

Committee: Strategic Development Committee	Date: 25 September 2014	Classification: Unrestricted	Agenda Item No:
Report of: Corporate Director Development & Renewal		Title: Planning Application for Decision	
Case Officer: Gareth Gwynne		Ref No: PA/14/00293	
		Ward(s): Blackwall and Cubitt Town	

1. APPLICATION DETAILS

Location: 7 Limeharbour, E14 9NQ
Existing Use: Vacant Office Space (B1 (a) Use Class))

Proposal: Demolition of the existing building and the construction of a new residential building ranging from 6 to 23 storeys (with additional lower ground level) and comprising 134 residential units, private leisure facilities, a new urban square (including new pedestrian links and hard and soft landscaping), revised vehicle access arrangements, and basement car parking and servicing.

Applicant: Telford Homes plc
Owners: Telford Homes plc
Historic Building: N/A
Conservation Area: N/A

Drawings

D0001 Rev. P2, D0099 Rev. P2, D0100 Rev. P3, D0101 Rev. P2, D0102 Rev. P2, D0103 Rev. P2, D0104 Rev. P2, D0105 Rev. P2, D0106 Rev. P2, D0107 Rev. P 2, D0108 Rev. P2, D0109 Rev. P2, D0110 Rev. P2, D0111 Rev P2, D0112 Rev. P2, D0113 Rev 2, D0114 Rev. P2, D0115 Rev. P2, D0116 Rev. P2, D0117 Rev. P2, D0118 Rev. P2, D0119 Rev. P2, D0120 Rev. P2, D0121 Rev. P2, D0122 Rev. P2, D0123 Rev. P2, D0200 Rev. P2, D0201 Rev. P3, D0202 Rev. P2, D0203 Rev. P2, D0204 Rev. P2, D0205 Rev. P2, D0206 Rev. P2, D0207 Rev. P2, D0300 Rev. P2, D0301 Rev. P2, D0300 Rev. P2, D0400 Rev. P2, D0500 Rev. P2, D0501 Rev. P2, D0502 Rev.P2, SLD/UD-LM1

Submission Documents

Environmental Statement, February 2014, Employment Report – November 2013, Energy Statement – February 2014, Sustainability Statement – February 2014, Planning Statement Addendum – June 2014, Addendum to Design and Access Statement – June 2014, Updated Landscape Design Document – June 2014, Environmental Statement Regulation 22 Addendum, Energy Statement Addendum – June 2014, Parking & Highways Response Note – June 2014

2 SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

2.1 The Local Planning Authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the adopted London Borough of Tower Hamlets Core Strategy (September 2010), Managing Development Document (April 2013) as well as the London Plan (2011) and the National

Planning Policy Framework and other material planning considerations, and has found that:

- 2.2 The scheme will maximise the use of previously developed land, and will significantly contribute towards creating a sustainable residential environment consistent with adopted and emerging national and local planning policy. The site is not located in a Preferred Office Location (POL) or Local Industrial Location (LIL) and does not form part of a site allocation. The surrounding area is predominantly residential in character and with adequate evidence provided of a lack of demand for the existing office space (that is vacant) the principle of redeveloping the site to provide a residential development is considered acceptable in land use terms and consistent with the London Plan objectives for the Isle of Dog's Opportunity Area and the vision strategy set out for Cubitt Town in the Core Strategy of LBTH's Local Plan.
- 2.3 The urban design, layout, building height, scale and bulk of the tower is considered acceptable and consistent with adopted policy which seeks to ensure buildings and places are of high quality design, suitably located and sensitive to the locality and without detriment to local or strategic views. The height of the 'slipped' tower mediates between the taller buildings focussed around the edge of Millwall Dock, on the west side of Limeharbour and the lower more suburban residential building form to the east. The scheme respects the established building height hierarchy set for Crossharbour Town Centre and specifically the consented comprehensive district centre development scheme for the ASDA site that includes a tower element of 23 storeys in height.
- 2.4 The height of the development is in accordance with London Plan and LBTH Local Plan policies which seek to ensure tall buildings are appropriately located and of a high standard of design whilst also seeking to protect and enhance designated and local views
- 2.5 The density of the scheme would not result in unduly detrimental adverse impacts typically associated with overdevelopment and therefore is acceptable assessed against planning policies which seek to ensure development acknowledges site capacity and does not have an adverse impact on neighbouring amenity.
- 2.6 The internal layouts are well considered and consistent with London Plan and Local Plan policies and the detailed design guidance set out in the Mayor of London's Housing Supplementary Planning Guidance document. Whilst 28% of the units are single aspect, none of these units are north facing and none are within the rented affordable housing tenure.
- 2.7 All the units benefit from 1 or more individual private balconies or roof terraces. The arrangement of the external communal space and child play spaces are well considered and benefit from good levels of natural surveillance and effectively meet the needs of the development, in accordance with policies which seek to improve amenity and liveability for residents.
- 2.8 The landscaped south facing plaza, that will be open to the public and residents alike, is considered a welcome addition to the public realm of this part of Cubit Town and will provide an improved link for pedestrians walking to/from Limeharbour and Crossharbour DLR to the south west and respectively to East Ferry Road to the east of the site.
- 2.9 On balance the impacts of the development on the amenity of neighbours in terms of loss of light, overshadowing, or increased sense of enclosure are not considered to be unduly detrimental given the urban nature of the site.

- 2.10 Sustainability matters, including energy, are acceptable and accord with policies which seek to promote sustainable development practices.
- 2.11 The proposed development will provide appropriate contributions towards the provision of affordable housing, health facilities, open space, transportation improvements, education facilities and employment opportunities for residents and in line with the Council's Planning Obligations SPD, which seeks to secure contributions towards infrastructure and services required to facilitate proposed development.

3 RECOMMENDATION

3.1 That the Strategic Development Committee resolve to **GRANT** planning permission subject to

A Any direction by **The London Mayor**

B The prior completion of a **legal agreement** to secure the following planning obligations

3.2 Financial Obligations

- a) A contribution of £44,598 towards enterprise & employment.
- b) A contribution of £143,210 towards leisure and community facilities.
- c) A contribution of £35,698 towards libraries and Idea Store facilities.
- d) A contribution of £378,296 to mitigate against the demand of the additional population on educational facilities.
- e) A contribution of £123,645 towards public open space.
- f) A contribution of £177,284 towards health facilities.
- g) A contribution of £64,800 towards carbon off-setting contributions.
- h) A contribution of £4,896 towards smarter travel
- i) A contribution of £80,000 to Transport for London towards station improvements at Crossharbour DLR station
- j) A s106 monitoring fee (set at 2%) £25,648

Total: £1,308,075 (including £230,000 associated with Highway Works noted at g and h; non financial contribution)

Non-Financial Obligations

- a) 34.3% affordable housing, as a minimum, by habitable room with 60% as social/affordable rent and 40% as intermediate (shared ownership):-
 - with 1 in number 5 bedroom units, 2 in number 4 bedroom units and 8 in number 3 bedroom unit all with social rents;
 - 5 in number one bedroom units with affordable rents and 4 in number two bedroom units;

- with 21 intermediate units, with 12 in number 1 bedroom intermediate units, 6 in number two bedroom units and 3 in number three bedroom units.
 - With 3 in number of the three bedroom affordable rented units to be completed as fully wheelchair accessible or designed to be easily adaptable (with the applicant undertaking the full adaptation when required).
- b) Employment and Training Strategy including the provision of a minimum 8 NVQ level 2 apprenticeships during the construction phase.
- c) Access to employment (20% Local Procurement; 20% Local Labour in Construction).
- d) On Street Parking Permits removed for future occupants.
- e) Travel Plan.
- f) Permanent uninhibited public access to the plaza located within the development site located to the south of the residential tower.
- g) Shared surface works at junction of East Ferry Road/Limeharbour (Estimated at £200,000)
- h) Installation of a new pedestrian crossing and the associated feasibility study and re-provision of two on street car parking bays (Estimated at £30,000)
- i) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal.
- 3.3 That the Corporate Director Development & Renewal is delegated power to negotiate and complete the legal agreement indicated above acting within normal delegated authority.
- 3.4 That the Corporate Director Development & Renewal is delegated power to impose conditions and informatives on the planning permission to secure the following matters

CONDITION AND INFORMATIVES

- 3.5 Any other conditions(s) considered necessary by the Corporate Director Development & Renewal

Prior to Commencement Conditions:

1. Construction and environmental logistics management plan
2. Contaminated land scheme of investigation
3. Archaeological investigations
4. Thames Water (water infrastructure capacity)
5. Piling method statement
6. SUDS (drainage)
7. Crane height maximum during construction

Prior to works above ground level conditions:

8. External materials
9. Landscaping scheme (including public art)

10. Energy Strategy
11. Details of Combined Heat and Power
12. Biodiversity measures including details of green roofs
13. Noise Mitigation Strategy (for end user and construction phase)
14. Wind Mitigation Strategy

Prior to Occupation Conditions:

9. Waste Management Plan
10. Delivery and Servicing Plan
11. Code for Sustainable Homes achieving 'Level 4'
12. Car Parking Management Plan
13. Secure by Design Certificate
16. 10% Electric vehicle and motor scooter charging points
14. Lifetime Homes and details inclusive design of leisure facility

Compliance Conditions:

15. Permission valid for 3yrs
16. Development in accordance with approved plans
17. Energy Strategy
18. Cycle parking
19. 10% Wheelchair housing

3.6 Informatives:

- Consultation with Building Control
- Thames Water Advice
- S278 agreement required

3.7 Any other informative(s) considered necessary by the Corporate Director Development & Renewal

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

4. PROPOSAL AND LOCATION DETAILS

Site and Surroundings

4.1 The application site is an irregularly shaped piece of land approximately 0.29 hectares located on the east side of Limeharbour set approximately 100 metres north of Crossharbour DLR Station.

4.2 The 7 storey office block on site was built in the early 1980's and provides just under 3,000sq.m of B1 (a) employment space. The office block has been vacant for the last 12 months. There is a significant change in levels across the site with the ground level set above the surrounding pavements and carriageways to the west, south and east. The site benefits from some thick unmanaged vegetation and mature trees.

4.3 The site is bounded by a similar style office building to the north at 5 Limeharbour, beyond that lies a stepped residential building rising to 17 storeys at 3 Limeharbour (known as City Tower). A four storey residential development

lies at Peninsular Court to the south across a small street linking Limeharbour to East Ferry Road. The area to the east, extending from the opposite side of East Ferry Road is an established neighbourhood of low rise two and four storey houses and maisonettes. Baltimore Wharf, a large scale residential led development lies immediately to the west on the opposite side of Limeharbour. Vehicle access to the site is from the north of the site, off Limeharbour and is shared with the office building at No 5 Limeharbour.

- 4.4 The site has a Public Transport Level Accessibility Level (PTAL) rating of 4.

Proposal

- 4.5 The proposed scheme involves the demolition of all the existing buildings and the erection of a new building containing 134 residential units and a significant re-levelling of the ground level towards the southern end of the site, to create a publically accessible plaza space. The new development comprises of four architecturally distinct elements rising to 6 storeys, 18 storey, 21 storeys and 23 storeys, plus a lower ground level. The principal orientation of the four elements of the block would be to the south and north with each tower element 'slipped' on plan in relation to each other. The scheme would be finished in brick predominantly.
- 4.6 The ground and lower ground floors would contain two entrance lobbies (one for market and shared ownership units and the 2nd lobby for the rented affordable housing units), an ancillary gym for the benefit of markets sale units, cycle storage areas, space for plant equipment, 14 car parking spaces with 8 bays allocated for disabled parking). The entrance to the basement car park would be off East Ferry Road, with general servicing of the residential blocks taking place off street (including waste collection) from Limeharbour, utilising the existing vehicle crossover shared with No 5 Limeharbour.
- 4.7 The affordable rented and intermediate housing units would be contained in the bottom 7 storeys of the development. All 20 affordable rented units would benefit from either dual or triple aspect.
- 4.8 Aside from the individual private balconies and roof terraces to each flat, all the open space provision is contained at ground level with a private communal amenity space to the rear (north of the tower) for use only by residents of the scheme (both affordable and private housing) containing a dedicated children's play area and two public realm spaces to the west and south of the building block.
- 4.9 The public plaza space in front of the block would be south facing and contain a mix of hard and soft landscaping areas and seating areas to encourage people to linger. Play equipment will also be provided within these public realm spaces.
- 4.10 The on-site public realm improvements would be supplemented by the necessary provision of a shared surface treatment to the highway on the link road between East Ferry Road and Limeharbour and would include traffic calming design features. This would be secured by s106 legal agreement as would a new pedestrian crossing across Limeharbour, which are both necessary to facilitate the development.
- 4.11 The scheme has been revised since it was submitted to reduce the maximum storey height from 29 upper storeys to 23 upper storeys with a commensurate

reduction in the number of residential units from 167 units to 134 units but a retained proportion of affordable housing (34.3%) and comparable mix across all tenures. The footprint of the tower occupies approximately 27% of the development plot.

