APPENDIX 1 **APPENDIX 1**

Committee: Strategic Development	**Date:** 20th September 2007	**Classification:** Unrestricted	**Agenda Item No:** 7.1
Report of: Corporate Director of Development and Renewal **Case Officer:** Shay Bugler		**Title:** Planning Application for Decision **Ref No:** PA/06/02081 **Ward(s):** Limehouse	

1. APPLICATION DETAILS

Location: 721-737 Commercial Road and 2-22 Lowell Street, Commercial Road, London

Existing Use: The site is currently vacant. (Formally used as an open yard, recycling plant warehousing).

Proposal: Demolition of existing buildings and redevelopment up to 14 storeys to provide 319 units (319 residential units (9 x studio; 107 x 1 bed; 119 x 2 bed; 79 x 3 bed and 5 x 5 bed)) residential units and 675 sqm commercial (Class A2, A3, A4, B1, D1 and D2) space.

Drawing Nos:
PL/100 Rev B: Site layout
Pl/101 Rev B: Lower Ground Floor Plan
PL/102 Rev B: Upper Ground Floor Plan
PL/103 Rev C: First Floor Plan
PL/105 Rev B: Second Floor Plan
PL/105 Rev B: Third Floor Plan
PL/106 Rev C: Fourth Floor Plan
PL/107 Rev B: Fifth Floor Plan
PL/108 Rev B: Sixth Floor Plan
PL/109 Rev A: Seventh Floor Plan
PL/110 Rev A: Eight, ninth, tenth & eleventh floor plans
PL/114 Rev A: Twelfth Floor Plan
PL/115 Rev A: Thirteenth Floor Plan
PL/116 Rev B: Roof Plan
PL/251 Rev A: Block B Details of West Elevation
PL/121 Rev A: Block G Revised Plans
PL/200 Rev A: Section AA
PL/201: Section BB Block B West Elevation
PL/202 Rev A: Section CC Block B West Elevation
PL/203 Rev A: Section DD (Along Wilson's Place)
PL/204 Rev A: Section EE
PL/205 Rev B: Section FF Lower Street Elevation
Pl/207 Rev A: Section HH
PL/220 Rev A: Block E South Elevation (Commercial Road)
PL/221: Blocks B & D South Elevation
PL/222 Rev A: Block E East Elevation
PL/223 Block B: West Elevation
PL/224: Section HH: Block B,C & D Garden elevations
PL/225: Section EE Blocks C & E North Elevation
PL/226 Rev A: Block A South Elevations (Wilson's Place Elevation)

PL/227 Rev A: Block A North East Elevation
PL/228 Rev A: Blocks A North Elevation
PL/229 Rev A: Front and Rear of Houses North Elevation South Elevation
PL/230 Rev B: Block G. East Elevation
PL/231 Rev A: Block G South Elevations (Mews Elevation)
PL/232 Rev B: Block G West Elevation (Lower Street Elevation)
PL/233 Rev B: Block G North Elevation (Dalgleish Street)
PL/235 Rev A: Section through courtyard
PL/250: Details of South elevation
PL/251 Rev A: Block B Detail of West Elevation
PL/252 Rev A: Detail elevation extract (Wilson's Place Elevation)
PL/254: Detail of South Elevation West Pavillion Block
PL/255: Details of Mews Houses
PLS1002 Rev A: Lower Ground Amenity Plan
PLSI003 Rev A: Upper ground floor amenity Plan
PLSI004 Rev A: First floor amenity plan
PLSI 005 Rev A: Second floor amenity plan
PLSI Rev A: Third floor amenity plan
PLSI 007 Rev A: Fourth floor amenity plan
PLS1 008 Rev A: Fifth floor amenity plan
PLSI 009 Rev A: Sixth floor amenity plan
PLSI_010 Rev A: Seventh floor amenity plan
PLSI001 Rev A: Twelfth floor amenity plan
PLSI012 Rev A: Thirteenth floor amenity plan

The following list of accompanying technical reports also forms part of this application:

- Design Statement - Stock Woolstencroft
- Drainage sustainability social impact – Stock Woolstencroft
- Planning Statement - Stock Woolstencroft
- Noise and vibration day and sunlight miroclimate- paragons acoustics
- Daylight and sunlight report - Stoke Woolstencroft
- Proposed Redevelopment of 723-737 Commercial Road, London, E14
- (Addendum BRE Daylight/Sunlighting Report 27th June 2007)
- Microclimate - Cambridge architectural research
- Sustainability - esd
- Landscape and ecology report - Studio Engleback
- Supplementary Information Transport - Stock Woolstencroft
- Supplementary Information sustainable energy strategy June 2007 - Stock Woolstencroft

Applicant: SURE Estates Ltd
Owner: SURE Estate Ltd
Historic Building: N/A
Conservation N/A

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

2.1 The Local Planning Authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan, the Council's emerging Local Development Framework

Submission Document, associated supplementary planning guidance, the London Plan and Government Planning Policy Guidance and has found that:

(a) In principle, the proposed development is acceptable, subject to an appropriate planning obligations agreement and conditions to mitigate against the impact of the development.

(b) The proposed development would result in a sustainable, high quality, high density scheme with an acceptable level of affordable housing and associated tenure split and a good dwelling mix. This would contribute to the regeneration of the wider area and that is considered to be in the interests of good strategic planning in London.

(c) It is considered that the proposed uses would not have an adverse impact on the residential amenity of any nearby properties. A number of conditions are recommended to secure submission of details of materials, landscaping, external lighting and to control noise and hours of construction.

(d) The proposed development would deliver regeneration benefits comprising: improved townscape; modern employment facilities; and new residential accommodation.

3 RECOMMENDATION

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

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

3.3 **B**. The completion of a **legal agreement**, to the satisfaction of the Chief Legal Officer to be completed within 3 months from the date of the committee to secure the following:

- Affordable Housing provision at 35% of the habitable rooms with a 70/30 split between affordable rented/shared ownership to be provided on site.
- A contribution of £266,100 to mitigate the demand of the additional population on health care facilities.
- A contribution of £530,000 to mitigate the demand of the additional population on education facilities
- A contribution of £219,000 towards Employment and training initiatives.
- A contribution of £35,000 towards TfL bus stop
- A contribution of £20,000 to TfL signal booster to DLR or DAISY screen
- A contribution of £300,000 for Community initiatives (refurbishing and upgrading of nearby community centre
- A contribution of £41,000 for upgrade works to Stonebridge Wharf
- 'Car Free' agreement
- LLIC
- TV/radio reception mitigation

- Travel Plan

3.4 **C.** That the Head of Development Decisions be delegated authority to impose conditions and informatives on the permission to secure the following:

