Space to the south of Belgrave Court.
- 8.51 With the approved scheme in place, the centre of Westferry Circus roundabout and the space to the south of Belgrave Court, both receive no permanent shadow. The space to the north of Hanover House receives permanent overshadowing to 18.24% of its area. The BRE guidelines suggest that an open amenity space should not receive more than 40% permanent shadow and preferably no more than 25%. This is obviously easily complied with, with the approved scheme in place.

Noise

- 8.52 The Environmental Statement investigates the effect of the development on the acoustic

environment of the site and surrounding buildings. The main areas include road traffic, externally reflected sound, wind generated noise and noise emissions from building services plant. The results of the assessment show that noise as a result of traffic associated with the development would be of minor significance. No unusual effects are anticipated because of externally reflected sound or wind interactions with the facades.

Microclimate

- 8.53 The impacts of microclimate are assessed through 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. A number of mitigation measures are recommended including,
- Canopy and vertical fins along south face of RS-1;
 - Heavy tree planting and vertical screens in plaza area to south of RS-1;
 - A Vertical screen at NW corner of RS-2 and vertical louvers at NW and NE pedestrian walkways just north of RS-2;
 - Windy areas near Impounding Lock: Increased tree planting and plans for alternate Route;
 - E-W passageway between RS-2 and RS-3: enclosed E-W passageway between RS-2 and RS-3.

The results show that the proposed amelioration measures are effective in improving wind conditions in the majority of locations on the site. This is considered to be satisfactory.

Construction Impacts

- 8.54 A number of surrounding residents raised concerns in relation to amenity impacts during construction.
- 8.55 Works for the construction of the approved scheme have commenced. The construction programme for the proposed scheme will span approximately 52 months. A review has been undertaken of the potential environmental issues and adverse impacts associated with the construction works. In order to ensure that the construction works are managed and undertaken in accordance with best practice and statutory requirements a site specific Construction Environmental Management Plan, or CEMP, is being produced which would be agreed with the local authority.
- 8.56 The purpose of the CEMP is to identify potential adverse environmental issues, to specify measurable limits and targets, to detail the mitigation measures to be undertaken and the management tools and procedures required. The CEMP would cover all aspects of the construction activity, both on-site and those that may affect surrounding areas, for example the management of construction traffic. Other activities that may cause a nuisance to nearby residents and workers would be monitored.

Sustainability & Renewable Energy

- 8.57 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 generated 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.

Energy

- 8.58 The applicant has reconsidered its approach to energy from its consented scheme,

addressing both energy efficient design and sustainable supply technologies. The proposed office buildings will make use of passive design measures to increase energy efficiency. Use of daylighting will be maximised and specific efforts will be made to build an inclusive, safe and comfortable space. Energy will be conserved using a high-performance facade, zoning and independent controls and some of the site's energy demand will be met by localised energy generation. Renewable energy technologies, such as ground source cooling, photovoltaics and bio fuel boilers will also be incorporated into the building design.

- 8.59 The GLA have assessed the above energy proposals. The GLA considers that the proposed approach is consistent with the London Plan and should be secured by condition.

Water Conservation

- 8.60 Water efficient appliances will be installed throughout the building, and materials will be sourced responsibly.

Waste

- 8.61 A Waste Strategy has been prepared to address and recommend sustainable waste management practices and the environmental burden during construction activities is addressed by the Construction Environmental Management Plan.

Air Quality

- 8.62 The development would result in changes to traffic flow characteristics on the local road network. Effects of the proposed development on local air quality based on traffic flow predictions have been assessed.
- 8.63 An assessment shows that the effects of the proposed development are likely to be of slight adverse significance. In order to mitigate these impacts a Construction Environmental Management Plan (CEMP) will be drafted setting out measures to be applied throughout the construction phase would apply to site.
- 8.64 During the operational phase, encouraging sustainable transport and reducing dependence on the private car would reduce the impact of the development in terms of both greenhouse gases and pollutants.

Transport

- 8.65 Both the UDP and the Local Development Framework 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. Through the emerging Core Strategy the Council seeks to focus high density development in areas of high public transport accessibility (CP41).
- 8.66 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.