5 Relevant Planning History

Application Site

- 5.1 The site has not been subject to any substantive planning applications in the last 15 years.

Neighbouring Sites

- 5.2 At No 3 Limeharbour, planning permission was granted on 10 March 2008 (PA/02/001895) for “Demolition of the existing two-storey Jaguar showroom. Erection of a part two to part six storey L-shaped building fronting Roffey Street and adjacent 98-110 East Ferry Road; and erection of a part five to part seventeen storey building fronting Limeharbour providing 213 residential units and 4 commercial units.”

6 POLICY FRAMEWORK

'Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that the determination of these applications must be made in accordance with the plan unless material considerations indicate otherwise.

For details of the status of relevant policies see the front sheet for “Planning Applications for Determination” agenda items. For a complex application such as this one, the list below is not an exhaustive list of policies, it contains the most relevant policies to the application:-

Tower Hamlets Core Strategy (adopted September 2010) (CS)

- SP01 Refocusing on our Town Centres
- SP02 Urban Living for Everyone
- SP02 Delivering Homes
- SP03 Creating Healthy and Liveable Neighbourhoods
- SP04 Creating a Green and Blue Grid
- SP05 Dealing with Waste
- SP08 Making Connected Places
- SP09 Creating Attractive and Safe Streets and Spaces
- SP10 Creating Distinct and Durable Places
- SP11 Working towards a Zero Carbon Borough
- SP12 Delivering Placemaking
- SP13 Planning Obligations

Managing Development Document (adopted April 2013) (MDD)

- DM0 Delivering Sustainable Development
- DM3 Delivering Homes
- DM4 Housing Standards and Amenity Space
- DM9 Improving Air Quality
- DM10 Delivering Open Space
- DM11 Living Buildings and Biodiversity

DM13 Sustainable Drainage
DM14 Managing Waste
DM15 Local Job Creation and Investment
DM18 Delivering Schools and Early Learning
DM20 Supporting a Sustainable Transport Network
DM22 Parking
DM23 Streets and Public Realm
DM24 Place-sensitive Design
DM25 Amenity
DM26 Building heights
DM27 Heritage
DM28 World Heritage Centres
DM29 Achieving a Zero-carbon Borough and Addressing Climate Change
DM30 Contaminated Land

Supplementary Planning Documents (SPD)

LBTH Planning Obligations SPD (adopted January 2012)

Spatial Development Strategy for Greater London - London Plan 2011 (LP) including alterations

2.13 Opportunity Areas
2.14 Areas for Regeneration
3.1 Ensuring equal life chances for all
3.2 Improving health and addressing health inequalities
3.3 Improving Housing Supply
3.4 Optimising housing potential
3.5 Quality and design of housing developments
3.6 Children and young people's play and informal recreational facilities
3.7 Large residential development
3.8 Housing choice
3.9 Mixed and balanced communities
3.10 Definition of affordable housing
3.11 Affordable housing targets
3.12 Negotiating affordable housing in individual private and mixed use schemes
4.2 Offices
5.1 Climate change mitigation
5.2 Minimising carbon dioxide emissions
5.3 Sustainable design and construction
5.5 Decentralised energy networks
5.6 Decentralised energy in development proposals
5.7 Renewable energy
5.8 Innovative energy technologies
5.9 Overheating and cooling
5.10 Urban greening
5.11 Green roofs and development site environs
5.12 Flood risk management
5.13 Sustainable Drainage
5.14 Water quality and wastewater infrastructure
5.15 Water use and supplies
5.17 Waste Capacity
5.18 Construction, excavation and demolition waste
6.3 Assessing effects of development on transport capacity
6.4 Enhancing London's transport connectivity

- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's neighbourhoods and communities
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.7 Location and design of tall and large buildings
- 7.14 Improving air quality
- 7.15 Reducing noise and enhancing soundscapes
- 7.18 Protecting local open space and addressing local deficiency
- 7.19 Biodiversity and access to nature
- 8.2 Planning obligations
- 8.3 Community Infrastructure

Draft Further Alterations to the London Plan, 2014 (FALP)

- 6.1 On 15 January 2014, the London Mayor published the draft GLA *Further Alterations to the London Plan* (FALP) for a 12 week period of public consultation. Examination in public is scheduled for autumn 2014, with adoption anticipated by spring 2015. The main changes material to this scheme are greater densification of the Opportunity Areas to promote greater growth to housing need and jobs with a draft target set to deliver 560,000 additional jobs and 300,000 new homes. The Borough's new minimum housing target, as set by the London May would be 3,931 per year.
- 6.2 In addition the FALP Policy 7.5 (Public Realm) gives a recognition the quality of the public realm is particularly important in high density development and that public realm benefits especially for pedestrians are key to the urban fabric, and these spaces should be secured through the planning system where appropriate.
- 6.3 The further alterations are not adopted so carry limited weight however they are a material planning consideration in the determination of this planning application

London Plan Supplementary Planning Guidance/Documents

Housing Supplementary Planning Guidance (November 2012)
 Shaping Neighbourhoods: Play and Informal Recreation (September 2012)

Government Planning Policy Guidance/Statements

National Planning Policy Framework and National Planning Policy Guidance

7 CONSULTATION RESPONSE

- 7.1 The views of the Directorate of Development & Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 7.2 The following were consulted and made comments regarding the application. These comments have been taken into account in the MATERIAL PLANNING CONSIDERATIONS section below:-

LBTH Heritage & Urban Design Officer

- 7.3 The publicly accessible open space to the south of the site, at the junction of Limeharbour and East Ferry Road is welcome. However, the detail of the treatment of the proposed shared surface with the open space will be critical in making the space usable and attractive. This public space should be clearly demarcated for the purpose of monitoring of increase in public open space in the AMR.
- 7.4 The proposed height of the tower ranges from a maximum 23 floors (reduced from an original submission of 29 floors) to 6 floors and is considered acceptable as it relates appropriately to the scale of surrounding buildings.
- 7.5 The proportions of the width of the blocks works well for the dual aspect for the majority of the apartments and good penetration of daylight and sunlight.
- 7.6 The ground floor treatment - activated by the gym, entrance lobbies, cycle parking will ensure that the space is safe and well used. The brick as the chosen finish material is welcome as is the design of the windows reveals and use of different shades of brick within each elevational treatment .
(Officer response: Noted)

LBTH Affordable Housing

- 7.7 The scheme provides a welcome 34.3% affordable housing (by habitable rooms) which is close to according with Council policy target. It should be noted that the scheme delivers 55% of the rented affordable housing provision at social rent levels which is welcomed, with 8 x 3 bedroom units and 2 x 4 bedroom units and 1 x5 bedroom units. All the smaller rented affordable units (the one and two bedroom units) shall be provided at a LBTH agreed Affordable Rent levels for this part of the Borough.
- 7.8 The scheme delivers the affordable units from the ground to the 6th floors which is welcomed. All of the larger family rented units provide a separate kitchen.
- 7.9 The scheme will provide a minimum 10% wheelchair provision across all tenure types including the opportunity to easily adapt 3 three bedrooms units as fully wheelchair accessible units at social rent.
(Officer response: noted)

LBTH Access Officer

- 7.10 The public realm created should be fully accessible and inclusive with hard surfacing (including shared surface treatments) provided with colour contrast to ensure that it provides enough visual information for people with visual impairments. Play space should be designed to be inclusive in design.
- 7.11 10 wheelchair accessible units provided but only 8 parking bays serving these units. Provision should be made for electric car charging and storage areas for electric scooters
- 7.12 The private leisure facility should be accessible and inclusive and LBTH will need to see the detail of this before occupation.

- 7.13 Further details should be provided, secured by planning condition, to demonstrate the units will achieve Lifetime Homes Standards

(Officer response: Comments are noted, conditions will be imposed to secure Lifetime Home Standards, the inclusive design of external spaces, details of the location of electric scooter charging points and storage areas in the basement. With regard to the level of disabled car parking provision the applicant contends from their experience and that of the preferred registered social housing provider for the scheme (Notting Hill Housing Association) that the take-up of disabled spaces on a 1:1 basis is very rare. On this basis it has been considered that the provision of 8 disabled spaces is sufficient to meet the needs of the wheelchair accessible units within the scheme)

LBTH Land Contamination Officer

- 7.14 No objection, subject to imposition of a standard condition that investigates potential land contamination and a mitigation strategy.
(Officer response: Noted and the necessary planning condition would be imposed on any permission granted)

LBTH Environmental Health Officer – Heath & Housing Unit

- 7.15 No objection, the scheme must comply with statutory requirements including the Housing Act 2004, and comply with relevant Building Regulations.
(Officer response: Comments noted, no specific planning conditions or informative arise from these observations)

LBTH Environmental Health Officer – Noise and Vibration Unit

- 7.16 The Noise and Vibration Study has been reviewed and considered acceptable. No objection to the scheme, subject to a condition to provide further details of noise mitigation measures during construction phase and to adequately address ambient noise for the new residential units.
(Officer Response: The recommended noise mitigation condition would be imposed on any permission granted)

LBTH Biodiversity Officer

- 7.17 The application site is not a Site of Importance for Nature Conservation (SINC), nor is it directly adjacent to one. The loss of the small area woodland on site would not be significant at anything but a very local level.
- 7.18 A condition is required to maximise the biodiversity benefits gained from the landscaping scheme through use of native species, berry-bearing species, nectar-rich flowers, and areas of dense shrub cover to provide nest sites for birds.
- 7.19 A condition should be imposed to maximise the bio diverse benefits of the green roofs provided. Boxes for swifts would be particularly appropriate on the proposed tall building, and would contribute to targets in the Local Biodiversity Action Plan.
- 7.20 Clearance of this vegetation should take place outside the bird nesting season (i.e. not during March to August inclusive) if at all possible.

(Officer Response: Noted, Conditions would be imposed in respect of landscaping, and supporting biodiversity on any permission.)

LBTH Energy Efficiency/ Sustainability Officer

- 7.22 The scheme follows the energy hierarchy as set out on the London Plan and LBTH's Local Plan targeted to minimise CO2 emission, through energy efficiency (7.1%) and energy supply (CHP ~40kWe; 18.9%). The proposals also include the installation of 65m² (10kWp; 3.8%) and PV array to further reduce CO2 emissions by 2%.
- 7.23 The overall CO2 emission reductions considered achievable for the development are 47 tonnes/CO2/yr. (27.5%) from a building regulation 2010 baseline. This represents a shortfall against policy requirements by 22.5%, which equates to 36 tonnes of CO2. The Planning Obligations SPD includes the mechanism for any shortfall in CO2 to be addressed, accordingly £64,800 is sought for carbon offset projects in the vicinity of the proposed development.
- 7.25 It is recommended that the proposals are secured through appropriate Conditions to deliver:
- CO2 emission reductions of 27.5% in accordance with the approved energy strategy including CHP system.
 - Submission of details demonstrating the scheme has been designed to link to a district heating system in the future (including plant room layout plan and pipe routing proposals).
 - CO2 emission reduction shortfall to offset through S106 contribution of £64,800
 - Achievement of Code for Sustainable Homes level 4 rating and certificates submitted within 3 months of occupation
 - Delivery of a minimum 65m² PV array generating a minimum 10kWp
- (Officer Response: Noted, and the full carbon off set figure of carbon offsetting figure of £64,800 would be secured by s106 to ensure policy compliance and all the other recommended conditions would be applied should permission be granted.)*

LBTH Highways & Transportation Team

Parking provision

- 7.26 The scheme involves the loss of 2 on street car parking bays in East Ferry Road to make an entrance to the basement car park. The replacement of these 2 parking bays is considered necessary.
- 7.27 Aside from wheelchair unit car parking provision the Council are disappointed parking bays are being provided. The car bays provided should be allocated on a needs basis not on a market drive approach, namely for households where car ownership is a necessity which is likely to be the larger units.