1) Permission valid for 3 years
2) Submission of samples / details / full particulars
3) Submission of a Secured by Design Statement
4) Submission of desktop study report for land contamination
5) Submission of details of site drainage
6) Submission of details of site foundations
7) Submission of an Investigation and remediation measures for land contamination
8) Provision of a minimum of **319** cycle spaces for the residential component of the scheme
9) Submission of a traffic management plan detailing all routes to be used by construction maintenance programmes and also detailing how sustainable travel to and from the proposed development will be provided amongst residents and staff working on the site.
10) Parking, access and loading/unloading, manoeuvring
11) No parking on site, other than in the basement car park
12) Vehicular access
13) Refuse and recycling facilities
14) Hours of Construction (8.00am to 6.00pm Monday to Friday 9.00am to 5.00pm on Saturdays and not at all on Sunday or Bank holidays)
15) Power/hammer driven piling/breaking (10am – 4pm Monday – Friday)
16) Submission of full details of the proposed lighting and CCTV scheme.
17) Any other condition(s) considered necessary by the Head of Development Decisions.
18) Lifetime Homes
19) 10% Disabled Access
20) Renewable Energy Measures (at least 10% reduction in carbon dioxide emissions)
21) Applicant to use a 35 kilo Watt electrical combined heat and power plant.
22) Further archaeological work or historic building assessment as necessary, to establish the actual impact of development so an appropriate mitigation strategy can be implemented.
23) Any other condition(s) considered necessary by the Head of Development Decisions

3.5 **Informatives**

1) Section 106 of the Town and Country Planning Act 1990.
2) Locally native plant species on site, of UK genetic origin.
3) Adequate sewerage infrastructure in place
4) With regard to (Decontamination), contact Council's Environmental Health Department
5) Code of Construction Practice, discuss this with Council's Environmental Health Department
6) Consult with the Councils Highways Development Department regarding any alterations to the public highway
7) During construction consideration must be made to other developments within the area and the impact to traffic movements on Commercial Road

3.6 That if by the **20th December 2007** the legal agreement has not been completed to the satisfaction of the Chief Legal Officer; the Head of Development Decisions be delegated authority to refuse planning permission.

4 PROPOSAL AND LOCATION DETAILS

Proposal

4.1 The planning application is for the demolition of existing Council depot buildings and for the redevelopment of up to 14 storeys to provide 319 (9 x studio; 107 x 1 bed; 119 x 2 bed; 79 x 3 bed; and 5 x 5 bed) residential units and 675 sqm commercial (Class A2, A3, A4, B1, D1 and D2) space

4.2 The tenure of the accommodation includes:

Table 1: Tenure and dwelling mix

Tenure	studio	1 bed	2 bed	3 bed	4 bed	5 bed
Affordable rent	0	21	24	22	0	5
Shared ownership	0	11	13	8	0	0
Private market	9	75	82	49	0	0

4.3 The proposal includes public open space, in the form of a public square, communal landscaped areas, private gardens, roof terraces and balconies. Basement and undercroft car parking for 79 spaces, including disabled spaces.

4.4 The layout of the site is informed by the configuration of the site boundary. Wilson's Place is the current rear vehicular access from Salmon Lane to 723 Commercial Road. 22 Lowell Street has its own separate vehicular access from Dalgleish Street. The proposed layout extends and links Wilson's Place through the site, with the current public square to the south on to Commercial Road and with Lowell Street to the west. The new access road through the site facilities both pedestrian and vehicular access for servicing and parking within the site.

4.5 On the Commercial Road frontage three 5 storey blocks (Blocks B, D and E), rise to 5 storeys with 6/7 storey set back, which are arranged symmetrically/ around the central public square. Block C to the rear fronts Wilson's Place. A 4 storey junction building is positioned on the western boundary, adjacent to the 4 storey terrace on Grade 2 Listed Buildings. Commercial units straddle the public open space with Blocks E at ground level to create an active frontage on the Commercial Road

4.6 The main stepped tower at Block A, rising from a 6 storey element at the rear to 12 and 14 storeys, is positioned immediately behind the public square and aligned in a north-east /south west orientation addressing the new public square to the front on Commercial Road. The tower is linked to the frontage Block E by a 6 storey element that arches over the new access road that links to the frontage the site.

Site and Surroundings

4.7 The application site covers an area of 0.77 hectares which includes a section of Wilson's Place.

4.8 The site extends from Lowell Street in the west to Salmon Lane to the east, with its main frontage on Commercial Road, wedged in between a terrace of 4 storey Grade 11 Listed residential properties and The Seaman's Mission, situated on the corner of Commercial Road and Salmon Lane.

4.9 Commercial Road (A13) is a main arterial route through the Borough which is characterised by a mix of predominantly commercial uses along its length although other uses are present. The predominant land use immediately to the north and south of the site is residential with pockets of commercial uses concentrated along Commercial Road and the local shopping

parade in Salmon Lane. The east side leading up from East India Dock Road to the site and beyond to Limehouse Basin are generally commercial uses in small scale period buildings along the main road frontage.

4.10 The site is not located within a Conservation Area. However St. Anne's Conservation Area and Lowell Street Conservation Area abut the site. To the south east is the Grade I Listed Church of St. Anne's Conservation Area, but the majority of residential properties within the immediate area comprises mainly purpose built blocks of flats of varying heights , 2/3 storey period properties and commercial, ecclesiastical and civic buildings.

4.11 In terms of transport, the site is served by the D3 bus route connecting Wapping with Canary Wharf. Bus D3, 15 and 115 on Commercial Road, directly outside the site, connect to Canning Town and Stratford to the east and the City to the west. Limehouse DLR Station to the South west is approximately a 5 minute walk from the site.

4.12 The site is connected within close proximity to transport with Limehouse DLR and Mainline Station located approximately 0.2 miles to the west, Salmon Lane to the east and Dalgleish Street/Fenchurch Street.

4.13 The site straddles the boundary between Public Transport Accessibility Level (PTAL) scores 6a and 6b. The London Borough of Tower Hamlets suggests that the portion of the site fronting onto Commercial Road has PTAL scores of 6b (the second highest level). Seven bus services run within 640m of the site. Limehouse rail and DLR station is 370 metres to the west of the site on Commercial Road.

Planning History

4.14 The following planning decisions are relevant to the application:

PA/06/135	Request for Screening Opinion as to whether redevelopment by demolition of existing buildings and erection of buildings of 4-9 storeys to provide 722 sq.m. of ground floor commercial space (A1 to A5 and B1 uses) and 305 residential units (C3 use) with approximately 100 car parking spaces and landscaping requires an Environmental Impact Assessment. 27/01/2006
PA/06/463	Request for Scoping Opinion as to the information to be contained within an Environmental Impact Assessment in support of redevelopment by demolition of existing buildings and erection of buildings of 3/6/7 and 15 storeys to provide 630 sq.m. of ground floor commercial space (A1 to A5 and B1 uses) and 345 residential units (C3 use) with approximately 100 car parking spaces and landscaping. Scoping Option issued 14/04/2006
Ref. PL/DC/05/13225 dated 07/01/70:	In 1970, planning permission was granted by the former Greater London Council (GLC) for the ''redevelopment of petrol filling station and vehicle service buildings at 731-737 Commercial Road for three-storey municipal offices and depot. The site was redeveloped to provide the present buildings and described subsequently as a 'GLC Housing Depot'.
TH12155/10902	2-22 Lowell Street is adjacent to the site, which forms part of the application premises. Planning permission was granted to the GLC for the ''erection of 2 storey building for use as a district office' on 15th November 1979. In the report to the Council's Planning Committee, the site was described as being 'previously vacant residential'. Subsequent records show approval of details. The present building was completed in June 1980, as verified by the District Surveyors completion certificate on file.

