

<b>Committee:</b> Strategic Development	<b>Date:</b> 8 <sup>th</sup> November 2007	<b>Classification:</b> Unrestricted	<b>Agenda Item No:</b> 7.1
<b>Report of:</b> Corporate Director of Development and Renewal		<b>Title:</b> Planning Application for Decision	
<b>Case Officer:</b> Tim Porter		<b>Ref No:</b> PA/07/00935	
		<b>Wards:</b> Millwall	

## 1. APPLICATION DETAILS

<b>Location:</b>	Site south of Westferry Circus and west of Westferry Road, London
<b>Existing Use:</b>	Vacant
<b>Proposal:</b>	Erection of Class B1 office buildings (330,963 sq. m) comprising two towers (max 241.1m and 191.34m AOD) with a lower central link building (89.25m AOD) and Class A1, A2, A3, A4 and A5 uses (retail, financial/professional services, restaurant/ café, drinking establishments and hot food takeaway) at promenade level up to a maximum of 2367 sq.m together with ancillary parking and servicing, provision of access roads, riverside walkway, public open space, landscaping, including public art and other ancillary works. (total floor space 333,330 sq.m).
<b>Drawing Nos:</b>	900-50007 (Rev. A), 900-50008 (Rev. B), 900-50009 (Rev. B), 900-50009M (Rev. B), 900-50010 (Rev. A), 900-50011 (Rev. A), 900-50012 (Rev. A), 900-50013 (Rev. A), 900-50014 (Rev. A), 900-50015 (Rev. A), 900-50016 (Rev. A), 900-50017 (Rev. A), 900-50018 (Rev. A), 900-50019 (Rev. A), 900-50020 (Rev. A), 900-50021 (Rev. A), 900-50022 (Rev. A), 900-50023 (Rev. A), 900-50024 (Rev. A), 900-50025 (Rev. A), 900-50026 (Rev. A), 900-50027 (Rev. A), 900-50028 (Rev. A), 900-50029 (Rev. A), 900-50030 (Rev. A), 900-50031 (Rev. A), 900-50032 (Rev. A), 900-50033 (Rev. A), 900-50034 (Rev. A), 900-50035 (Rev. A), 900-50036 (Rev. A), 900-50036.1 (Rev. A), 900-50037 (Rev. A), 900-50038 (Rev. A), 900-50039 (Rev. A), 900-50040 (Rev. A), 900-50041 (Rev. A), 900-50042 (Rev. A), 900-50043 (Rev. A), 900-50044 (Rev. A), 900-50045 (Rev. A), 900-50046 (Rev. A), 900-50047 (Rev. A), 900-50048 (Rev. A), 900-50049 (Rev. A), 900-50050 (Rev. A), 900-50051 (Rev. A), 900-50052 (Rev. A), 900-50053 (Rev. A), 900-50054 (Rev. A), 900-50055 (Rev. A), 900-50056 (Rev. A), 900-50201 (Rev. A), 900-50231 (Rev. A), 900-50301 (Rev. A), 900-50302 (Rev. A), 900-50311 (Rev. A), 900-50312 (Rev. A), 900-50321 (Rev. A), 900-50322 (Rev. A) Environmental Statement – RPS – March 2007 Environmental Statement: Addendum – RPS – September 2007 Environmental Statement – Non Technical Summary – RPS - March 2007 Environmental Statement – Volume 6 Supplement – RPS - May 2007 Environmental Statement – Revised Chapter 3 – Regulation 19 for Further Information Sunlight/Daylight Mitigation Design & Access Statement - Rogers Stirk & Partners - March 2007 Planning Statement – March 2007 Consultation Statement

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

Brief Description of background papers:	Tick if copy supplied for register	Name and telephone no. of holder:
Application, plans, adopted UDP. draft LDF and London Plan		Eileen McGrath 020 7364 5321

Transport Assessment – Steer Davies Gleave - March 2007  
Schematic Landscape (indicative only – not for approval) – Rogers  
Stirk & Partners - May 2007