- 7.28 Three motor cycle parking spaces are proposed which is welcomed

Cycle Provision

- 7.29 The level of cycle provision is consistent with London Plan standards.

- 7.30 In summary

The Highways and Transportation Team have no objection in principle to residential use at this location. We would support the provision of a new pedestrian crossing on Limeharbour and shared surface treatment on the link road to the south of the site. We would wish to see a reduction in the proposed provision of private car parking spaces. Should permission be granted we would wish to see:

- A 'Permit Free' agreement restricting all future residents from applying for on street permits secured via the S106
- Provision of A Pedestrian Crossing on Limeharbour secured via the S106
- Full details provided of the shared surface treatment that shall be secured by S106
- A Full Travel Plan, which is ATTrBute compatible supplied by the applicant and agreed by the LPA, prior to occupation.
- A Service Management Plan detailing how the development will be adequately serviced avoiding any negative impact on the public highway network supplied by the applicant and agreed by the LPA, prior to occupation.
- A Car Parking Management Plan
- A Construction Management Plan showing how the construction of the site will take place avoiding any negative impact on the public highway network supplied by the applicant and agreed by the LPA, prior to any works taking place.
- All car parking spaces and cycle parking spaces are to be kept for their intended use and maintained for the life of the development.
- The applicant will be expected to enter into a S278 Agreement with the local Highways Authority to cover works which affect the public highway including traffic management orders for the provision of two replacement on street resident's permit parking bays.

(Officer response: Noted. The above list of measures would be secured by either planning condition or through the legal agreement if permission is granted).

LBTH Employment & Enterprise Team

- 7.31 We are keen to secure apprenticeships during the construction phase. The developer should exercise best endeavours to ensure that 20% of the construction phase workforce will be local residents of Tower Hamlets. To ensure local businesses benefit from this development we expect that 20% goods/services procured during the construction phase should be achieved by businesses in Tower Hamlets. The Council should secure a financial contribution of £44,598 to support and/or provide the training and skills needs of local residents in accessing the job opportunities created through the construction phase of all new development.

(Officer response: Noted and the planning contributions requested would be secured by s106, if permission is granted including securing an undertaking already given by the applicant to provide at minimum 8 level 2 NVQ apprenticeships at construction stage)

LBTH Waste Team

- 7.32 No objections to the refuse and recycling capacity of the scheme and the associated servicing strategy.
(Officer Response: Noted)

LBTH Communities, Localities & Culture – Strategy Team

- 7.33 The development will increase demand on the borough's open spaces, sports and leisure facilities and on the borough's Idea stores, libraries and archive facilities.
- 7.34 The comments and requests for s106 financial contributions [as set out in Section 3.2 this Report] are supported by the Planning Obligations Supplementary Planning Document (SPD). Appendix 1 of the Planning Obligations SPD outlines the Occupancy Rates and Employment Yields for new development.
(Officer response: The scheme will meet in full all the LBTH planning obligations as set out and derived from the formula set out in Planning Obligations SPD)

Greater London Authority (GLA)

- 7.35 The GLA have provided a stage I response and the main points are summarised below:-

Principle of development

- 7.36 The applicant has provided an employment market report for the Docklands area, which concludes that there is no market or economic justification for continued office use and that the loss of this space would not have an adverse effect on employment opportunities in the Borough. The loss of a relatively small amount of office space in this location does not raise any strategic planning concerns.
- 7.39 The proposal for a residential led development would contribute towards the Borough's and London's housing need and is therefore supported in strategic planning terms.

Tall buildings, urban design, strategic views, and historic environment:

- 7.40 The proposals would not harm the settings of the listed buildings within Maritime Greenwich World Heritage Site. The height of the building appears as significantly lower than the existing buildings to the rear [the office towers of Canary Wharf to the north] and does not raise any strategic concerns in terms of strategic views of the World Heritage Site.
- 7.41 The provision of a new public space to the south of the building, at the junction of Limeharbour and East Ferry Road, is particularly welcomed. The residential quality of the scheme appears to be high.
- 7.42 The appearance of the building is characterised by the articulation of its four separate volumes. This expression, combined with the depth of the balconies, creates an elegant and attractive building when viewed from the south.

GLA Stage I Overview:

- 7.43 In summary the GLA advised that the proposal would comply with the London Plan subject to clarification/ remedies to the following points as grouped below.
- 7.44 Housing: The Council should confirm that the provision of affordable family sized units meets local need. The Council should confirm if off-site provisions for children's play space is appropriate and any contributions to off-site provision will need to be secured in the Section 106 agreement; and details of Section 106 social infrastructure contributions should be provided.
(Office Response: The scheme provides 55% of the rented units as larger family sized units which is above the 45% LBTH policy compliance target figure and delivered at social rent and therefore will meet local housing need which is

greatest for larger family sized units at social target rent levels. The units comply with Mayor of London's Housing SPG baseline standards. The external amenity and children's play space provision exceeds the London Plan area standards, and is of a good quality. S106 obligations will be secured for social infrastructure and provision of public open space.)

- 7.45 Urban Design: Further information is required on how the use of the 'cycle gym' will be secured; and further consideration should be given to more window openings in the north elevation, the use of the different shades of brick, and the depth of window reveals.
(Officer comment: Since issuing the GLA Stage 1 response the scheme has been revised to provide additional openings in the north elevation and the introduction of recessed tone brick panels to help give a greater layered appearance The applicant has also provided further detail of the management of the cycle gym and form part of the Travel Plan secured by s106).
- 7.46 Inclusive access: Confirmation is required that the wheelchair accessible units are spread across different tenures; the provision of blue badge parking bays should be reconsidered, and a parking management plan should be secured by condition.
(Officer Comment: Wheelchair units will be provided across all tenures. A car parking management plan will be secured as part of Travel Plan to ensure the use of blue badge bays are regularly monitored, to ensure that provision equates to the demand from disabled residents and visitors, and that the blue badge bays are effectively enforced.)
- 7.47 Climate change: The scheme should be designed to allow future connection to a district heating network, should one become available; confirmation that all uses will be connected to the site heat network; provide details of the location of the energy centre; of the PV installation.. The inclusion of green roofs should be considered.
(Officer Comment: The energy provision will be secured by planning conditions including a capability to connect the scheme to a district heating network and provision of green roofs. Details have been received of the location of the PV panels on roof spaces and of the bio diverse green roofs.)
- 7.48 Transport: TfL recommends that the applicant undertakes a stage one safety audit for the proposed new access points; the applicant should confirm that electric vehicle charging points will be provided, a car parking management plan and 'permit free agreement' should be secured. TfL seeks a contribution of £150,000 toward improving the overall quality, safety and ease of access and egress at Crossharbour station and £40,000 for future expansion of the cycle hire scheme. The Council should secure improvements identified by the PERS audit by legal agreements, together with the finalised travel plan, along with monitoring and funding through the s106 agreement; and a delivery and servicing plan (DSP), construction management plan (CMP), and construction logistics plan (CLP) should be secured by planning condition.
(Officer Response: The planning conditions sought by TfL will be imposed and the travel plan and permit free agreement by s106, if permission is granted. The applicant's willingness (subsequent to the issuing of the GLA's Stage 1 response) to provide a new pedestrian crossing on Limeharbour is considered sufficient to negate the need to undertake a separate PERS audit for the scheme. A Stage 1 Safety Audit has been provided subsequent to receipt of the GLA Stage 1 response. Due to viability and the fact that the extension of the cycle hire station is not required to directly mitigate the impact of this development alone it is not

proposed to seek this contribution of £40,000 as requested by TfL. In regards the sought financial contribution towards works to Crossharbour DLR Station it is considered these works have not been set out in sufficient detail to justify that they are related in scale and kind in terms of mitigating the impacts of the development. Upon this basis, set alongside scheme viability considerations, and recognition the installation of a new pedestrian crossing will improve safety, access and egress to Crossharbour it is proposed to seek a reduced contribution for these works of £80,000 (53% of the requested amount.)

To conclude: LBTH officers are of the view that with the clarifications provided by the applicant, set alongside the revisions made to the scheme since the Stage 1 referral and with the commitments secured by the Council (by planning obligations and planning condition) the outstanding concerns raised by the GLA have been adequately addressed to address the concerns raised by the GLA.)

Environment Agency

- 7.49 We have no objection to the proposal. Although the site is located within flood zone 3a it is protected by the Thames Tidal flood defence from any a 1 in 1000 chance in any year flood event, and most recent data indicates the site is unlikely flood during a breach event(0.1%). If piling is proposed a piling risk assessment will be required to demonstrate that the piling method does not increase the risk of near surface pollutants migrating into aquifers.
(Officer response: Noted and planning condition in respect of piling would be attached to any permission issued.)

Thames Water

- 7.50 No objection subject to conditions that address capacity surrounding water supply infrastructure and impact of any piling including a piling method statement. Mains water runs adjacent to the proposed development and an informative is requesting stating Thames Water will not allow any building within 5 metres of the mains water supply and will require 24 hours access for maintenance purposes. Thames Water also state a preferred option would be for all surface water to be disposed of on-site using SUDs as per Policy 5.13 of the London Plan.
(Office response: Noted, the recommended conditions and informative would be attached to ant permission and a condition in respect of further details of SUD system.)

National Air Traffic Services

- 7.51 The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria
(Officer Response: Noted)

London City Airport

- 7.52 The proposed development has been examined from an aerodrome safeguarding aspect and from the information given the LCY has no safeguarding objection.
(Officer Response: Noted)

Canal & River Trust

- 7.53 I can confirm that we have no comments to make on this application.

Metropolitan Police Designing Out Crime Officer

- 7.54 The scheme has been reviewed. Following site specific comments are made
- All external lighting should be suitably designed and balanced between security, personal safety, visual amenity, light pollution and sustainability.
 - All dwelling entrance door-sets should be certified/tested to BS.PAS.24: 2012 or equivalent methodology.
 - Laminated glass is recommended for all external glazing up to and including the 11th Floor.
 - The communal entrance doors to the flats should be certified/tested to LPS 1175 SR2 standard.
 - The communal entrance to the flats should include a remote electronic locking system linked to each dwelling, with an audio/visual intercom.
 - All utility meters should, where possible, be located outside of the individual flats, preferably on the ground floor.
- 7.55 Our recommendation is prior to the commencement of the development hereby approved a full and detailed application for the Secured by Design award scheme shall be submitted to the Local Planning Authority, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated
(Officer Response: Noted. A Secure by Design condition would be applied as recommended to any permission issued.)

Natural England

- 7.45 No objection. Opportunities for bio-diversity and landscape enhancement opportunities should be secured if the local planning authority are minded to approve the scheme to enhance the bio-diversity, character and local distinctiveness of surrounding natural and built environment.
(Officer Response: Noted and biodiversity enhancement measures would be secured by planning condition to any permission granted.)

Greater London Archaeological Advisory Service (GLAAS)

- 7.46 No objection, subject to a condition requiring a two stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.
(Officer response: A condition and informative would be added to any permission granted. The condition and informative will follow the wording suggested by GLAAS)

English Heritage

- 7.47 No comments to make, determine the application in accordance with National and Local Policy and the advice received from your own urban design & heritage team.

London Fire and Emergency Planning Authority

- 7.48 No comment can be provided by The Brigade in absence of information on this matter within the planning application in respect to access and water supplies covered by Approved Document B [of Building Regulations] and British Standard 9990

(Officer Response: The matter of access and supply of water for the fire brigade can be appropriately dealt with by Building Regulations, should the scheme be approved.)

London Borough of Greenwich

7.49 No objection

London Borough of Southwark

7.50 No comments received

EDF Energy

7.51 No comments received

Association of Island Gardens

7.52 No comments received

National Grid

7.53 No comments received

LOCAL REPRESENTATIONS

7.54 A total of 1066 neighbouring properties within the area shown on the map appended to this report were notified about the application and invited to comment. The application has also been publicised in East End Life and by two site notices. This consultation was undertaken twice, in March 2014 and again in June 2014, following a number of scheme amendments.