There is reference to the building being used for 'offices and management control unit''.

5.0 POLICY FRAMEWORK

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

Policies:	DEV1	Design Requirements
	DEV2	Environmental Requirements
	DEV3	Mixed Use Developments
	DEV4	Planning Obligations
	DEV6	High Buildings Outside the Central Area & Business Core
	DEV12	Provision of Landscaping in Development
	DEV13	Design of Landscape Scheme
	DEV50	Noise
	DEV55	Development & Waste Disposal
	DEV56	Waste Recycling
	EMP2	Retaining Existing Employment Uses
	HSG2	Provision for Housing Development
	HSG3	Affordable Housing
	HSG7	Dwelling Mix & Type
	HSG8	Mobility Housing
	HSG9	Density of New Housing Development
	HSG13	Standard of Dwelling
	HSG16	Housing Amenity Space
	T15	Location of New Development
	T17	Planning Standards (Parking)
	T21	Pedestrian Needs in New Development
	T24	Cyclists Needs in New Development
	OS9	Children's Play Space

Emerging Local Development Framework

Proposals:	CP34	Development Site for residential use ID 39
Core Strategies:	IMP1	Planning Obligations
	CP1	Creating Sustainable Communities
	CP2	Equal Opportunity
	CP3	Sustainable Environment
	CP4	Good Design
	CP5	Supporting Infrastructure
	CP9	Employment Space for Small Businesses
	CP19	New Housing Provision
	CP20	Sustainable Residential Density
	CP21	Dwelling Mix & Type
	CP22	Affordable Housing
	CP25	Housing Amenity Space
	CP38	Energy Efficiency and Production of Renewable Energy
	CP39	Sustainable Waste Management
	CP40	A Sustainable Transport Network
	CP41	Integrating Development with Transport
	CP42	Streets for People
	CP46	Accessible and Inclusive Environments
	CP47	Community Safety
	CP48	Tall Buildings

Policies:	DEV1	Amenity
	DEV2	Character & Design
	DEV3	Accessibility & Inclusive Design
	DEV4	Safety & Security
	DEV5	Sustainable Design
	DEV6	Energy Efficiency & Renewable Energy
	DEV7	Water Quality and Conservation
	DEV8	Sustainable Drainage
	DEV9	Sustainable Construction Materials
	DEV10	Disturbance from Noise Pollution
	DEV11	Air Pollution and Air Quality
	DEV12	Management of Demolition and Construction
	DEV13	Landscaping and Tree Preservation
	DEV15	Waste and Recyclables Storage
	DEV16	Walking & Cycling Routes & Facilities
	DEV17	Transport Assessments
	DEV18	Travel Plans
	DEV19	Parking for Motor Vehicles
	DEV20	Capacity of Utility Infrastructure
	DEV22	Contaminated Land
	DEV27	Tall Buildings Assessment
	EE2	Redevelopment/Change of Use of Employment Sites
	HSG1	Determining Residential Density
	HSG2	Housing Mix
	HSG3	Affordable Housing Provisions in Individual Private Residential and Mixed-use Schemes
	HSG4	Varying the Ratio of Social Rented to Intermediate Housing
	HSG7	Housing Amenity Space
	HSG9	Accessible and adaptable Homes
	HSG10	Calculating Provision of Affordable Housing

Planning Standards

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

Supplementary Planning Guidance/Documents

Design out crime
Sound Insulation
Residential Space
Landscape Requirements

Spatial Development Strategy for Greater London (London Plan)

Policy 3A.7	Affordable Housing Targets
Policy 3A.8	Negotiating Affordable Housing in Individual Private Residential and Mixed Use Schemes
Policy 3C.2	Matching Development to Transport Capacity
Policy 4A.6	Improving Air Quality
Policy 4A.7	Energy Efficiency and Renewable Energy
Policy 4A.8	Energy Assessment

Policy 4A.9	Providing for Renewable Energy
Policy 4A.10	Supporting the Provision of Renewable Energy
Policy 4A.11	Water supplies
Policy 4A.14	Reducing Noise
Policy 4B.1	Design Principles for a compact city
Policy 4B.2	Promoting world class architecture and design
Policy 4B.3	Maximising the potential of sites
Policy 4B.4	Enhancing the Quality of the Public realm
Policy 4B.5	Creating an inclusive environment
Policy 4B.6	Sustainable Design and construction
Policy 4B.7	Respect Local context and communities
Policy 4B.8	Tall buildings, location
Policy 4B9	Large scale buildings, design and impact
Policy 4C.2	Context for sustainable growth
Policy 4C.8	Sustainable Drainage

Government Planning Policy Guidance/Statements

PPG1	Generally Policy and Principles
PPG3	Housing
PPG13	Transport
PPG24	Planning & Noise
PPS1	Delivering Sustainable Development
PPS22	Renewable Energy
PPS3	Housing
PPS1	Urban Design
PPG13	Transport
PPS1	Access

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

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

6.0 CONSULTATION RESPONSE

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

6.2 **LBTH Education Development:**

6.3 The dwelling mix leads to a need for 43 additional primary school places. A contribution is sought (at 100%) for 43 primary school places @ £12,342 = £530,706.

6.4 **LBTH Highways Development:**

6.5 The provision of 79 car parking spaces is welcomed.

6.6 The high levels of public transport accessibility, proximity to local amenities and the pressures on parking in the area make this essential to sign a car free agreement.

6.7 The opening up of Wilson's Place is welcomed and the through route will provide better access to the development for servicing and refuse collection. Wilson's Place will remain as public highway

6.8 Cycle parking is insufficient; there should be a minimum of 319 spaces for the residential development and a number of spaces for employees in the commercial properties. Cycle parking should also be designed into the landscaping areas, particularly around the commercial units. It is recommended that the above measures be secured by way of condition and appropriate legal agreement.

6.9 Refuse storage for the commercial units needs to be identified and clearly separated from domestic waste. There also needs to be better provision for recyclable refuse storage for residential units. It is recommended that the above measures be secured by way of condition and appropriate legal agreement.

6.10 A s278 will have to be entered into for works to Wilson's Place and the junction with Salmon Lane, as well as Lowell Street which is fronted by the development. TfL must be contacted in respect to s278 works on Commercial Road, and a separate agreement drawn up with them.

6.11 Providing the upgrade of Wilson's Place can be included in the s278 agreement with Tower Hamlets. There is no need for additional s106 contributions; however TfL may wish to secure contributions to bus measures and signage to Limehouse station.