Strategic Transport

- 8.67 The site has a Public Transport Accessibility Level (PTAL) of 5 (very good). The Riverside South site is located adjacent to the transport hub of Canary Wharf and is served by the Underground (Jubilee Line – Stratford to Stanmore), the Docklands Light Rail (Bank/Tower Gateway to Lewisham/Royal Docks/Stratford) and a number of bus services (277, D3, D7 and D8) and is therefore in a highly sustainable location. The site is also adjacent to Canary Wharf Pier which is served by river transport.

- 8.68 It is intended that 97 per cent of employees are expected to travel to the site by public transport or other non car modes in peak periods. It is intended that the scheme will generate 21,720 one way employees and visitor trips per day, excluding service vehicles.
- 8.69 Transport for London (TfL) were consulted on the application as part of the GLA Stage 1 response. In principle TfL have no objections to this application provided the following issues are resolved satisfactorily.

“TfL considers that the transport assessment makes inadequate assessment of the pedestrian environment. Some measures such as improved pedestrian crossings and the provision of a riverside walkway are welcomed. However, other matters such as details of pedestrian routes to public transport, cycle routes and key points of interest together with conflicts vehicle access routes should be provided. A pedestrian capacity study should be carried out as there is particular concern about footway widths in parts of Heron Quays where around 2000 walking trips are estimated between the station and the site. TfL would welcome further discussion about these matters.”

“Since the previous application TfLs plans for the bus network in the vicinity of the development have progressed and that it is hoped that a new route 135 will be provided together with the extension of the existing route 330. These routes are required to meet existing capacity on the Westferry Road corridor. The transport assessment indicates that the development will have 320 inbound trips by bus in the morning peak. Assuming that this is split 50:50 by direction, this will generate the need for an additional 2.3 buses during this period. In order to accommodate this TfL requests a contribution towards increasing bus capacity of £300,000 per annum for three years, a total of £900,000. “

“The transport assessment assumes that the DLR three-car upgrade will provide the necessary capacity to accommodate the growth in trips associated with this development. It also assumes that passengers travelling in the Jubilee Line from the west would transfer from to the DLR in sufficient numbers to alleviate overcrowding. As with the previous permitted scheme TfL would therefore expect a contribution of £3 million towards DLR capacity enhancement works.”

- 8.70 The applicant has no objection to providing a contribution of £900,000 to TfL towards the upgrade to bus services in the vicinity of the site and this should be included in the Heads of Terms. Similarly the applicant has no objection towards providing a contribution of £3,000,000 to DLR to facilitate capacity enhancement works.
- 8.71 In relation to the pedestrian capacity study it is recommended that this be secured through a planning condition. The study would be considered in consultation with TfL. TfL have not provided clarification on how any impacts (if identified) would be mitigated.

Vehicle Access

- 8.72 The site is accessible by vehicles at two levels; the lower road level and the upper podium level. The main vehicular access for taxis and visitors will be provided at the podium level direct from the Upper Level of Westferry Circus.
- 8.73 At the lower level roundabout of Westferry Circus, an access will be provided to the B1 basement car park. On Westferry Road, between Westferry Circus and Heron Quays Road, two accesses will be provided to the B2 and B3 basement car parks, motorcycle parking and the loading bays.
- 8.74 A secondary egress only vehicle route will be provided from the podium level of the development, down to Westferry Road, close to its junction with the lower level of Westferry Circus. This will only be opened in emergencies or during periods when the exit onto

Westferry Circus Upper Level is blocked.

- 8.75 The vehicle access arrangements on the site have been assessed by Councils Highways Department as satisfactory. There is some concern over the safety of access from the podium level down to Westferry Circus as visibility would be poor for vehicles entering the network at this location. It is acknowledged that this access is noted for emergency vehicles only. In order to ensure improved vehicular safety at this location it is recommended that this emergency access be secured through conditions of approval.
- 8.76 In addition there was concern raised regarding the car park entrance at the lower level to Westferry Circus. It is recommended by highways that a detailed plan be submitted as a condition of approval to ensure that the barrier is setback from the highway in order to allow for sufficient space to allow for queuing vehicles.
- 8.77 The site would also accommodate a number of vehicle set down and pick up areas (adjacent to each building) as it is envisaged that some visitors to the site will travel by taxi or private vehicles. Delivery vehicles for both the office and retail elements of the development will use the loading docks, accessed from Westferry Road.
- 8.78 A vast majority of delivery and service vehicles are expected in the transport assessment to approach the site from the north and will be required to travel via the Heron Quays roundabout (u-turn) to access the loading docks. The drop-off facilities for each building are designed to accommodate occasional deliveries, but these are expected to be confined to small vans and couriers. It is recommended by Councils Highways Department that a service management plan be submitted as a condition of approval to ensure that servicing can adequately be accommodated on site to ensure minimal impact upon the road network and surrounding context.
- 8.79 Emergency vehicles will be able to travel around the perimeter of the site. The applicant has adequately demonstrated that emergency vehicles can make this movement.