7.55 21 letters of objection were received. 1 letter of support was received but this letter expressed no particular reasons for its support of the scheme

7.56 The reasons of objection can be grouped into four main areas of concern plus a fifth set of other various grounds of objection. These concerns are grouped and set out below:-

Transport Infrastructure and Highway Safety:-

- Existing capacity issues at Crossharbour DLR (especially at morning peak hour). Concerns over cumulative impact of the development alongside other developments (e.g. Baltimore Tower and 850 residential units at ASDA)
- The submitted transport assessment does not consider cumulative impacts
- Scheme makes no s106 demands to expand Crossharbour station capacity.
- The scheme will add to parking pressures in the area if not managed on-site.
- The local road network is inadequate; the scheme will add to these issues during construction phase and post-occupation from servicing & deliveries
- No car club provision on-site as an alternative to car ownership
- Site hoarding will make the East Ferry Road/ Limeharbour junction dangerous

- The pelican crossing at Crossharbour DLR is too far away, as a result people cross 'diagonally' at Glengall Grove junction

(Officer Response:

- *The full implications of the scheme on transport infrastructure are dealt with under Transportation & Highways in section 8 of this report. The scheme will be required to provide a financial contribution towards station improvements.*
- *The design of the scheme means there is no opportunity to provide car club spaces at surface level and car club providers are resistant to operating from basements. Two existing car club spaces exist within 30m of the site.*
- *New residents will not be entitled to an on-street parking permit.*
- *Waste Collection and general servicing of the residential units will be off-street.*
- *A Construction Management Plan condition will be imposed to access impact of hoardings on sightlines*
- *The scheme will provide s106 funds for a new pedestrian crossing on Limeharbour)*

Social infrastructure and overdevelopment of the area:-

- Local public services are already over-subscribed. How will they cope with the cumulative impacts arising from the scale of new residential development arriving
- No mention of community benefits to the scheme (e.g.- green spaces, cafes, road improvements). The scheme will overburden the local parks.
(Officer Response: The scheme will be meeting in full the financial obligations prescribed for a scheme of this scale as set out in LBTH's Planning Obligations SPD to help meet the additional demands the development will impose on local health facilities, school places, parks, leisure and library facilities. The scheme will provide a new publically accessible plaza.)

Urban design and amenity impacts to neighbours:-

- The scheme compromises privacy, daylight/sunlight to local residents and impose light pollution
- The height, massing and scale of development is too great for a small site in such close proximity to neighbouring properties. It will be overbearing when considered alongside other high density developments.
- The form and articulation is interesting but it should just be used on a much lower scale.
- The building is of insufficient quality. The materials are not in keeping with the character of surrounding brick buildings
- The active frontages at ground floor are very disappointing and will not add real value to the street scene, they look like tokenism in the design.
- We have extremely strong wind around the island. A concentration of high rise building will definitely worsen the situation.
- The scheme will cause noise, dust and disturbance to residents during construction. Amplification of sound has already increased with completion of Baltimore Wharf Phase 1 and this scheme alongside completion of the 2nd phase of Baltimore Wharf will further reflect and amplify the road and rail noise.
(Officer Response:
- *The townscape and urban design matters are addressed later in the detail of this report. The minimum distance the building will be from any neighbouring*

residential property is 25m. As discussed within the Amenity section of this report, the separation distances would ensure that neither existing neighbouring occupiers nor future residents would be unacceptably overlooked or suffer from undue light pollution, or 'major adverse' impacts in terms of loss of daylight/sunlight).

- *The re-contouring of the site to enable pedestrians to walk through an attractively landscaped public realm is a tangible benefit the scheme*
- *The brick finish complements the use of brick used on other buildings (old & new) in the area. The detailing of the elevations has been adjusted since submission to provide visual interest across all four elevations.*
- *A microclimate wind assessment was submitted with the application and reviewed as part of the EIA and the scheme was not found to have a significant adverse impact on neighbouring streets or properties.*
- *A noise and vibration assessment accompanied the application to consider the scheme's impact at end phase and construction phase. Based upon a review of the submitted assessment and the imposition of both a noise mitigation strategy condition and a construction management plan condition, if planning permission is granted, officers are satisfied the acoustic impacts can be adequately mitigated.*

Loss of trees and wildlife habitat:-

- The beautiful, mature trees, on site are a notable feature of the whole area, are situated on the periphery of the site and could surely be retained and incorporated into the scheme. Any landscaping scheme can never replace the visual impact of the current site. New trees take years to mature. The existing vegetation has provided an opportunity for wildlife of all kinds to thrive and develop in a unique manner.
- *(Officer Response: The existing trees on site have been assessed and are not of particular note or high quality and the loss of wildlife habitat is considered to be of limited local significance. The recontouring of the site to make for an inclusive design prohibited the retention of the existing trees. However the scheme will be required to mitigate against loss of habitats and provide green roofs that encourages wildlife and this requirement will also be sought in the soft landscaping including native species tree and planting.)*

Other grounds for objection:-

- The motivation is greed, the scheme is basically the same as the previous scheme approved by the council.
(Officer Comment: There is no previous scheme that was submitted and approved for the site)
- The scheme is not an appropriate response to the housing crisis. There is no community in high rises we would wish to see construction of houses not flats.
- *(Officer Comment: The scheme will be providing high quality accommodation that meets London Plan and Local Plan housing amenity standards. Planning policy in general land use terms does not differentiate between provision of houses from flats)*
- A scheme of 167 units should be generating an affordable housing offer closer to policy compliance than indicated. There seems to be inadequate % of family sized units, there is a clear need for this in the local affordable housing sector.

(Officer Response: Despite the reduction in height of the scheme since submission the scheme is continuing to provide close to 35% affordable housing in line with Council policy with 55% of the units larger family sized units, exceeding the policy target for such provision)

- On-site energy strategy does not comply with GLA standards
(Officer Response. The scheme will be required to meet Code for Sustainable Homes Level 4 in line with London Plan standards. The scheme's shortfall in on-site reduction of CO2 will be addressed through a financial contribution for local carbon offsetting projects to comply with London Plan policy)
- The scheme involves loss of employment space that should be maintained
(Officer Response is detailed in Principle of Development and Land Use section of Chapter 8 of this report).
- There is oversupply of housing on the Isle of Dogs with no demand for them making it difficult for home owners to move home. Large numbers of empty flats pose the risk of squatters or drug addicts moving into buildings. The scheme will lead to a reduction in property prices thereby force property owners into negative equity..
(Officer Response: Impact of a scheme on property prices is not a material planning consideration. Based on the high sales and high value achieved on other new developments in the area there is no underlying evidence of lack of demand)
- Residents should be compensated for noise and traffic disturbance in the area during construction.
(Officer Response: The request cannot be considered as a material planning consideration. Impacts will be mitigated by conditions so far as is reasonably practical.)

8. MATERIAL PLANNING CONSIDERATIONS

- 8.1 The main planning issues raised by this application that the committee are requested to consider are

Principle of Development and Land Use
Housing
Design and Townscape
Housing (including density)
Amenity
Microclimate
Noise
Microclimate
Secure by Design
Transportation and Highways
Energy and Sustainability
Biodiversity
Flood Risk
Environmental Impact Assessment
Planning Obligations
Equalities
Human Rights

Principle of Development and Land Use

- 8.2 At national level, the NPPF (2012) promotes a presumption in favour of sustainable development, through the effective use of land through a plan-led system, driving sustainable economic, social and environmental benefits.
- 8.3 The site lies within the Isle of Dogs Opportunity Area as defined in London Plan Policy 2.13 and Table A1.1, which states that the Opportunity Area is capable of accommodating at least 10,000 homes up to 2031, with “scope to convert surplus business capacity south of Canary Wharf to housing and support a wider mix of services for residents, workers and visitors”.
- 8.4 The proposal will result in the loss of 2,972sq.m. of office space. The applicant has provided an employment market report for the Docklands area, which concludes that there is no market or economic justification for continued office use and that the loss of this space would not have an adverse effect on employment opportunities in the Borough. The site does not lie within a LBTH designated Preferred Office Location or Local Office Location and based on the marketing evidence provided and the strategic quantum of housing the scheme would deliver the loss of office space in this location in Cubitt Town is considered consistent with London Plan Policy 4.2 and DM15 of the LBTH MDD.
- 8.5 London Plan Policy 3.3 ‘Increasing Housing Supply’ recognises the pressing need for new homes in London and Table 3.1 of the Further Alterations to the draft London Plan (FALP) sets an even more ambitious target for the Borough of delivering approximately 4,000 new homes per year.
- 8.6 Policy SP02 of the Core Strategy seeks to deliver 43,275 new homes from 2010 to 2025 in-line with the housing targets set out the London Plan. The Council’s Core Strategy 2010 identifies Cubitt Town as an area where residential growth will be supported, set around a thriving mixed use town centre at Crossharbour. The proposal for a residential led development would contribute towards the Borough’s and London’s housing need and is therefore supported in strategic land use strategic planning terms, according with Policy 3.3 London Plan, Local Plan SP02 and (FALP).

Design and Townscape considerations

- 8.11 The NPPF promotes high quality and inclusive design for all development, optimising the potential of sites to accommodate development, whilst responding to local character.
- 8.12 National Planning Practice Guidance (2014) sets out seven qualities a well-designed new or changing places should exhibit:-
- *be functional;*
 - *support mixed uses and tenures;*
 - *include successful public spaces;*
 - *be adaptable and resilient;*
 - *have a distinctive character;*
 - *be attractive; and*
 - *encourage ease of movement*
- 8.13 Chapter 7 of the London Plan places an emphasis on robust design in new development. Policy 7.4 specifically seeks high quality urban design and having regard to the local character, pattern and grain of the existing spaces and streets. Policy 7.6 seeks highest architectural quality, enhanced public realm, materials

that complement the local character, quality adaptable spaces and urban design that optimises the potential of the site.

- 8.14 Policy SP10 and Policies DM23 and DM24 of the Local Plan seek to ensure that buildings and neighbourhoods promote good design principles to create buildings, spaces and places that are high-quality, sustainable, accessible, attractive, durable and well-integrated with their surrounds.

Building Heights and Tall Buildings

- 8.15 With regard to appropriateness of the site for tall buildings, this has been considered in the context of London Plan and local plan policies. A tall building is described as one which is significantly taller than their surroundings and/or having a significant impact on the skyline. Policy 7.7 of the London Plan (2011) deals with tall and large buildings, setting out criteria including:
- appropriate locations such as areas of intensification or town centres;
 - that such buildings do not affect the surrounding area in terms of its scale, mass or bulk;
 - relates to the urban grain of the surrounding area;
 - improves the legibility of the area;
 - incorporates the highest standards of architecture and materials; have ground floor uses that provide a positive experience to the surrounding streets;
 - present a human scale at street level and draw people in to enjoy the public realm spaces and linger;
 - not adversely impact upon heritage assets or strategic and local views;
 - not adversely affect microclimates.
- 8.16 The tall buildings guidance paper prepared by CABI and English Heritage (EH), 'Guidance on Tall Buildings' (2007) recognises that in the right place, tall buildings can make a positive contribution to city life.
- 8.17 Policy SP10 of the Core Strategy also provides guidance on the appropriate location for tall buildings requiring them to relate to design and context, environment, socio-economic factors, access and transport and aviation requirements. The Core Strategy also seeks to restrict the location of tall buildings to Canary Wharf and Aldgate. Policy DM26 of the MDD reinforces the Core Strategy and states that for buildings outside of the areas identified for tall buildings, building heights will be considered in accordance with the town centre hierarchy and will be of a height and scale that is proportionate to its location within it, whilst also being sensitive to the context of its surroundings. The policy also states that development will need to provide a transition between taller buildings in Canary Wharf and the lower heights of the surrounding areas.



Figure 1- CGI of south elevation

- 8.18 The site sits south of the tall buildings cluster on the Isle of Dogs of Canary Wharf and South Quay, with the height and stepped massing of the building designed to respond to both the taller buildings to the north and west of the site and the lower rise established residential communities to the south and east. Of particular note in this respect is the 43 storey tower on the edge of the Millwall Dock and the associated lower rise blocks on the former London Arena site, now known as 'Baltimore Wharf' and the consented (but yet to be built out) mixed use scheme for the Asda supermarket site, located to the south in the Crossharbour Town Centre, where the tallest consented element of that scheme is 23 storeys. The northern edge of the designated Crossharbour Town Centre lies 50 metres to the south of the site.
- 8.19 Following a reduction in the height of the development since submission of the planning application, the scheme is considered to take appropriate account of the design approach set out in Policy DM26 for tall buildings in regard to respecting the town centre hierarchy with the scheme height not exceeding the maximum building height consented within the Crossharbour Town Centre. The design approach taken with the tower block consisting of four building block components of differing heights breaks up the massing and helps mediate the transition of the established taller building height to the west of the site to the lower heights found to the east. On the basis of this policy assessment the scale and massing of the development is considered acceptable.