6.12 **LBTH Environmental Health**

6.13 • Environmental Health is satisfied with the methodology and the results of the Air Quality assessment.

6.14 • The applicant needs to provide further details on how it is intended to mitigate for dust **and** emissions from the construction site.

6.15 • Although mitigation measures are proposed for dust during the construction phase, the following is required:

6.16 • 1) A traffic management plan. This should include for e.g. European Emissions Standards for all off and on-road vehicles to be used during the construction phase, a schedule of all plant, equipment and vehicles, etc.

6.17 • 2) Details of a contact person on the site to be forwarded to this section in the event that complaints are received from the public.

This will be addressed as part of a condition.

6.18 **<u>External consultees</u>**

6.19 **Greater London Authority (GLA- Strategic Consultee):**

Initially, GLA identified the following in the Stage 1 report:

(a) inadequate quantum of private external amenity space and non-defined/non designated child play space

(b) inadequate investigated energy solution for the development

(c) a need to secure legible and safe pedestrian links to nearby public open spaces. A need to secure public transport infrastructure to ensure delivery of a sustainable development.

6.20 The applicant has subsequently taken Greater London Authority (GLA's) comments on board and has amended the scheme accordingly to the satisfaction of the GLA and the Local Planning Authority.

6.21 **Thames Water Authority** - no comments received

6.22 **London City Airport** - no comments received

6.23 **English Heritage (Statutory consultee)**

6.25 *West Pavilion Block:* The scale and form of the proposed development would detrimentally impact on the setting of the listed terrace. Development on the scale of the listed terrace would be more appropriate on this part of the site as this could potentially return into the proposed 'square' forming an L shaped block. The design of the junction between any new development and the listed terrace requires particular careful handling. The large blank area of brick and tall vertical roof top feature lack elegance

6.26 *East Pavilion Block:* The height of the East Pavilion block adjoining the Seaman's Mission should be reduced in order to preserve the dominance of that important building. The façade to Commercial Road should rise no higher than the main part of the cornice of the Seaman's Mission building**.** This would allow the small eastern turret of the Seaman's Mission to retain some prominence in the streetscene. The junction between any new development and the Seaman's Mission should be treated sensitively

(Officers comment: Refer to main body of the report)

6.27 **Transport for London (Statutory consultee)**

6.28 The development will have low car parking provision and therefore it would not result in a significant overall increase in daily traffic to the site nor result in any unacceptable impact to the TLRN or SRN.

6.29 The transport assessment also provides insufficient information about the pedestrian environment surrounding the site. Given the proximity to public transport and the low levels of car parking proposed the development is likely to be reliant on links to public transport routes so TfL would expect greater detail about the condition of footways, position of crossings, lighting and ease of use of routes

6.30 Appropriate cycle spaces should be provided in line with TfL's Cycle Parking Standards as referred to in the London Plan (Officer's comments: The figures were based on the original scheme which comprised of 338 residential units. The scheme was subsequently amended and now comprises 319 residential units. (Officers comment: The applicant will be required to provide 319 cycle spaces for the residential element of the site. This will be addressed as part of a condition).

6.31 The Travel Plan should be submitted, detailing how sustainable travel to and from the proposed development will be promoted among residents and staff working on site. This should be secured, monitored and reviewed as part of the Section 106 agreement. (Officers comment: A Travel Plan will need to be submitted and approved to the satisfaction of the Council prior to occupation)

6.32 The height of the proposed development may reduce the strength of DLR radio signals from trains operating in the area. The developer should conduct a radio signal survey and if the development will have an adverse impact on radio signals, a financial contribution of £20,000 will be required for signal boosters (This is included in the Section 106 Agreement).

GLASS:

6.33 Although the site lies just outside an archaeological priority area as defined in the Borough UDP, the scale of the redevelopment proposals would present a significant impact if archaeological remains were to be present. The redevelopment of this site may therefore affect remains of archaeological importance.

6.34 GLASS welcomes the inclusion of Cultural Heritage and Archaeology in the draft Environmental Impact Assessment Scoping Opinion. Assessment should include examination of known archaeological data for the area as well as documentary, cartographic and geotechnical sources in order to identify areas where development proposals have the potential to impact on archaeological remains and built heritage.

6.35 A condition will be addressed to the application which will require the applicant to undertake further archaeological work or historic building assessment to establish the actual impact of development so an appropriate mitigation strategy can be implemented.

7.0 LOCAL REPRESENTATION

7.1 A total of 177 neighbouring properties within the area shown on the map appended to this report were notified of the application and invited to comment. The application has also been publicised in East End Life and on site. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

Consultation

No. of individual responses	5	Objecting: 5	Supporting: 0
No. of petitions received	0	0	0

7.2 **The following local groups/societies made representations:**

- Stephen Job associates on behalf of Salmon Lane Mission Trustees
- Salmon Lane Mission Trustees Limited
- 3 Local residents

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

a)Loss of views from Mission Building Flats
b) Loss of light to Mission Building Flats (negative from block C)
c) The proposed development plans does not respect the local context of sufficient space between developments.
This site is an ideal location for a supermarket. Instead of the four smaller units, the upper ground floor of the development should be used for a single, larger, supermarket.
d) The development will have a negative impact on the members of the Salmon Lane church and residents due to the loss of natural light and privacy. The loss of sun light will

have a negative impact upon the temperature of the Church raising the cost of our utilities.
e) The increased traffic will have a negative impact on the over burdened and congested Salmon Lane.
f) Increase in noise generated by the additional traffic.
g) Appears the proposed plans call for taking a small section of the Church property at the front corner next to Wilson's Place.
h) The development would adversely affect the character and appearance of St. Anne's Church Conservation Area and the Lowell Street Conservation Area. It would also adversely affect the setting of nearby listed buildings

8.0 MATERIAL PLANNING CONSIDERATIONS

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

1. Land Use
2. Density
3. Design and layout and the suitability of a tall building at this location
4. Accessibility and inclusive design
5. Associated amenity impacts to surrounding properties
6. Affordable housing, dwelling mix and housing standards
7. Transport and Parking
8. Open space/amenity space
9. Sustainability

Land Use

8.2 The subject site is not designated as an employment area although it is located within very close proximity to the Industrial Employment and Office Employment area in the UDP. The surrounding area is also nominated as an employment area in the UDP proposals map (1998). Land use within the area is presently evolving and the site and surrounds has been designated in the Local Development Framework Core Strategy and Development Control Submission Document as a suitable location for mixed use development. In essence, the proposed development comprising both residential and B1 use is policy compliant with the adopted UDP (1998) and consistent with the emerging LDF, thereby reflecting the evolution of the area.