Parking

- 8.80 Emerging policy DEV19 states that Council will minimise on and off street parking for all developments. All parking is to be in compliance with the Parking Standards, and the emerging Core Strategy sets maximum parking standards for retail and employment generating uses. The emerging Core Strategy sets out the maximum car parking standards that varies by type of use. For large developments in areas with good public transport (i.e., PTAL scores between 4 and 6) minimal parking is sought. For retail units no car parking is sought.
- 8.81 The application proposes 150 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.
- 8.82 TfL supports the reduction in car parking over the previously approved scheme. However, it should be adjusted so that disabled parking comprises 10% of total parking or 15 spaces. In addition given the projected taxi use, the development should provide for a formal taxi rank similar to those on the North Colonnade and South Colonnade in the Canary Wharf complex.

Cycle Accessibility

- 8.83 Policy CP42 encourages pedestrian and cycle permeability in new developments. The Council will ensure that new developments have a high level of connectivity with the existing and proposed transport, and pedestrian network. Policy DEV16 further promotes sustainable transport use, requiring developers to provide secure cycle parking, and routes through development. More specifically Policy IOD2 of the emerging AAP states that all

major destinations on the Isle of Dogs should be easily accessible for all and existing pedestrian and cycle links should be improved.

- 8.84 The Thames Path Cycleway runs along the riverside walk to the west and south of the site and forms part of the Sustrans national cycle network.
- 8.85 Both Council's Highways Department and TfL have assessed the cycle provision which includes the provision of 345 spaces. Cycle parking provision is significantly less than TfL's cycle parking standards as referred to in the London Plan (annexe 4 paragraph 37) and must be increased to 1,299 spaces for the office element and a minimum of 8 spaces, located at the entrance of the units, for the retail element. All cycle parking should be provided in accordance with the London Cycle Network design manual. In particular it should be covered and protected, as well as having security measures such as CCTV. The site is well served by existing cycle routes.

Biodiversity

- 8.86 Policies ST8, DEV57 and DEV62 of the UDP and policies CP31 and CP33 of the LDF Core Strategy submission document set out requirements in line with international, national and regional policy. These seek to ensure the protection, conservation, enhancement and effective management of the borough's biodiversity.
- 8.87 In accordance with Policy 3D.12 of the London Plan 2004, the Council produced a Local Biodiversity Action Plan (LBAP) which sets out priorities for biodiversity protection and enhancement. The Species Action Plan for black redstart is also of significant importance.
- 8.88 Policy 4C3 of the London Plan focuses on the Blue Ribbon Network and the importance to protect and enhance the biodiversity of the network by designing new waterside developments in ways that increase habitat value
- 8.89 The site is located adjacent to the Thames which is identified as part of London's Blue Ribbon Network and a site of nature conservation importance.
- 8.90 In accordance with Policy DEV47 and DEV48 of the UDP (1998) the proposal will improve the aesthetic amenity of the site and the river environs whilst also allowing for improved pedestrian access linkages through the site to the riverside walkway and the River Thames.
- 8.91 The scheme will also provide some 800m² of brown roofs which will seek to provide habitat for bird and invertebrate species such as the black redstart. Brown roofs will also assist in increasing energy efficiency and minimising water runoff volumes.
- 8.92 The design and layout of the scheme will also include a public park and areas of landscaping. Details of which are defined in the indicative landscape proposals provided. Appropriate planting within these areas (to be secured as a condition of approval) will also assist in the promotion of biodiversity on the site.
- 8.93 Biodiversity measures will be incorporated into the scheme through the submission of an Ecological Management Plan, which will detail provision of brown roofs, use of timber fenders to the river wall, bird boxes and native species, etc, in the use of landscaping. It is recommended that this be secured as an appropriate condition of approval. The wording of this condition will be agreed in consultation with the Environment Agency.