Local Views and Strategic Views

- 8.20 In terms of local views and strategic views, the application is accompanied by a number of verified views and a full townscape analysis in the Environmental Statement (ES) which concludes the scheme will have a negligible or minor beneficial effect on the townscape for the majority of local and wider views including those from the General Wolfe Statue in the Greenwich Maritime World Heritage Site
- 8.21 English Heritage and the GLA raise no objection to the height of the scheme and it is considered by officers that the proposed development would not have any significant adverse impact on local or strategic views.

Detailed Design:

- 8.22 The scheme has benefited from pre-application advice from both Tower Hamlets and the Greater London Authority. In addition to the reduction in height the scheme has been subject to further design revisions since submission following receipt of further comments on the design from officers of the Council and the GLA.
- 8.23 Policy DM24 (Place-sensitive design) of the DMM sets out that *“Development will be required to be designed to the highest quality standards, incorporating principles of good design, including ensuring design is sensitive to and enhances the local character and setting of the development, taking into account the surrounding:*
- i. scale, height, mass, bulk and form of development;*
 - ii. building plot sizes, plot coverage and street patterns;*
 - ii. building lines and setbacks, roof lines, streetscape rhythm and other streetscape elements;*
 - iv. design details and elements; and*
 - v. natural environment.*
- Ensure the use of high quality building materials and finishes.”*
- 8.24 Paragraph 1 of Policy DM23 (Streets and the public realm) of the MMD sets out that new *“development should be well-connected with the surrounding area and should be easily accessible for all people by:*
- a. improving permeability and legibility, particularly to public transport, town centres, open spaces and social and community facilities;*
 - b. ensuring design of the public realm is integral to development proposals and takes into consideration the design of the surrounding public realm;*
 - c. ensuring development and the public realm are designed at a human scale;*
 - d. providing clear definitions and an appropriate degree of enclosure of the public realm;*
 - e. incorporating the principles of inclusive design; and*
 - f. ensuring development and the public realm are comfortable and useable.”*
- 8.25 Paragraph 3 of DM23 requires new *“development to improve safety and security without compromising good design and inclusive environments by:*
- a. locating entrances in visible, safe and accessible locations;*
 - b. creating opportunities for natural surveillance;*
 - c. avoiding the creation of concealment points;*
 - d. making clear distinctions between public, semi-public and private spaces; and*
 - e. creating clear sightlines and improving legibility of the surrounding area.”*

Ground floor/public realm

- 8.26 The scheme provides a private communal area with dedicated play space to the north of the stepped tower block, this space benefits from a secure boundary treatment (gate and fence) that lends itself for play by younger children. Elsewhere the scheme benefits from three public street frontages and the design has maximised the opportunities to blend the public realm spaces with the residential communal amenity/play spaces. At ground floor level the tower benefits from a good degree of interaction with the external spaces with generous glazed expanses to the resident's gym, the two entrance lobbies and concierge area. This arrangement will help provide an active backdrop to the public realm spaces and help ensure that the plaza open space will feel safe and secure.
- 8.27 A distinct feature of the scheme is the lack of any continuous boundary wall, fence or railing on the site's three street edges: this will enable the plaza to become a genuine public realm space with ample scope for pedestrians to walk through it by a variety of routes and for people to stop and enjoy the planting, the water jet fountain features, the public art and public seating area.



Figure 2: CGI showing plaza in foreground

Materials and treatment of elevation

- 8.28 The external finish of the building is brick, a material shared by other residential buildings in the immediate vicinity. Brick is robust, will weather well (without risk of uneven discolouration) and withstands the test of time.



Figure 3: Detailing of the brick treatment of elevations

- 8.29 The appearance of the building is characterised by the articulation of its four separate volumes. This expression, combined with the depth of the balconies and the modulation achieved within the brick treatment of the elevation in each of these volumes should create an elegant and attractive building, notably when viewed from the south that serves as the principal 'elevation' to the scheme. The south facing elevation and plaza space before it successfully orientate themselves with Crossharbour DLR Station, which helps improve the legibility of the scheme and the local townscape more generally serving as a landmark for those arriving at Crossharbour DLR Station. The south facing plaza also has the benefit of maximising the opportunities for daylight/sunlight to enter this new public realm space.
- 8.30 The massing of the development and the detailing of the design is considered to relate positively to the surrounding site context with the architects and landscape architects providing a thoughtful and well considered response to the tower as it 'hits' the ground. The fully publically accessible plaza space will open up the pedestrian connections between East Ferry Road and Limeharbour and enhance the local townscape more generally. The open spaces surrounding the scheme relate successfully to the ground floor building cores and to the surrounding three street frontages the scheme opens onto.
- 8.31 Officers consider the scheme to be of good quality in general architectural and urban design terms and as such accord with Chapter 7 of the London Plan (2011), Policies SP10 and SP12 of the Core Strategy (2010) and Policy DM23, DM24 and DM26 of the MDD which seek to ensure buildings and places are of a high quality of design and suitably located.

Housing

- 8.32 Policy 3.3 of the London Plan (2011) seeks to increase London's supply of housing, requiring Boroughs to meet and exceed housing targets, and for new developments to offer a range of housing choices, in terms of the mix of housing sizes and types and provide better quality accommodation for Londoners.

The 134 residential units will all be flats, in the following mix 93 market units (private sale), 11 social rented, 9 affordable rented and 21 intermediate housing (shared ownership). In external appearance the scheme will be tenure blind.

The external communal amenity and play space would be readily accessible for residents of all tenures.

Affordable Housing

- 8.34 The scheme will deliver 34.3% of the housing provision (by habitable rooms) as affordable housing and the remaining 65.7% as private units. Within the affordable housing provision the scheme would provide 60% as rented (by habitable rooms) and 40% as intermediate (shared ownership).
- 8.36 Policies 3.10, 3.11 and 3.12 of the London Plan define affordable housing and seek the maximum reasonable amount of affordable housing taking into account site specific circumstances and the need to have regard to a viability assessment of the proposed development.
- 8.37 Policy SPO2 of Core Strategy seek to maximise all opportunities for affordable housing on each site with a minimum 35% on-site affordable housing provision being sought, subject to viability. Within the affordable provision policy provides for 70% to be provided (by habitable rooms) as rented and 30% as intermediate (shared ownership).
- 8.38 The Council appointed an independent assessor to review this viability appraisal. The independent assessment accepted the conclusions on the level of affordable housing provision the scheme could be expected to deliver as set out by the Viability Appraisal when set within the context of delivering the other s106 financial planning obligations required by policy. Upon that basis the provision of 34.3% affordable housing by habitable room is considered acceptable and accords with policy. Whilst the 60/40 split between rented and intermediate housing represent a shortfall in rented tenure provision against Policy SPO2 and DM4 of the Local Plan this 60/40 mix is considered acceptable in view of the analysis of the scheme's viability provided and independently assessed.
- 8.39 It should be noted that the scheme delivers a welcome 55% of the affordable rented tenure homes at social rent levels with 8x three bedroom units and 2x four bedroom units and 1x five bedroom units. Those smaller rented units not provided at social rent shall be provided at LBTH Affordable Rent levels for this part of the Borough.

Housing Mix

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

		Affordable Housing						Private Housing		
		Social Rent/Affordable Rent			Intermediate			Market Sale		
Unit size	Total Units	Units	%	LBTH target%	Units	%	LBTH target%	Unit	%	LBTH target%
1 bed	53	5	25%	30%	12	57%	25%	36	39%	50%
2 beds	51	4	20%	25%	6	29%	50%	41	44%	30%
3 beds	37	8	40%	30%	3	14%	25%	16	17%	20%
4 beds	2	2	15%	15%	0			0		
5 beds	1	1			0			0		
Total	134	20	100%	100	21	100%	100	93	100%	100

Table 1: Proposed housing mix compared to current policy requirements

- 8.41 Strategic policy SP02 of the Core Strategy also seeks to secure a mixture of small and large housing, requiring an overall target of 30% of all new housing to be of a size suitable for families (three-bed plus), including 45% of new affordable homes to be for families.
- 8.42 Policy DM3 (part 7) of the MDD requires a balance of housing types including family homes. Specific guidance is provided on particular housing types and is based on the Council's most up to date Strategic Housing Market Assessment (2009).
- 8.43 Within the market sector the scheme over provides 2 bedroom units (44% as opposed to the Local Plan policy target 30%), under provides against the Council target 1 bedroom units (39% as opposed to 50% target). For larger family sized units the market provision is broadly in line with Council's policy target providing 17% as 3 bedroom units, against the 20% target for larger family sized units as set out in LBTH policy.
- 8.44 Within the intermediate tenure (shared ownership) the scheme provide 3 in number three bedroom units (14%) where policy seeks 25% provision and also under provides two bedroom units with over provision (57%) in one bedroom units against policy target of 25%.
- 8.45 Within the rented tenure the scheme provides a generous 55% larger family sized units (3, 4 and 5 bedrooms), all for social rent, which is markedly above the 45% target. As reflected in the comments from the Affordable Housing team rented family units are the affordable provision for which there is the greatest need.

- 8.46 In the context of the overall financial viability, the share of affordable and intermediate housing, the mix of rented tenures and the emphasis on a large proportion of the rented units to be larger family sized units, all delivered at social rent the mix of unit sizes is considered acceptable mix and consistent with Policy 3.8 of the London Plan (2011), Policy SP02 and Policy DM3 (part 7) of the Local Plan which seeks to ensure developments provide an appropriate housing mix to meet the needs of the Borough

Housing Layout and Private Amenity Space:

- 8.47 London Plan Policy 3.5 seeks quality in new housing provision. London Plan Policy 3.5, the Mayor's Housing Supplementary Planning Guidance (November 2012) and Policy DM4 in the Local Plan requires new development to make adequate provision of internal residential space.
- 8.48 Policy DM4 also sets out standards for new housing developments with relation to private amenity space. These standards are in line with the Mayor of London's Housing SPG, recommending that a minimum of 5sq.m of private outdoor space is provided for 1-2 person dwellings and an extra 1sq. m is provided for each additional occupant.
- 8.49 The proposed development is designed to the Mayor of London's Housing SPG design guidance standards and therefore is acceptable in terms of internal space standards. Each residential unit within the proposed development is provided with its individual outdoor amenity space (either a balcony or roof top terrace). In total the scheme provide 1,555sq.m of private amenity space, against the aggregate minimum 785sq.m required by London Plan and Local Plan policies.
- 8.50 All the units will have a minimal internal floor to ceiling height of 2.5m in compliance with the London Plan space standards.
- 8.51 28% of the market sale units will be single aspect units, but none of these single aspects units will be north facing units. The scheme's units generally benefit from relatively wide external frontages, reasonable sized balconies and all the units having a set of floor to ceiling windows/balcony doors. These combined set of attributes will secure more than adequate daylight amenity levels to the single aspect units. None of the rented affordable housing units will be single aspect, all of these units being either dual or triple aspect.

Daylight/Sunlight level for the new residential accommodation

- 8.52 Policy DM25 requires adequate levels of daylight/sunlight to be provided to new residential development and refers to Building Research Establishment (BRE) guidance on site layout planning for daylight/sunlight. All living rooms within the scheme would meet ADF minimum standards as set out in the BRE guidance, with the exception of 5 living rooms serving 5 three bedroom flats located on the lower storeys facing out to the north-west. The BRE target level could be achieved to these living rooms by reducing the depth of the balconies to these units but that would result in a short fall against London Plan standards for private outdoor amenity space to these units. On balance this was not considered an appropriate means to address the daylight issue. Instead the internal layouts to these 5 units have been amended to enlarge the kitchens to make them kitchen/dining rooms and to provide an external window to these kitchens. This is considered on balance an acceptable resolution of the daylight/amenity issues associated with these units.