8.3 The commercial element of the scheme will be B1 (Office) floorspace. The previous Council depot contained 1096 sq.m of office floorspace and 356 sq.m of warehouse floorspace. The proposed office space on site is 675 sqm. The site is currently vacant. Although the proposal would technically result in the loss of employment floorspace on site, the site has been identified for residential development in the emerging Local Development Framework. The regeneration benefits including the provision of family and affordable housing attributed to the scheme on balance out weighs the loss of the vacant employment floorspace currently on site. Although there is a net loss of employment floorspace on site, the proposal will result in a higher density and better quality floorspace. The applicant has demonstrated that this improvement in quality employment floor space will result in an increase in the number of people employed on site.

Density

8.4 UDP policy HSG9 which refers to a density of 247 (hrh) habitable rooms per hectare has largely been superseded by the density policies of the London Plan 2004 and Polices of the Local Development Framework – Core Strategy and Development Control Submission Document. Core policy CP20 of the Local Development Framework states that Council will seek to maximise residential densities, taking into account the individual relative merits of

sites and their purposes. The London Plan and LDF policy HSG1 include the implementation of a density, location and parking matrix, which links density to public transport availability as defined by PTAL (Public Transport Accessibility Level) scores which are measured on a scale of 1 (low) – 6 (high).

8.5 The site has a public transport accessibility level (PTAL) of 6a. For urban sites with a PTAL range of 6 the appropriate density of 450-700 hrh. The proposed density of 1218 hrh (Net site area) exceeds the greater level of the density range. However, the scheme is acceptable based on the following grounds:

- The development of the site for mixed use development is consistent with emerging policy and will assist in the regeneration of this area and promote investment in infrastructure and services in the long term which will benefit both existing and future residents.

- A number of contributions towards health, education and public infrastructure have been agreed to mitigate any potential impacts on local services and infrastructure.

- The development is located within an area with good access to public transport services, open space and other local facilities.

- The proposal does not result in any of the common symptoms of overdevelopment, i.e., inappropriate height, bulk and massing, excessive site coverage, undersized flats and open space, or significant amenity impacts to surrounding properties, etc.

- The proposal is of a high quality and complies with the Council's objectives for new development as outlined in the UDP and the Local Development Framework– Core Strategy and Development Control Submission Document.

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

8.6 Design and layout

8.7 Policy 4B.2 of the London Plan states that the Mayor seeks to promote world class design. Development proposals should show that developers have sought to provide buildings and spaces that are designed to be beautiful and enjoyable to visit, as well as being functional, safe, accessible, sustainable and accessible for all. Policy 4C.20 seeks a high quality of design for all waterside development. All development, including intensive or tall buildings, should reflect local character, meet general principles of good design and improve the character of the built environment.

8.8 Policy DEV1 of the LBTH UDP sets out the general principles that the Council will promote, stating that all development proposals should:

- Take into account and be sensitive to the character of the surrounding area in terms of design, bulk, scale and the use of materials;

- Be sensitive to the development capabilities of the site, not result in over development or poor space standards; be visually appropriate to the site and its setting; and take full account of planning standard No.1: Plot Ratio;

- Normally maintain the continuity of street frontages, and take account of existing building lines, roof lines and street patterns;

- Provide adequate access for disabled people in respect of the layout of sites and the provision of access to public buildings;

- Be designed to maximise the feeling of safety and security for those who will use the development; and

- Include proposals for the design of external treatments and landscaping.

8.9 • Policy CP4 of the draft Core Strategy states that LBTH will ensure development creates buildings and spaces of high quality design and construction that are sustainable, accessible, attractive, safe and well integrated with their surroundings. Policy DEV2 reiterates this and DEV1 of the UDP and states that developments are required to be of the highest quality design, incorporating the principles of good design including.

Tall Buildings

8.10 The London Plan encourages the development of tall buildings in appropriate locations. Policy 4B.8 states that tall buildings will be particularly appropriate where they create attractive landmarks enhancing London's character, help to provide a coherent location for economic clusters of related activity or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings. Policy 4B.9 of the London Plan requires all large-scale buildings, including tall buildings, to be of the highest quality of design.

8.11 Policy DEV5 of the LBTH UDP states that tall buildings may be acceptable within the Zones subject to policies DEV1 and DEV2. The development will also:

- not adverse impact on the micro climate, wind turbulence, overshadowing and telecommunication interference,

- have access to appropriate transport and infrastructure,

- not adversely harm the essential character of the area or important views; and identify and emphasise a point of civic and visual significance.

8.12 Policy CP48 of the emerging LDF recognises that tall buildings can contribute positively to an area where they are designed to high quality standards.

8.13 Policy DEV27 of the emerging LDF Core Strategy provides criteria that applications for tall buildings must satisfy. The proposal satisfies the relevant criteria of Policy DEV27 as follows:

8.14 • The design is sensitive to the context of the site.

8.15 • The architectural quality of the building is considered to be of a high design quality, demonstrated in its scale, form, massing, footprint, materials, relationship to other buildings and open space provision.

8.16 • Block A (Tower- tallest block) rises from 6 to 12 to 14 storeys. The scale and massing of the 14 storey building is considered acceptable. The applicant has provided computer generated images to demonstrate this. A number of tall buildings have appeared in the area, namely Tequila Wharf and Norway Wharf and 17 storey Anchor House to the North of Lowell Street. As such, a precedent for tall buildings

within the area has already been established.

8.17 • The proposed development does not fall within the strategic views designated in Regional Planning Guidance 3A (Strategic Guidance for London Planning Authorities, 1991) or the Mayor's draft London View Management Framework SPG (2005). However, the scheme has demonstrated consideration of the appearance of the building as viewed from all angles and is considered to provide a positive contribution to the skyline.

8.18 • The proposal visually integrates into the streetscape and the surrounding area.

8.19 • The proposal presents a human scaled development at the street level.

8.20 • The proposal will not be detrimental to the setting of the listed terrace.

8.21 • There will be no adverse impact on the privacy, amenity and access to sunlight and daylight for surrounding residents.

8.22 • The proposal improves permeability with the surrounding street network.

8.23 Initially, Conservation and Design were concerned with the following:

- The scale, bulk and siting of Block A - 14 storey was inconsistent with on site.
- Block G is excessive in its footprint.
- Articulation of West Pavilion building E is unsympathetic to the adjoining Listed terrace.
- Bulk of the western edge needs to be reduced as well as bulk at Fourth-Fifth- Sixth floors to be further set-backed away from the listed building. This needs to be justified by preparing 3D views or block model as appropriate.
- The junction between the listed terrace and west pavilion block needs resolution.

8.24 In respect of the above comments, the applicant has included the following amendments to the scheme:

- The top floor of the West Pavilion (Block E) block was removed from the main section of the building.

8.25 The smaller section of the building between the main block and the listed terrace was revised in response to LBTH/EH comments, namely:

- balcony rail to front elevation was set back beyond parapet to ensure that the top of the brickwork aligned with the top cornice of the listed building elevation.
- apartment on third floor was set back from the front and western boundary to minimise impact on listed terrace.
- at ground floor level the brick pier nearest to the listed terrace was reduced in width to reflect the proportion of the adjacent terrace
- fenestration to the first and second floor was revised and responds to the proportion of the listed terrace as shown on the drawing, whilst still relating to the new elevation.
- recessed 'shadow gap' between existing terrace and new elevation clarified on drawing.