**Applicant:** Canary Wharf Ltd C/- DP9

**Owner:** Canary Wharf Ltd

**Historic Building:** N/A

**Conservation Area:** N/A

## 2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

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

- The proposal is in line with the Mayor's policy which seeks to maximise the development potential of sites. As such, the development complies with policy 4B.3 of the London Plan which seeks to ensure this.
- The commercial uses (Class A1, A2, A3, A4, A5 and B1) are acceptable in principle where they provide a substantial provision of jobs in a suitable location. As such, it is in line with Policies 3B.3 and 3B.4 of the London Plan, policy CAZ1 of the Council's Unitary Development Plan 1998 and policy CP8 of the Council's Interim Planning Guidance (2006), and policy IOD17 (ID38) Council's Interim Planning Guidance Isle of Dogs Area Action Plan (2007) of the which seek to promote the north of the Isle of Dogs as leading global financial and business centres.
- The reduction in the quantum of retail floor space from the previous consent for this site is acceptable where potential noise nuisance to adjacent residential properties will be mitigated. The consolidated location of this retail accommodation is considered to be consistent with existing bars and restaurants around Westferry Circus. As such, the proposal is in line with employment policies DEV2 and EMP2 of the Council's Unitary Development Plan 1998 and policies DEV1 and EE2 of the Council's Interim Planning Guidance Framework (2007), which seeks to promote the location of uses to be compatible with adjoining residential uses and where possible, improve the amenity of surrounding residents.
- The density of the scheme would not result in the overdevelopment of the site and any of the problems typically associate with overdevelopment. As such, the scheme is in line with policies DEV1 and DEV2 of the Council's Unitary Development Plan 1998 and policies DEV1 and DEV2 of the Council's Interim Planning Guidance (2007), which seek to provide an acceptable standard of development.
- The development would enhance the streetscape and public realm through the provision of a public open space area and improved pedestrian linkages through the site and along the River Thames. As such, the amenity space proposed is acceptable and in line with policies 4C.1 and 4C.17 of the London plan, ST37 DEV48 and T18 - T21 of the Council's Unitary Development Plan 1998 and policies CP30, CP36, DEV 3, DEV16 and OSN3 of the Council's Interim Planning Guidance (2006), which seek to improve amenity and liveability for residents. And policy IOD1 of the Council's Interim Planning Guidance Isle of Dogs Area Action Plan (2007)
- The building height, scale and design is acceptable in line with English Heritage and CAFE criteria for tall buildings; policies 4B.1, 4B.8, 4B.9 and 4C.20 of the London Plan, policies DEV1 and DEV2 of the Council's Unitary Development Plan 1998 and policies CP48, DEV1, DEV2 and DEV 27 of the Council's emerging Interim Planning Guidance (2007), which seek to ensure tall buildings are of a high quality design and suitably located.

- Transport matters, including parking, access and servicing is acceptable in line with policies T16 and T17 of the Council's Unitary Development Plan 1998 and policies DEV17, DEV18 and DEV19 of the Council's Interim Planning Guidance (2007), which seek to ensure developments can be supported within the existing transport infrastructure.
- The submitted Environmental Impact Assessment is satisfactory, including the cumulative impact of the development, with mitigation measures to be implemented through conditions and a recommended legal agreement.
- Sustainability and renewable energy matters are considered to be appropriately addressed in line with policies 4A.7 – 4A.9 of the London Plan and DEV5 – 9 and DEV 11 of the Council's Interim Planning Guidance (2007), which seek to ensure developments reduce carbon emissions as well as sustainable developments through design measures, water quality and conservation, sustainable drainage, sustainable construction material, air pollution and air quality.
- The development will not alter or have an adverse effect on the setting of the listed dock wall and will therefore comply with Planning Policy Guidance 15 and policy CON1 of the Council's Interim Planning Guidance (2007).
- Financial contributions have been secured towards the provision of health care facilities, open space, education facilities and pedestrian links in line with Government Circular 05/05, policy DEV4 of the Council's Unitary Development Plan 1998 and policy IMP1 of the Council's Interim Planning Guidance (2007), which seek to secure contributions toward infrastructure and services required to facilitate proposed development.