Communal Amenity Space and child play space

- 8.53 Policy 3.6 of the London Plan and Policy SP02 of the Core Strategy and Policy DM4 of the MDD requires the provision of new appropriate play space within new residential development. For all developments of 10 units or more, 50sqm of communal amenity space (plus an extra 1sqm for every additional 1 unit thereafter) should be provided.
- 8.54 The scheme will provide 1,924sq.m of outdoor space (excluding from this calculation the flats individual private balconies/roof terraces) delivered in the form of outdoor communal amenity space (exclusively for use by residents), public realm space and areas allocated children's play space. All the communal amenity space is provided at ground level.
- 8.55 Good levels of natural surveillance are provided to the secure play space located to the rear (north) of the tower gained from the windows and balconies of the rented affordable housing units located on the 7 lowest storeys set above ground floor. The scheme provides 161sq.m of defined private communal outdoor amenity space. The scheme provides a further 1,327 sq.m of public realm open space which residents will also be able to enjoy. The landscape strategy adopted for the public realm space is designed to offer a high degree of fluidity in how this space is used by residents and visitors alike. Two allotted child play spaces are set within the plaza however the informal layout of the plaza will mean there are no rigid delineation between play space, general areas for seating, soft landscaping and walking routes through the site. The BRE criterion for garden or amenity areas is that adequate sunlight shall be provided throughout the year with at least half of amenity space able to receive at least two hours of sunlight on 21 March. All the play spaces meet this BRE guidance including the one to the north of the tower. Over 50% of the open space to the south of the tower will benefit from being able to receive approximately 7.5 to 10.5 hours of sunlight during summertime, with the play space to rear benefiting from approximately 5 hours during the summer.
- 8.56 Using the Borough's Planning Obligations SPD (2012) and the child yield data sets contained within it (derived from LBTH's *Planning for Population Change and Growth Assessment 2009*) the overall development is anticipated to accommodate 40 children up to 15 years of age. In accordance with Policy DM4 of MDD, LBTH Planning Obligations SPD and Mayor of London's *Shaping Neighbourhoods: Play and Informal Recreation SPD* the development should provide a minimum 10sq.m per child and therefore a minimum of 400sq.m of defined play space for all ages (ages 0-15). The scheme provides 436sq.m of the dedicated child play space. As such the scheme provides a quantum of on-site play space that complies with Policy DM4 of the MDD
- 8.57 With regard to the provision of appropriate and accessible facilities for older children the London Plan considers existing park and play facilities within 800m to be appropriate for children over 12 years in age and 400sq.m for children aged between 5 and 11. The scheme is located less than 200m walking distance from St. John's Park and less 400m walking distance away from Mudchute Park with its sports playing fields. As such the scheme complies with London Plan and Local Plan policies.

Wheelchair Housing and Lifetime Homes

- 8.58 Policy 3.8 of the London Plan and Policy SP02 of the LBTH Core Strategy require that all new housing is built to Lifetime Homes Standards and that 10% is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.
- 8.59 The scheme has well in excess of 10% of units that are capable of easy adaption to provide fully wheelchair accessible units, with a minimum 10% provision across all three tenures (market, intermediate and affordable). Given demand within the Borough is greatest for larger family sized rented wheelchair units the scheme through planning obligations and planning conditions shall provide at minimum 3 x three bedroom wheelchair units at social rent.
- 8.60 All the units will be constructed in line with Lifetimes Homes Standards. A condition will be included to ensure that these standards are indeed secured.
- 8.61 The units will comply with Lifetimes Homes Standards and more than 10% of units across all tenures are readily adaptable for wheelchair housing provision. The scheme is considered in accordance with the requirement of London Plan Policy 3.8 and Policy SPO2 of the Core Strategy.

Density

- 8.62 Policies 3.4 of the London Plan (2011) and SP02 of the Core Strategy (2010) seek to ensure new housing developments optimise the use of land by relating the distribution and density levels of housing to public transport accessibility levels and the wider accessibility of the immediate location.
- 8.63 As detailed earlier in this report, the site has a good public transport accessibility level (PTAL) of 4.
- 8.64 As set out in the GLA's stage 1 response, given the characteristics of the site, the London Plan density matrix (Table 3.2 in support of London Plan Policy 3.4 'Optimising Housing Potential') would suggest a residential density of between 650 and 1,100 habitable rooms per hectare for this development. The scheme provides 1320 habitable rooms (462 units per hectare) and therefore exceeds the guidance density matrix. However as the London Plan makes clear and it is reiterated in the GLA Stage I response received that these density ranges should not be applied mechanistically and a density above the stated range may be acceptable; where the scheme is exemplary in all other respects and provide a high quality living environment for occupiers, including amenity and play space, affordable housing, a mix of unit sizes, and high quality design
- 8.65 The development does not exhibit any symptoms of overdevelopment nor have any significantly adverse impacts on the amenity of existing and future residential occupiers as discussed further on within this report. As such, it is considered that the proposal optimises the use of the site and is supported by national, regional and local planning policy, and complies with Policy 3.4 the London Plan (2011) and Policy SP02 of the Core Strategy (2010) which seek to ensure the use of land is appropriately optimised in order to create sustainable places.

Impacts to Neighbours

- 8.66 Part 4 (a) and (b) of SP10 of the Core Strategy and Policy DM25 of the MDD seek to protect the residential amenity of the residents of the borough. These policies seek to ensure that existing residents adjacent to the site are not detrimentally affected by loss of privacy or overlooking of adjoining habitable rooms or have a material deterioration of daylight and sunlight conditions.

Daylight/Sunlight

- 8.67 Guidance relating to daylight and sunlight is contained in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight' (2011). With regard to Policy DM25 and assessing the daylight/sunlight impacts of a development on neighbouring residential properties the above BRE guidance is used.
- 8.68 For calculating daylight to neighbouring properties, affected by a proposed development, the primary assessment is the vertical sky component (VSC) method of assessment together with the no sky line (NSL) assessment where internal room layouts are known or can reasonably be assumed. The 2011 BRE guide emphasises the VSC assessment as the primary method of assessment. Average daylight factor (ADF) is also calculated and the latter is often considered to be a more useful method since it considers not only the amount of sky visibility on the vertical face of a particular window, but also window and room sizes, plus the room's use.
- 8.69 The VSC is a quantified measurement of the amount of skylight falling on a vertical wall or window. The BRE handbook suggests a window should retain a 27% VSC or retain at least 80% of the pre-development VSC value. The significance of loss of daylight can be summarised as follows:
- 0-20% reduction – Negligible
 - 21-30% reduction – Minor significance
 - 31-40% reduction – Moderate significance
 - Above 40% reduction – Substantial significance

Daylight

- 8.70 A daylight/sunlight study was submitted as part of the application following the methodology set out in the BRE guidance and this study included a detailed assessment of the potential impact of the scheme upon the following neighbouring properties Peninsular Court, City Tower (No 3 Limeharbour), John MacDonald House, 1-11 Hickin Street, 7 Roffey Street, 21-25 Roffey Street, The George PH, 1-27 Skeggs House, 42-54 Galbraith Street, Kimberley House, 7-12 Bernard Street, Crossharbour Phase I and Phase II (under construction). In addition an addendum report was issued in respect of the impact to the office building at No 5 Limeharbour.
- 8.71 The Council appointed an independent specialist consultant to review the study and drew the following conclusions. The scheme was found to have negligible impact on 87% of the rooms by the VSC level criteria. Excluding impacts that are considered to be negligible, the impacts are limited to Peninsula Court, City Tower, 2 properties in John Macdonald House and Phase II Crossharbour (part of the Baltimore Wharf development) to the west of the DLR and in all these instances the impact is considered no greater than minor adverse and the daylight/sunlight impacts upon No 5 Limeharbour were not a cause for concern. In total to surrounding completed residential properties 45 habitable rooms would experience what is considered a 'minor adverse' impact as described below.

- 8.72 Within Peninsula Court no rooms would fail both the VSC and NSL standards set by BRE although 26 rooms experience a reduction in VSC of more than 20% from existing. All these rooms affected are bedrooms, and in all cases the reduction of VSC is 26% or less from existing. Using the NSL assessment the impacts are shown as minor and fully in accord with BRE guidelines.
- 8.73 Within City Tower (3 Limeharbour) 16 rooms would experience a reduction in VSC of more than 20% from existing levels. The great majority of these windows are to bedrooms to relatively large flats where other rooms have adequate levels of daylight. Some living rooms experience a reduction of up to 25% from existing, however to these rooms there is almost no change in NSL and the ADF results are very good. Using the no sky limit (NSL) assessment all rooms will receive good daylight. The impact to this residential building is considered as with Peninsula Court 'minor adverse'.
- 8.74 At 1-20 John Macdonald House 3 rooms would not meet the VSC standard with two rooms in No. 11 and one in No. 12. In these cases, the reduction is of 22% or 21% from existing. There is almost no change in the NSL results and on that basis the impact is considered minor adverse to these two flats.
- 8.75 As Crossharbour Phase II scheme is still under construction the assessment was limited to ADF. All except two rooms within the development will be left with ADF above the recommended minimum levels of ADF. The two rooms that fail are bedrooms. Given the ADF impacts are limited to these two bedrooms, the overall impact is not considered unacceptable.
- 8.76 Overall these impacts are limited in number and primarily effect bedrooms, and units that have more than one bedrooms and the impacts in terms of daylight are considered acceptable against Policy MD25 and could not provide a sustainable reason for refusal.

Sunlight and shadowing assessments

- 8.77 For calculating sunlight the BRE guidelines state that sunlight tests should be applied to all main habitable rooms which have a window which faces within 90 degrees of due south. The submitted daylight/sunlight study shows all the living rooms to neighbouring residential properties that face within 90° due south the development will maintain BRE target values. The shadowing impact to neighbouring properties are also considered acceptable by the appropriate BRE criteria.
- 8.78 Taken overall and informed by results of the daylight/sunlight study that has been independently reviewed the scheme is considered to comply with the daylight/sunlight policies as set out in Policy SP10 and Policy DM25 of the Council's Local Plan.

Sense of Enclosure, Outlook and Privacy

- 8.79 Policy SP10 of the Core Strategy seeks to protect residential amenity and Policy DM25 of the MDD requires development to ensure it does not result in the loss of privacy, result in unreasonable overlooking, or an unacceptable increase in sense of the enclosure, or loss of outlook. To ensure privacy is maintained Policy DM25 set out a minimum 18 metres distance should usually be maintained between directly facing habitable rooms windows.

8.80 The nearest residential properties to the scheme are to the north at No 3 Limeharbour (also known as City Tower). The minimum distance between the proposed tower and No 3 Limeharbour would be 25 metres. To the west the nearest residential properties are over 50 metres away. To the east the nearest residential property is No 1 Launch Street, an end of terrace property, which would be set over 30 metres away from the new building. To the south west the nearest dwellings are in John Macdonald House that at minimum distance would be 33 metres away from the proposed tower. To the south of the development lies Peninsula Court where the minimum distance for existing habitable room window facing the development would be over 32 metres. In light of these maintained separation distances the scheme is considered to safeguard privacy and outlook.



Figure 4: CGI of west elevation with No 3 (City Tower) to the left

8.81 With respect to a sense of enclosure to neighbouring residential properties and consideration of potential overbearing impact in respect of No 3 Limeharbour (City Tower) a 17 storey residential block, located to the north of the application site the impact is to a considerable degree mitigated by the manner in which the two developments are angled away from each other thereby minimising the impact on the south west facing main elevation of No. 3 Limeharbour. In respect to the properties to the west the impact is reduced by the DLR rail line that falls between the properties. With regard to the lower rise residential development to the south and west the scheme seeks to limit the impact of the scheme by setting the lowest architectural component of the tower on the western fringe of the site. There is an existing marked juxtaposition of building heights in the locality and this scheme is

considered to successfully mediate the transition in building heights that is already found from the west of the application to those to the south and east of the site.

Noise

- 8.82 A noise assessment report accompanied the application. The acoustic report provides information of construction details to curb impacts of ambient noise from the sourced mainly from the DLR railway and vehicular traffic and in respect of noise impacts during construction to neighbouring properties and appropriate mitigation measures during the demolition and construction phase. The Council's Noise Team have reviewed the report and accept its conclusions, subject to appropriate conditions.