8.26 English Heritage considered that the height of the East Pavilion should be reduced in order to preserve the dominance of the Mission building. Whilst the Mission Buildings is of architectural merit, it is not listed or located within a Conservation Area. The Council does not consider the height of block C to be detrimental to the setting of the Seaman's Mission Buildings.

8.27 The footprint of Block G has been reduced and amendments have been made to demonstrate a greater degree of sensitivity to its context and sympathetic to the setting of the listed building. The junction between the listed terrace and the west pavilion has also been resolved to the satisfaction of the Council. The height of Block E (West Pavilion) was reduced from 7 storeys to six storeys. The plan of Block E West Pavilion was revised at the south end of the building to minimise impact on neighbouring terrace.

8.28 With reference to Block A (Tower), there was concern regarding the strict façade grid which made the building appear somewhat corporate and faceless. The amended plans include balconies on the eastern side of the Tower. The elevational treatment has also been amended. The north eastern elevation drawing PL227 shows the balconies on this elevation from 1st to 5th floor. The layout plans PL103b and 116B shows that the majority of the flats within the tower have private balconies on the north west and south west elevations. The tower now appears to be more sympathetic to its surroundings and as such will not be detrimental to the character and appearance of the surrounding area).

8.29 The GLA has noted that the adjacent site of the former ENO warehouse on Dalgleish Street is due to come forward for development in the near future and the GLA will be negotiating inclusion of communal amenity space to the South West corner of the site to allow through route to Dalgleish Street and the school beyond and this will also increase amenity space locally. The GLA requests that an access is added from the Commercial Road scheme through to Dalgleish Street site and this is conditioned. This will also improve access to other local open spaces without the need to walk along the Commercial Road frontage. The proposed 'Tower' should not prejudice the development rights of the Dalgleish Street site. The positioning of the balconies in block A has responded to the initial concerns that the layout of Block G could have on the nearby site. The applicant has amended Block G to respond to proposals for the neighbouring site.

8.30 The overall layout, design, height, massing and footprints of the development demonstrates sensitivity to its context. The proposal complies with national and local design policies.

Accessibility & Inclusive Design – Safety & Security

8.31 The Major requires a commitment to delivering an inclusive environment in accordance with Policy 4B.5 of the London Plan. Policy 3A.4 of the London Plan requires all new housing to be built to Lifetime Home Standards and 10% of all new housing to be designed to be wheelchair accessible to meet the full range of housing needs.

8.32. UDP policies DEV1 and 2 and policy DEV 3 of the Local Development Framework – Core Strategy and Development Control Submission Document seeks to ensure that development incorporates inclusive design principles and can be safely, comfortably and easily accessed and used by as many people as possible. It is considered that the design and layout of public and private spaces within the development are inclusively designed resulting in improved permeability and connectivity and a high standard of amenity for future occupants.

8.33 Further UDP Policies DEV1 and 2 and Policy DEV 4 of the Local Development Framework – Core Strategy and Development Control Submission Document seek to ensure that safety

and security within development and the surrounding public realm are optimised through good design and the promotion of inclusive environments.

8.34 The access road is designed for use by service vehicles only. Service vehicles will be able to enter and leave the site in forward gear. The proposed access road is one way- entering from Salmon Lane and leaving by Lowell Street. Access to the site for pedestrians and cyclists is permeable from all sides. Footways of varying widths up to 5.0m are provided alongside all side roads with the exception of the west end to cross site route which is designated mews style layout with a shared surface. The link road improves the permeability of the site. The link route is the only way emergency vehicles could reach areas of the site.

8.35 The commercial component of the development is located on Commercial Road providing frontage. The entries to the residential component of the development and individual units are provided off Lowell Street, Commercial Road and Salmon Street. Three entrances provide good natural surveillance for the site.

8.36 The layout of the site and the through linkages proposed results in good accessibility and inclusive design which would lead to a high quality environment for future occupants.

8.37 Overall it is considered that the proposal represents a design, massing and scale which achieve a positive response appropriately to the broader context of the site. Whilst much of the development around the site is medium rise, a number of tall buildings have appeared in the area, namely Tequila Wharf and Norway Wharf.

Daylight/Sunlight assessment

8.38 Policy 4B.9 of the London Plan refers to the design and impact of large scale buildings and includes the requirement that in residential environments particular attention should be paid to privacy, amenity and overshadowing.

8.39 DEV 2 of the UDP seeks to ensure that the adjoining buildings are not adversely affected by a material deterioration of their daylighting and sunlighting conditions. Supporting paragraph 4.8 states that DEV2 is concerned with the impact of development on the amenity of residents and the environment.

8.40 Policy DEV1 of the draft Core Strategy states that development is required to protect, and where possible improve, the amenity of surrounding existing and future residents and building occupants, as well as the amenity of the surrounding public realm. The policy includes the requirement that development should not result in a material deterioration of the sunlighting and daylighting conditions of surrounding habitable rooms.

8.41 A Daylight/Sunlight analysis prepared by Drivers Jonas considered the sunlight, daylight and shading effects from the proposed development. The assessment considers the potential impact on existing neighbouring dwellings and open spaces surrounding the site and compares the results against the current Building Research Establishment (BRE) discretionary guidance.

8.42 To calculate the impact the proposal will have on the daylight levels for the future residents of the development. The BRE guidelines have two methods of assessing daylight levels. The first method is usually used for assessing daylighting levels to neighbouring properties where the internal arrangements are not known.

8.43 The residents in flat 104 and 204 of the Mission premises, located on the corner of Salmon Lane and Wilson's Place have objected to the treatment of proposed block C and its

potential impact on the current daylight/sunlight levels.

8.44 The submitted BRE Daylighting/ Sunlighting report assesses the impact the proposal has on flat 204 of the Mission buildings. The results demonstrated that the flank window to flat 204 suggests the two windows. Whilst there is a reduction in daylight when comparing the existing and proposed situations, the internal daylight analysis demonstrates that there will be a satisfactory level of daylight to the flank window.

8.45 Whilst there is a reduction in daylight (flat 108 and flat 204) when comparing the existing and proposed situations, the internal daylight analysis demonstrates that there will be a satisfactory level of daylight retained in the proposed situation. With reference to flat 204, the sunlight levels to the flank windows exceed the BRE guidelines.

8.46 This proposal is a high density inner city development and this is reflected on the number of habitable rooms being created by the proposed development. The Salmon Lane Evangelical Church did not require a daylight/sunlight assessment primarily because it is not in residential usage. The church has a number of windows facing the development site but the daylight consultants have not identified the residential usage.

8.47 An internal daylight report has been undertaken to access the impact the proposal will have for future residents on site. The report identifies the key areas around the proposed site where it is considered the lowest daylight levels will be achieved in the proposed development. A small proportion of rooms will fall below the suggested BRE guidelines. However, on balance the scheme meets the BRE guidelines and a good level of daylight/sunlight will be achieved.