### 3. RECOMMENDATION

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

A. Any direction of the Mayor;

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

1) Public Transport

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

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

2) Public Realm

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

3) Isle of Dogs Community Foundation

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

4) Highways Works

Provision of toucan crossings south of Heron Quay on Marsh Wall and Westferry Road, pedestrian crossing facility north of Heron Quay across Westferry Road and off-site highway works - **£ 546,000**;

Adoption of Heron Quays Roundabout and adjacent footpaths under Section 38 of the Highways Act 1980, including payment of works necessary to bring the Highway up to adoptable standard

5) Lease of Skills Match / IDEA Store

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

6) Community and Social Infrastructure Provision – projects to be determined through strategy for each area - total of **£4,794,000**

- Employment, Skills and Training
- Sustainable Transport Initiatives
- Public Realm, Design and Open Space Improvements
- Improvements to Sports and Cultural Facilities

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

8) Code of Construction Practice

9) TV and Radio Reception

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

**Conditions**

1. Time limit;
2. Details of the following are required prior to the commencement of the development:
  - a) Samples of all external building materials including a 'typical cladding detail mock up.'
  - b) Detailed design of all lower floor elevations, including shop fronts;
  - c) Details of hard soft landscaping, including walkways, design and layout of new park, tree planting scheme, street furniture, CCTV and all external lighting;
  - d) Public art;
  - e) Details of all boundary wall treatments including walls, fences, railings and gates;
  - f) Signage details;
3. Submission of details of external ventilation/extract ducts to A3, A4, A5 units;
4. Submission of details of high level/roof top plant and sound attenuation;
5. Submission of details of refuse/recycling proposals, including a waste management strategy;
6. Submission of details of disabled access (also to address the matters raised in councils letter of the 15<sup>th</sup> May 2007 in regards to accessibility);
7. Submission of details of the location of a proposed taxi rank;
8. Submission of details of the location of suitable riparian life saving equipment along the riverside walkway;
9. Submission of details of external lighting to be used during construction and on completion of the development to be considered in consultation with the Port of London Authority;
10. River Barges must be used where feasible for the transport of materials to/from the site in both construction and on completion of the development. A strategy must be submitted detailing the use of barges to be considered in consultation with the Port of London Authority;
11. Submission of a landscape Management Plan;
12. Planting, seeding Turfing;
13. Submission of detailed scheme for the ecological enhancement of the river wall;
14. Submission of a Ecological Management Plan detailing ecological mitigation measures throughout the development;
15. Details of the riverside walkway;
16. Details of the methods of the reconstruction of the riverwall and basement construction, use of barges, storage of materials, etc, to be submitted;
17. Details of brown roofs to be submitted;
18. Details of surface and foul water drainage system required;