Microclimate

- 8.83 Tall buildings can have an impact upon the microclimate, particularly in relation to wind. Where strong winds occur as a result of a tall building it can have detrimental impacts upon the comfort and safety of pedestrians and cyclists. It can also render landscaped areas unsuitable for their intended purpose.
- 8.84 The environmental statement accompanying the planning application includes a wind environment assessment study that involved modelling of the effect of the scheme on the application site and surrounding area. The localised wind impacts are assessed in accordance with the widely accepted Lawson Comfort Criteria. The criteria reflects the fact that sedentary activities such as sitting requires a low wind speed for a reasonable level of comfort whereas for more transient activities such as walking pedestrians can tolerate stronger winds.
- 8.85 The assessment indicates there are no areas exceeding the pedestrian safety criteria within close proximity of the application site. A localised area of wind acceleration exceeding criteria is observed in the Baltimore Wharf development including at the base of the Baltimore Tower, however as these areas are also observed in the baseline scenario it is concluded these effects are unlikely caused by the proposed development.
- 8.86 On the development site the ground level external spaces are comfortable for standing and leisurely pedestrian walking and serving the two pedestrian entrances to the building. The assessment found the proposed development would have a negligible impact on the comfort for people seeking to sit outside compared to the existing situation, except to an area to the north of the tower. The assessment concludes the existing wind conditions do not lend themselves for extended period of sitting and this would remain unchanged, without appropriate mitigation measures put in place. The assessment was made without regard to landscaping and other mitigation measures and without any weight given to the degree of comfort people gain from sitting outside in spaces that benefit from many hours of access to direct sunlight, which will be case for a substantial area of the south plaza area.
- 8.87 The Council's independent review of the environmental statement noted the wind assessment was a high level study but did not challenge the assessment's finding that the wind conditions within and around the development would be appropriate given the use proposed. Subject to the appropriate mitigation measures, secure by planning condition, in the form of suitable landscaping features that can provide benefit to the localised wind conditions within play space, roof terraces and other public amenity spaces it is considered on balance the resultant microclimate condition of the scheme are acceptable for its residential purpose.

Secured by Design

- 8.88 Policy 7.3 of the London Plan seeks to ensure that developments are designed in such a way as to minimise opportunities for crime and anti-social behaviour. The built form should deter criminal opportunism its materials and the scheme benefits from a high degree of natural surveillance to the external spaces and to the entrances lobbies. Robust materials will deter vandalism and graffiti. Access to the parking will be controlled.
- 8.89 The Crime Prevention Design Advisor has reviewed the proposal and raises no objections subject to the scheme achieving Secure by Design accreditation, secured by planning condition.

Highways and Transportation

- 8.90 The NPPF and Policy 6.1 of the London Plan 2011 seek to promote sustainable modes of transport and accessibility, and reduce the need to travel by car. Policy 6.3 of the London Plan also requires transport demand generated by new development to be within the relative capacity of the existing highway network
- 8.91 Core Strategy policies SP08 & SP09 and Policy DM20 of the MDD together seek to deliver an accessible, efficient and sustainable transport network, ensuring new development has no adverse impact on safety and road network capacity, requires the assessment of traffic generation impacts and also seeks to prioritise and encourage improvements to the pedestrian environment.
- 8.92 The scheme provides 14 car parking spaces located at lower ground/basement level with the entrance from East Ferry Road, that will involve the loss of 3 on-street residents' permit holders car parking bays. If permission is granted, these parking bays will be re-provided by way of a contribution provided for in a legal agreement. 8 of the on-site car parking spaces will be provided for disabled users. A stage one safety audit was submitted for the new access of East Ferry Road. A Transport Assessment accompanied the planning application.

Car Parking Provision and Impact on local highway network

- 8.93 Policies 6.13 of the London Plan and policies SP09 and DM22 of the Local Plan seek to encourage sustainable non-car modes of transport and to limit car use by restricting car parking provision.
- 8.94 The site has a good public transport accessibility level (PTAL) of 4 (1 being poor and 6 being excellent). The site lies 100 metres to the Crossharbour DLR station and also benefits from bus stops in close proximity.
- 8.95 The existing office benefits from 31 car parking space. Given the modest level of parking and the net loss of 17 parking spaces on-site the applicant concludes the scheme would not have an adverse impact on vehicle movements on the local highway network or impact upon the passing flow of buses. Transport for London and Council accept these conclusions. The re-provision of 3 displaced on street car parking places will ensure the scheme imposes no added stress upon on street parking to adjoining residents.
- 8.96 The level of car parking provision is considered consistent with London Plan Policy 6.13 The development would be secured as a permit free development, meaning

that none of the residents would be able to apply for a parking permit for the surrounding streets, save for those eligible for the Council's permit transfer scheme.

- 8.97 The level of disabled car parking provision is in accordance with London Plan standards and considered adequate to meet the parking needs for the occupants of the disabled units.

Cycle Parking Provision

- 8.98 168 secure cycle spaces will be provided in accordance with London Plan standards.

Public Transport Impact

- 8.99 The Transport Assessment predicts approximately 70 two-way trips from Crossharbour station per day, assuming that all underground and rail trips start on the DLR. In light of that and the cumulative impact of other residential developments in the vicinity Transport for London seeks a contribution of financial contribution toward improving the overall quality, safety and ease of access and egress at this station in line with London Plan Policy 6.2. It is noted that a number of objections to the scheme comment upon the pressure on the DLR station at commuter rush hours, most particularly in the morning. The applicant has agreed to meet £80,000 (of the £150,000 sought by TfL for Crossharbour) as part of the s106 agreement and to thereby help address this issue.

Servicing and Deliveries

- 8.100 London Plan Policy 6.13 states that developments need to take into account business delivery and servicing. This is also reiterated in Core Strategy Policy DEV17, which states that developments need to provide adequate servicing and appropriate circulation routes
- 8.101 The servicing of the residential units including refuse and recycling collection will be on site and utilise the existing vehicle crossover from Limeharbour shared with No 5. The Council's Highways & Transportation Team raise no objection to this arrangement and the arrangement complies with London Plan Policy 6.13 subject to a delivery and servicing plan and a waste management plan being secured by planning condition.

Pedestrian Safety

- 8.102 This section of Limeharbour serves as a 'natural desire line' for pedestrian seeking to cross this road coming to/from residential neighbourhoods to the north and east of East Ferry Road. With the scheme's tower serving as a local orientation marker for pedestrians heading to/from Crossharbour DLR Station and improved pedestrian connectivity the scheme will provide between East Ferry Road and Limeharbour it is considered necessary for the scheme to provide a new pedestrian crossing to ensure pedestrian safety in Limeharbour, especially at peak travel time and at start/close of the school day.
- 8.103 To supplement the pedestrian crossing, in respect of safeguarding pedestrian safety as well as providing wider public realm benefits, it is considered necessary the scheme development (following discussions with Council Officers) to provide for a shared surface treatment to link between East Ferry Road and Glengall Grove to the east and Limeharbour to the west. The off-site works described above will be

secured by legal agreement, if permission is granted. The shared surface treatment will retain a mini kerb, will involve contrasting colour materials and be generally detailed to ensure it is of inclusive design including for wheelchairs and individuals with visual impairments. The shared surface works will also be designed to provide traffic calming benefits.

Energy and Sustainability

- 8.104 At a National level, the NPPF encourage developments to incorporate renewable energy and to promote energy efficiency. The London Plan sets out the Mayor of London's energy hierarchy which is to:
- Use Less Energy (Be Lean);
 - Supply Energy Efficiently (Be Clean); and
 - Use Renewable Energy (Be Green)
- The London Plan 2011 also includes the target to achieve a minimum 40% reduction in CO2 emissions above the Building Regulations 2010 through the cumulative steps of the Energy Hierarchy (Policy 5.2).
- 8.105 The information provided in the submitted energy strategy is broadly in accordance with the adopted Local Plan policies. Policy SO3 of the Core Strategy (2010) seeks to incorporate the principle of sustainable development, including limiting carbon emissions from development, delivering decentralised energy and renewable energy technologies and minimising the use of natural resources. The London Borough of Tower Hamlets Core Strategy Policy SP11 requires all new developments to provide a 20% reduction of carbon dioxide emissions through on-site renewable energy generation. Policy DM29 includes the target to achieve a minimum 50% reduction in CO2 emissions above the Building Regulations 2010 through the cumulative steps of the Energy Hierarchy. Policy DM 29 also requires sustainable design assessment tools to be used to ensure the development has maximised use of climate change mitigation measures.
- 8.106 The Energy Statement follows the Mayor's energy hierarchy as detailed above. The development would make use of energy efficiency and passive measures to reduce energy demand (Be Lean). The total anticipated CO2 savings from the development are 27% through a combination of energy efficiency measures, a CHP power system (with capability for future connection to a district heating system) thermal performance standard of the construction and PV arrays on the roof.
- 8.107 The proposed energy strategy therefore falls short of both London Plan and Policy DM29 which seeks a 50% reduction in CO2 emissions. Therefore a planning obligation will be required to address this deficit with a financial contribution for carbon off setting to make up this shortfall and ensure the scheme is policy compliant in respect to London Plan and DM29 of MDD.
- 8.108 In terms of sustainability, London Borough of Tower Hamlets requires all new residential development to achieve a Code for Sustainable Homes Level 4. This will be secured by planning condition along with details of the other energy and heating measures to ensure the highest levels of sustainable design and construction in accordance with Policy 5.3 of the London Plan 2011 and Policy DM29 of the MDD.

Biodiversity

- 8.109 The London Plan Policy 7.19, Policy SP04 of the Core Strategy and Policy DM11 of the MDD seek to protect and enhance biodiversity value through the design of open space and buildings and by ensuring that development protects and enhances areas of biodiversity value in order to achieve a net gain in biodiversity. Policy DM11 of the MDD also requires elements of living buildings.
- 8.110 The application site is not a Site of Importance for Nature Conservation Area, nor is it adjacent to one, although the site does contain a small woodland habitat area. A habitat survey and tree survey accompanied the application. The Council's Biodiversity Officer has reviewed the above documentation and the proposed landscape scheme and initial biodiversity strategy. The Biodiversity Officer accepts the habitat survey findings that the existing woodland habitat is not of high quality and any birds breeding on the site will be common, but nevertheless the site is considered of some local biodiversity significance. The Council's Biodiversity Officer seeks the final implemented biodiversity strategy and landscaping scheme for the development to deliver biodiversity benefits to compensate adequately for the loss of existing habitat vegetation: including the planting of native species, berry-bearing species, nectar-rich flowers, with areas of the site to provide nest sites for birds and provision of species rich green roofs. The applicant has agreed to these aforementioned approaches, as set out by the Biodiversity Officer and their delivery would be secured by planning conditions, if planning permission is granted. Upon that basis the scheme is considered to have adequate regard for enhancing biodiversity on and surrounding the site and accordingly complies with London Plan Policy 7.1 and policies SPO4 and DM11 of LBTH Local Plan.

Flood Risk

- 8.111 The NPPF, Policy 5.12 of the London Plan, and Policy SP04 of Core Strategy relates to the need to consider flood risk at all stages in the planning process.
- 8.112 Although the application site lies within Flood Zone 3a as shown on the Environment Agency Flood Map it is protected by the Thames Tidal Floor Level from a 1:1000 chance in any year of flooding. Furthermore the Environment Agency have confirmed that most recent data indicated the site is unlikely to flood in event of a breach event. The flood risk assessment submitted sets out a series of mitigation measures including the non-vulnerable uses located at lower ground/part basement level with the more vulnerable uses i.e. residential located above. The submitted flood risk assessment has demonstrated that the Exception Test is passed and that the proposed development does not increase the risk of flooding elsewhere.
- 8.113 With the scheme's flood mitigation measures and details of a Sustainable Drainage Strategy secured by planning condition, as suggested by Thames Water the proposed development would comply with the NPPF, Policy 5.12 of the London Plan and Policy SP04 of the Core Strategy.

Environmental Impact Assessment

- 8.114 The proposed development falls within the category of developments referred to in paragraph 10(b) of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) regulations 2011.
- 8.115 As the proposal is likely to have significant effects on the environment, it is required to be subject to environmental impact assessment before planning permission is granted. Regulation 3 of the EIA Regulations precludes the grant of planning

permission unless prior to doing so, the Council has taken the 'environmental information' into account. The environmental information comprises the applicant's Environmental Statement (ES), any further information submitted following a request under Regulation 22 of the EIA Regulations, any other substantive information relating to the ES and provided by the applicant and any representations received from consultation bodies or duly made by any person about the environmental effects of the development.