8.48 Whilst it is acknowledged there will be a loss of daylight/sunlight, the proposed residential units will receive sufficient daylight/sunlight levels and will not undermine the residential amenity of future occupiers and not warrant refusal.

Affordable housing, dwelling mix and housing standards

8.49 Affordable Housing

8.50 Adopted UDP Policy HSG3 seeks an affordable housing provision on sites capable of providing 15 or more units in accordance with the Plan's strategic target of 25%. Policy 3A.8 of the London Plan states that boroughs should seek the maximum reasonable amount of affordable housing taking into account the Mayor's strategic target that 50% of all new housing in London should be affordable and in line with the Borough's own affordable housing targets.

8.51 The Local Development Framework – Core Strategy and Development Control Submission Document Policy CP22 seeks 50% affordable housing provision from all sources across the Borough with a minimum of 35% affordable housing provision on site's capable of providing 10 or more dwellings. Policy HSG10 confirms that affordable housing will be calculated in terms of habitable rooms with the exception of where this yields a disparity of 5% or more compared to calculation in terms of gross floor space.

8.52 Policy CP22 of the emerging LDF governs the amount of affordable housing expected. For schemes providing more than 10 units there is a target of 50% with a minimum requirement of 35% affordable housing.

8.53 Policy CP22 of the emerging LDF governs the amount of affordable housing expected. For schemes providing more than 10 units there is a target of 50% with a minimum requirement of 35% affordable housing.

8.54 Policy HSG10 of the emerging LDF specifies that the affordable housing should be calculated by using habitable rooms as a primary measure unless there is greater than 5% disparity between the provision calculated by habitable rooms and by floorspace, when the measure providing the most affordable housing should be used.

8.55 Policy CP21 'Dwelling Mix and Type' of the emerging LDF governs the ratio of social rented units to those of intermediate tenures. The expectation is that the ratio will be 80% / 20%

8.56 Policy HSG2 'Housing Mix' of the emerging LDF specifies an expected unit mix. The scheme unit mix is analyzed on table 3 of the attached sheet;
Para 5.14 states that a range of dwellings with differing layouts should be provided to widen housing choice. Sites with a larger site area have a greater opportunity to provide a mix of housing types including flatted and terraced style homes.
Para 12.12 reinforces the expectation that both terrace style and flatted units will be provided in suitable locations

Provision of affordable housing

8.57 This provision meets the policy requirement for 35% minimum affordable housing. The planning applicant has indicated this will be provided without recourse to grant funding.

Table 2: Tenure breakdown

	Number of units	Habitable rooms
Affordable rent total	72	232
Shared ownership	32	93
Market total	215	601
Total	*319*	*926*

8.58 The proposal provides 25% of family units within the intermediate level and 22.7% of family units within the market component of the scheme. This exceeds the policy requirement of 25% for market and intermediate housing

Overall Dwelling Mix

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

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

8.61 It is considered that on balance the scheme provides a reasonable match with the Council's preferred unit mix specified in the Local Development Framework – Core Strategy and Development Control Submission Document. Within the intermediate and market housing, the scheme provides a total of 21% family housing against a target of 25%. On balance this is acceptable, taking into account the higher amount of affordable housing proposed.

8.62 The proposed tenure split within the affordable is 69% social rented and 31% shared ownership. Whilst this falls within the London Plan's overall target for London, it does not meet Tower Hamlets' own local requirement within the LDF policies of 80% / 20%.

Analysis of unit mix

8.63 From the analysis it can be seen that the proposals provide 5 five bedroom houses within the affordable rented homes which are welcomed, and a reasonable unit mix for the affordable rented homes. However overall the scheme displays a unit mix providing 26.3% (84/319) family accommodation (3 bed and larger) against an average target of 30% taking into account the Council's weighted targets for affordable rented (45%), intermediate (25%) and private (25%)

8.64 Policy HSG2 'Housing Mix' of the emerging LDF requires that both the intermediate housing and market housing components of housing provision contain an even dwelling mix of dwelling sizes, including a minimum provision of 25% family housing, comprising 4 and 5 plus bedrooms.

Table 3: Proposed housing mix against HSG2 of the emerging LDF

8.65

		affordable housing						**market housing**		
		social rented			**intermediate**			**private sale**		
Unit	**Total Units in scheme**	**units**	**%**	**target**	**unit**	**%**	**target**	**units**	**%**	**target**
Studio	9	0	0	0	0	0	25	9	4.1	25
I bed	107	21	29	20	11	34.3	25	75		25
2 bed	119	24	33.5	35	13		25	82	38.1	25
3 bed	79	22		30	8	25	25	49		25
4 bed	0	0	0	10	0			0		
5 Bed	5	5	7	5	0			0		
TOTAL	**119**	**72**	**100**	**100**	**32**	**100**	**100**	**215**	**100**	**100**

8.66 Although the percentage of family units within the Social rented component of the scheme falls short of the policy requirement of HSG 2 the Council is, on balance, satisfied with the proposed family dwelling mix. The scheme provides 37.5% family housing (including 4 and 5 bedroom units) in the social rent affordable housing component. Policy in the emerging LDF requires 45% of social rented units to be suitable for family occupation (3 bed or more). Although the proposal falls short of this requirement, the Council is broadly satisfied with the overall level of family units on site. The toolkit which was submitted as part of the viability study demonstrates that it is not viable to provide 45% family units within the affordable rented component of the scheme. The Greater London Authority agrees with the assumptions made in the toolkit and does not object to the level of family accommodation within the development.

8.67 The total contribution sought from PCT is £1,529,483. (both capital and revenue contribution)

8.68 Due to viability restrictions on the scheme, the capital contribution has only been sought for health (266,100). This was agreed to by Planning Committee Obligations Panel-

PCOP).The proposal would generate a capital contribution requirement of £177,000 (Market) and £88,000 (affordable) = £266,100

Transport & Parking

Current Parking Standards

8.69 For development control purposes, parking standards set out in the UDP have now been superseded by those set out in Planning Standard 3: Parking of the Core Strategy and Development Control (November 2006 Submission Document). The development proposes residential and commercial development and the table below set out the acceptable range of maximum car parking and minimum car parking provision.

Table 4: Tower Hamlets Borough Parking Standards

8.70

Lane Use	Maximum car/motorcycle	Minimum cycle parking
C3 Dwelling Houses	Car free housing up to 0.5 dwelling	1 space per unit + 1 space for visitors.
B1 Offices and Light	No parking	1 spaces per 250m2 or a 2 spaces

8.71 In terms of accessible parking for people with disabilities, Planning Standard 6 sets out a minimum requirement of 1 space to be provided on site for a car free development.

8.72 Public Transport Accessibility (PTALs) have been adopted in London to produce a consistent public transport access mapping facility to assist boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels.

8.73 A total of 79 car parking spaces are provided within the proposed development, including three disabled spaces. The proposal therefore complies with car parking standards as set out in the emerging.