Environmental Impact Assessment

- 8.94 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.

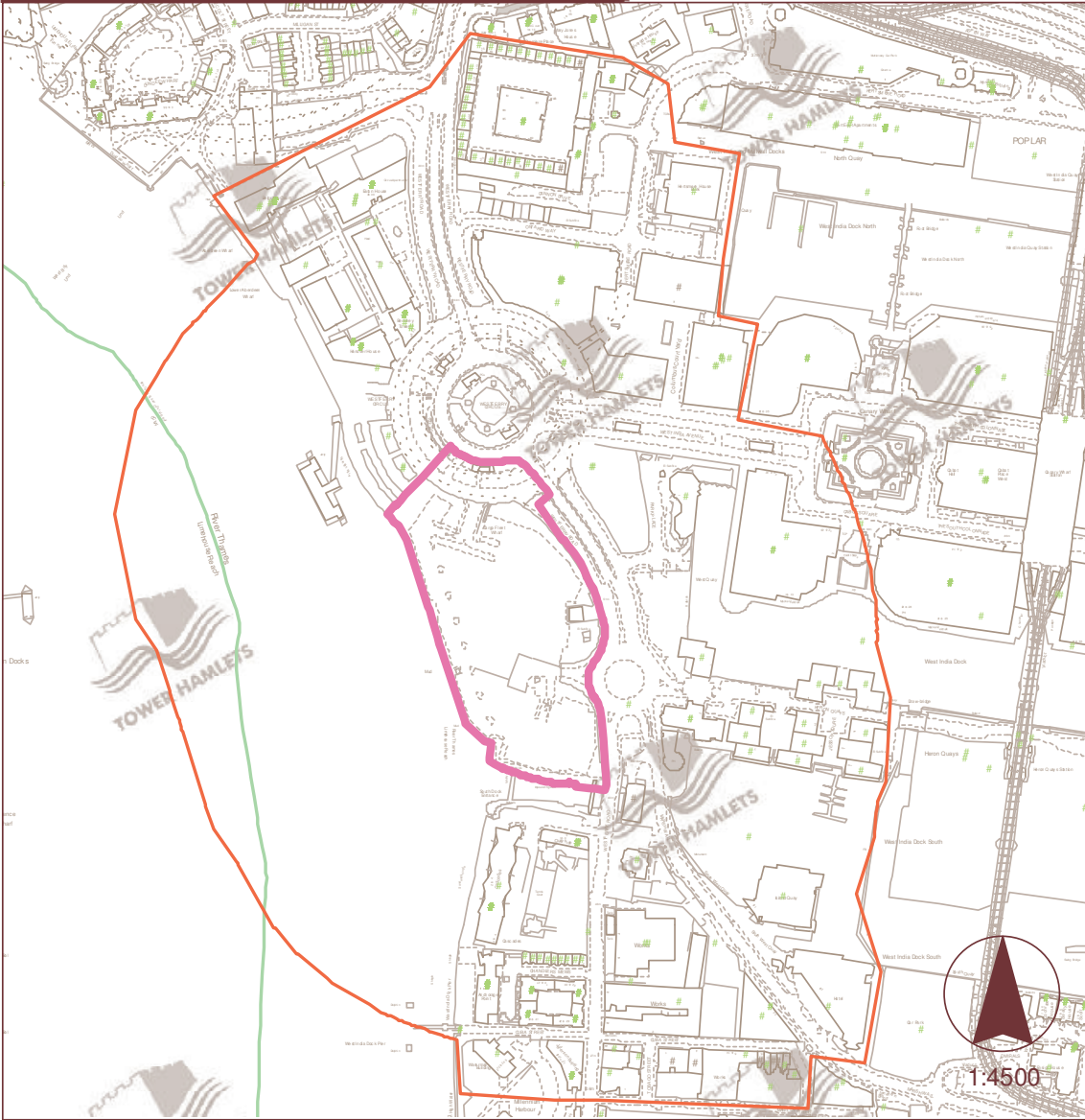
8.95 The ES was considered to provide a thorough assessment of the impacts and meets the requirements of the EIA Regulations. Further clarification was sought on a number of points via a Regulation 19 request. The applicant submitted further information to address these requirements.

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

9.0 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

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