8.116 The ES addresses the following areas of impact (in the order they appear in the ES):

- Effects on townscape and views
- Economic and social effects
- Archaeology and built heritage
- Transport
- Noise and vibration
- Air Quality
- Water resources and flood risk
- Soil conditions and ground contamination
- Ecology and nature conservation
- Interference to TV and radio reception
- Daylight, sunlight and overshadowing
- Microclimate – Wind
- Energy use and carbon dioxide emission
- Health and Well Being
- Cumulative Effect

8.117 The Council appointed independent consultants, Land Use Consultants (LUC) to examine the applicant's ES and to confirm whether it satisfied the requirements of the EIA Regulations. Following that exercise, LUC confirmed their view that whilst a Regulation 22 request was not required, further clarification was sought in respect of a number of issues. These issues have been satisfactorily addressed by the applicant and accordingly the ES has adequately addressed all the requirements of the EIA regulations.

8.118 The various sections of the ES have been reviewed by officers. The various environmental impacts are dealt with in relevant sections of this report above with conclusions given and proposals for mitigation of impacts by way of conditions, and/or planning obligations recommended in this report as appropriate.

8.119 In summary, having regard to the ES and other environmental information in relation to the development, officers are satisfied that the environmental impacts are acceptable in the context of the overall scheme, subject to conditions/obligations providing for appropriate mitigation measures.

Planning Obligations and CIL

8.120 Planning Obligations Section 106 Head of Terms for the proposed development are based on the priorities set out in the adopted Tower Hamlets Planning Obligations SPD (January 2012) and by the site specific requirements to ensure the scheme is acceptable and policy compliant.

8.121 The NPPF requires that planning obligations must be:
(a) Necessary to make the development acceptable in planning terms;
(b) Directly related to the development; and

- (c) Are fairly and reasonably related in scale and kind to the development
- 8.122 Regulation 122 of CIL Regulations 2010 brings the above policy tests into law, requiring that planning obligations can only constitute a reason for granting planning permission where they meet such tests
- 8.123 Securing appropriate planning contributions is further supported by policy SP13 in the Core Strategy which seek to negotiate planning obligations through their deliverance in kind or through financial contributions to mitigate the impacts of a development.
- 8.124 The Council's Supplementary Planning Document on Planning Obligations was adopted in January 2012. This SPD provides the Council's guidance on the policy concerning planning obligations set out in policy SP13 of the adopted Core Strategy. The document also set out the Borough's key priorities being:
- o Affordable Housing
 - o Employment, Skills, Training and Enterprise
 - o Community Facilities
 - o Education
- The Borough's other priorities include:
- o Public Realm
 - o Health
 - o Sustainable Transport
 - o Environmental Sustainability
- 8.125 In order to ensure that the proposed development is deliverable and viable, a financial appraisal was submitted by the applicants. The Viability Assessment considers the scheme will achieve a profit margin below the applicant's target figure based on construction and all other associated development costs based in current benchmark sale prices for comparable residential units in the area. The Viability Assessment has been independently assessed on behalf of the Council and this assessment accepts these conclusions. It also accepts the judgement of the applicant that notwithstanding this profit shortfall (set against current benchmark sales values) the scheme can be delivered, based on a reasonable commercial decision that the market will improve to offset the current shortfall on the developer's 'usual' target profit figure.
- 8.126 The proportion of affordable housing has been secured at 34.3% affordable housing (by habitable rooms) based on 55% of the affordable secured with a social rent tenure. The rented to intermediate split is 60% rented and 40% intermediate. Whilst this shortfall represent a shortfall against the Council's target 70:30 split it is considered the maximum share that can be delivered whilst maximising the number of larger sized units delivered at social rent.
- 8.127 The financial contributions are focussed around Tower Hamlets corporate priorities, as set out in the Councils Local Plan and the adopted Planning Obligation SPD and as such recommend planning obligations centred upon:
- Seeking to maximise the delivery of affordable housing on the site;
 - Securing site specific highway and public transport improvement necessary to make the scheme acceptable in planning policy terms
 - Meeting the other three key Corporate priorities of Education, Community Facilities and the delivery of Employment, Skills Training and Enterprise opportunities for local residents and the other priority of health facilities.

- 8.128 Officers are satisfied that the scheme viability has been appropriately and robustly tested. It is therefore considered that affordable housing and financial obligations have been maximised in accordance with London Plan (2011), Core Strategy (2010), Managing Development and Planning Obligations SPD (2012).
- 8.129 Factored into this was a maximum financial contribution secured through planning obligations (s106) of £1,308,075 and in addition to this the application would be liable for the Mayor of London's CIL charge estimated at approximately £229,460 (following deductions).
- 8.130 The applicant is able to meet the Planning Obligation SPD and other requests for financial contributions and non-financial contributions as set out below: and these are considered to meet the statutory tests for planning obligations
- a) A contribution of £44,598 towards enterprise & employment.
 - b) A contribution of £143,210 towards leisure and community facilities.
 - c) A contribution of £35,698 towards libraries and Idea Store facilities.
 - d) A contribution of £378,296 to mitigate against the demand of the additional population on educational facilities.
 - e) A contribution of £123,645 towards public open space.
 - f) A contribution of £177,284 towards heath facilities.
 - g) A contribution of £64,800 towards carbon off-setting contributions.
 - h) A contribution of £4,896 towards smarter travel
 - i) A contribution of £80,000 to Transport for London towards station improvements at Crossharbour DLR station
 - j) A s106 monitoring fee (set at 2%) £25,648
- Total: £1,308,075 (including £230,000 associated with Highway Works noted at (g) and (h); non-financial contributions)

Non-Financial Obligations

- a) 34.3% affordable housing, as a minimum, by habitable room with 60% as social/affordable rent and 40% as intermediate (shared ownership):-
 - with 1 in number 5 bedroom units, 2 in number 4 bedroom units and 8 in number 3 bedroom unit all with social rents;
 - 5 in number one bedroom units with affordable rents and 4 in number two bedroom units;
 - with 21 intermediate units, with 12 in number 1 bedroom intermediate units, 6 in number two bedroom units and 3 in number three bedroom units.
- With 3 in number of the three bedroom affordable rented units to be completed as fully wheelchair accessible or designed to be easily adaptable (with the applicant undertaking the full adaption when required).

- b) Employment and Training Strategy including the provision of a minimum 8 NVQ level 2 apprenticeships during the construction phase.
- c) Access to employment (20% Local Procurement; 20% Local Labour in Construction).
- d) On Street Parking Permits removed for future occupants.
- e) Travel Plan.
- f) Permanent uninhibited public access to the plaza located within the development site located to the south of the residential tower.
- g) Shared surface works at junction of East Ferry Road/Limeharbour (Estimated at £200,000)
- h) Installation of a new pedestrian crossing and the associated feasibility study and re-provision of two on street car parking bays (Estimated at £30,000)
- i) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal.

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

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

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

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

8.133 Section 70(4) defines “local finance consideration” as:

- a) A grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown; or
- b) Sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy.

8.134 In this context “grants” might include:

- a) New Homes Bonus;
- a. These issues now need to be treated as material planning considerations when determining planning applications or planning appeals.
- b. Officers are satisfied that the current report to Committee has had regard to the provision of the development plan. As regards local finance considerations, the proposed S.106 package has been detailed in full which complies with the relevant statutory tests, adequately mitigates the impact of the development and provides necessary infrastructure improvements.

New Home Bonus

- 8.135 The New Homes Bonus was introduced by the Coalition Government during 2010 as an incentive to local authorities to encourage housing development. The initiative provides un-ring-fenced finance to support local infrastructure development. The New Homes Bonus is based on actual council tax data which is ratified by the CLG, with additional information from empty homes and additional social housing included as part of the final calculation. It is calculated as a proportion of the Council tax that each unit would generate over a rolling six year period.
- 8.136 Using the DCLG's New Homes Bonus Calculator, and assuming that the scheme is implemented/occupied without any variations or amendments, this development is likely to generate approximately £205,810 in the first year and a total payment £1,234,874 over 6 years.

Community Infrastructure Levy

- 8.137 As regards Community Infrastructure Levy considerations, following the publication of the Inspector's Report into the Examination in Public in respect of the London Mayor's Community Infrastructure Levy, Members are reminded that that the London mayoral CIL became operational from 1 April 2012 and will be payable on this scheme. The likely CIL payment associated with this development would be in the region of £229,460 payment (following deductions for affordable housing relief and 6 months continuous active lawful use in last 36 months) to the Mayor of London's Community Infrastructure Levy (CIL).

Human Rights Considerations

- 8.138 In determining this application the Council is required to have regard to the provisions of the Human Rights Act 1998. In the determination of a planning application the following are particularly highlighted to Members:-
- 8.139 Section 6 of the Human Rights Act 1998 prohibits authorities (including the Council as local planning authority) from acting in a way which is incompatible with the European Convention on Human Rights. "Convention" here means the European Convention on Human Rights, certain parts of which were incorporated into English law under the Human Rights Act 1998. Various Convention rights are likely to be relevant, including:-
- Entitlement to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law in the determination of a person's civil and political rights (Convention Article 6). This includes property rights and can include opportunities to be heard in the consultation process;
 - Rights to respect for private and family life and home. Such rights may be restricted if the infringement is legitimate and fair and proportionate in the public interest (Convention Article 8); and
 - Peaceful enjoyment of possessions (including property). This does not impair the right to enforce such laws as the State deems necessary to control the use of property in accordance with the general interest (First Protocol, Article 1). The European Court has recognised that "regard

must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole"

- 8.140 This report has outlined the consultation that has been undertaken on the planning application and the opportunities for people to make representations to the Council as local planning authority
- 8.141 Members need to satisfy themselves that the measures which are proposed to be taken to minimise, inter alia, the adverse effects of noise, construction and general disturbance are acceptable and that any potential interference with Article 8 rights will be legitimate and justified
- 8.142 Both public and private interests are to be taken into account in the exercise of the Council's planning authority's powers and duties. Any interference with a Convention right must be necessary and proportionate.
- 8.143 Members must, therefore, carefully consider the balance to be struck between individual rights and the wider public interest.
- 8.144 As set out above, it is necessary, having regard to the Human Rights Act 1998, to take into account any interference with private property rights protected by the European Convention on Human Rights and ensure that the interference is proportionate and in the public interest.
- 8.145 In this context, the balance to be struck between individual rights and the wider public interest has been carefully considered. Officers consider that any interference with Convention rights is justified. Officers have also taken into account the mitigation measures governed by planning conditions and the associated section 106 agreement to be entered into

Equalities Act Considerations

- 8.146 The Equality Act 2010 provides protection from discrimination in respect of certain characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers. Officers have taken this into account in the assessment of the application and the Committee must be mindful of this duty inter alia when determining all planning applications. In particular the Committee must pay due regard to the need to:
1. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 2. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 3. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.147 The contributions towards affordable housing on-site and various community assets/improvements and infrastructure improvements addresses, in the short-medium term, the potential perceived and real impacts of the construction workforce on the local communities, and in the longer term support community wellbeing and social cohesion

- 8.148 Furthermore, the requirement to use local labour and services during construction enables local people to take advantage of employment opportunities
- 8.149 The provision of affordable housing, wheelchair units and other infrastructure including a publically accessible plaza of inclusive design, a pedestrian crossing and improved street environment, help mitigate the impact of real or perceived inequalities, and will be used to promote social cohesion and wellbeing.

Conclusion

- 8.150 The proposed development is consistent with the 'vision' the Core Strategy set out for Cubitt Town with the delivery of housing, including the provision of much needed family sized affordable housing units in a high quality, well designed scheme that successfully manages the transition in building heights that are found from west to east of the site. As well the scheme will bring positive effects in townscape terms improving the legibility of the area by serving as a local landmark for those arriving from Crossharbour DLR. The scheme will provide substantive public realm improvements at street level with its public plaza that shall provide improved and safer pedestrian connectivity between East Ferry Road and Limeharbour.
- 8.151 Subject to conditions and obligations the proposals comply with the national, London and local policies and would include contributions to local facilities and infrastructure to mitigate the impact of development.
- 8.152 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 WITH CONSULTATION BOUNDARY