8.74 Parking will be provided for residents in three areas:

- At upper ground floor level 31 parking spaces will be provided in the undercroft parking area to the north of the route.
- At lower ground floor level 41 parking spaces will be provided to the south of the cross site route.
- 10 motorcycle spaces on the upper ground floor and 13 motorcycle spaces on the upper floors.

8.75 Tower Hamlets' residential parking standards are contained in the Authority's Unitary Development Plan (UDP) which states that the maximum permitted level of off street parking provision is set at 50% for all residential units.

8.76 The proposed development adequately is therefore consistent with PPG3 guidance, London Plan Policy 3C.1 and 3C.22 UDP Policy T15 and T16 and the emerging DPD Policies TR1, TR2, TR3 and TR7.

Open space/ amenity space

8.77 Policy HSG7 of the emerging LDF stipulates that developments should make appropriate public and private amenity space.

Table 5: Residential amenity space

8.78

Residential Unit Type	Minimum size of amenity space
All dwelling housings; or terrace/ground floor units comprising 3 bedrooms or greater	50m2
Terrace/ground floor units comprising less than 3 bedrooms	25m2
Dwellings comprising 1 bedroom or studios	6m2
Dwelling comprising 2 bedroom or more	10m2

8.79 The GLA stage 1 report noted that there is an inadequate quantum of private external amenity space. The applicant has provided an amenity audit which shows the breakdown of public amenity space (ground floor area), communal amenity areas and private amenity space. In summary the public square is 768 sq.m, communal space is 1601 sq.m and the total private space is 2149.8 sq.m. Total amenity space within the site is therefore 4518.8 sq.m. The proposal broadly meets the Council's policy. The Greater London Authority and the London Borough of Tower Hamlets consider the provision of private, communal and child space to be acceptable.

Sustainability/Energy

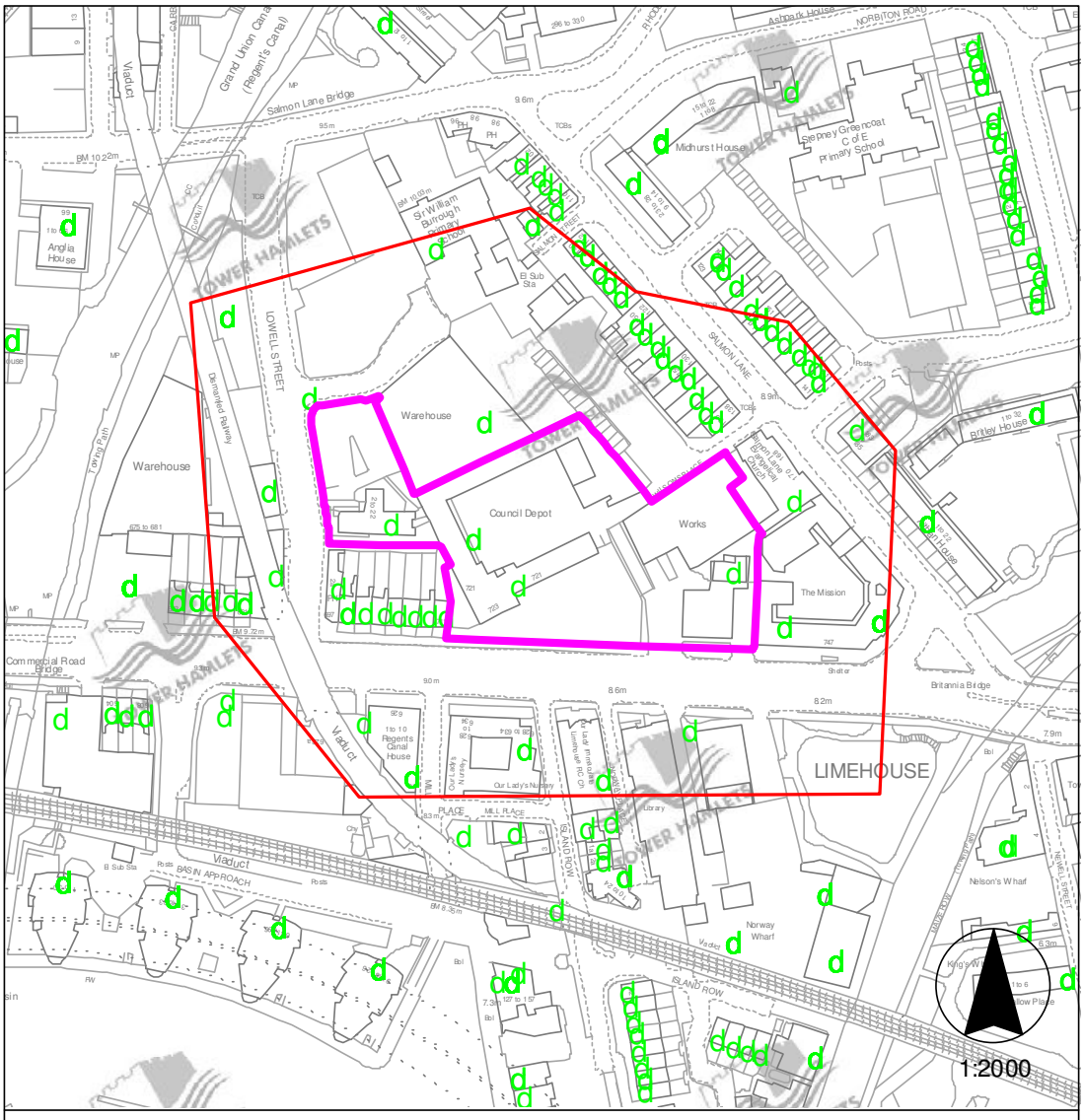
8.80 Policy 4B.6 Sustainable design and construction of the London Plan states that new developments should meet the highest standards of sustainable design and construction. Policy 4A.8 *Energy assessment states* that the Major will require an assessment of energy demand of proposed major developments. This should demonstrate the steps taken to apply the Major's energy hierarchy. Renewable energy should be considered first (preferably to fuel combined heat and power and community heating), then secondly, community heating with combined heat and power, and thirdly, gas condensing boilers and gas central heating. At least 10% of the site's energy needs should come from renewable energy and design should incorporate passive solar design, natural ventilation, borehole cooling and vegetation on and adjacent to buildings where technically feasible. It is recommended that the above measures be secured by way of condition and appropriate legal agreement.

8.81 The GLA requested that the applicant carry out a robust investigation on the use of a combined heat and power system plus complimentary renewable, rather than the currently proposed biomass boilers. The applicant was required to undertake a combined heat and power study. GLA and the applicant have both agreed that the applicant uses a 35 kilo Watt electrical combined heat and power plant which will result in a 20% reduction of carbon emissions and 25% reduction of on site energy from renewable sources. It is recommended that the above measures be secured by way of condition.

9 CONCLUSIONS

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

Site Map



Legend

Planning Application Site Boundary Consultation Area d Land Parcel Address