19. Details of surface water source control measures;
20. Details of sustainable drainage system;
21. Investigation and remediation measures for land contamination (including water pollution potential);
22. Details of the construction of the site foundations;
23. Details of Water Efficiency measures;
24. Submission of details of the method of construction including details of use location and height of cranes and other structures to be considered in consultation with London City Airport;
25. Buildings must be equipped with aircraft obstacle lighting;
26. Submission of design specifications of acoustic screens for cooling towers/air cooled chillers;
27. Submission of a Construction Environmental Management Plan (EMP) setting out measures to be applied during the construction phase, relating to site planning, construction vehicles, demolition and construction activities on the site;
28. The following parking spaces are to be provided:
  - A maximum of 150 car parking spaces of which 10% must be allocated for disabled users.
  - A minimum of 345 cycle spaces for the office element and a minimum of 8 spaces located at the entrance for the retail element.
  - 132 motorcycle spaces;
29. Emergency Exit Management Plan detailing how the vehicle access ramp from podium level down to Westferry Circus would be used, controlled and monitored;
30. Submission of a detailed plan to ensure that the barrier to the basement access is setback from the highway in order to allow for sufficient space to allow for queuing vehicles;
31. Pedestrian Capacity Study detailing the impacts of the development upon the surrounding area;
32. Submission of a service management plan detailing a servicing scheme for deliveries and servicing throughout the site;
33. Limit hours of construction to between 8.00 Hours to 18.00 Hours, Monday to Friday and 8.00 Hours to 13.00 Hours on Saturdays, and no works on Sundays or Bank Holidays;
34. Limit hours of power/hammer driven piling/breaking out to between 10.00 Hours to 16.00 Hours, Monday to Friday;
35. Air Quality Monitoring;
36. Details of a monitoring and control regime of the Environmental Management Plan;
37. Impact study of water supply infrastructure required;
38. Renewable energy measures to be approved in writing by the Local Planning Authority in consultation with the Greater London Authority and implemented in perpetuity;
39. Level of noise emitted from the site to be restricted;
40. Implementation of a programme of archaeological work in accordance with the written scheme of investigation;
41. Highway works surrounding the site to be submitted to and approved by the Council; and
42. Any other condition(s) considered necessary by the Head of Development Decisions.

#### **Informatives:**

1. Section 106 agreement required;
2. Permission to be read in conjunction with the associate Listed Building Consent reference PA/07/943;
3. S278 Highways works agreement required;
4. River works licensing (Port of London Authority);
5. Riparian lifesaving equipment provided to the 1991 Hayes Report Standards (Port of London Authority);
6. Site notice specifying the details of the contractor required;
7. All waste shall be stored in a safe and secure manner;
8. Environment Agency advice;
9. Details of the archaeological project design;
10. Details of the renewable energy;
11. All cycle parking is to be provided in accordance with the London Cycle Network Manual;

12. Thames Water advice;
13. Environmental Health Department Advice;
14. Construction Environmental Management Plan Advice;
15. Metropolitan Police advice;
16. London City Airport Advice; and
17. Any other informative(s) considered necessary by the Head of Development Decisions

3.3 That if by the 8<sup>th</sup> February 2008 the legal agreement has not been completed to the satisfaction of the Chief Legal Officer; the Head of Development Decisions be delegated power to refuse planning permission.

#### 4. PROPOSAL AND LOCATION DETAILS

##### Planning History

- 4.1 Planning permission was granted for the redevelopment of the site on the 8<sup>th</sup> June 2005 (ref PA/03/00377). This application proposed the following:
  - 4.2 *“Erection of B1 office buildings (273,171 sq.m) comprising two towers of 43 and 37 storeys (max. 220m and 195m AOD) with a lower central link building (53m AOD) and A1, A2, A3, A4 and A5 uses (A1 retail limited to 2499 sq m, financial/professional services, restaurants/cafes, pubs/bars, and hot food takeaways) at promenade level up to a maximum of 5904 sq m, together with ancillary parking & servicing, provision of access roads, riverside walkway, public open space, landscaping, including public art, and other ancillary works. (Total floor space of 279,075 sq m).”*
  - 4.3 A new scheme was submitted to the Council on the 30<sup>th</sup> March 2007. The scheme was presented to the Strategic Development Committee on the 21<sup>st</sup> June 2007. On a vote of 6 for and 1 abstention, the Committee RESOLVED that planning permission for the erection of Class B1 office buildings (324,888 sq. m) comprising two towers of 45 and 35 storeys (max 241.1m and 191.3m AOD) with a lower central link building (77.450m AOD) and Class A1, A2, A3, A4 and A5 uses (retail, financial/professional services, restaurant/ cafe, drinking establishments and hot food takeaway) at promenade level up to a maximum of 2367 sq.m together with ancillary parking and servicing, provision of access roads, riverside walkway, public open space, landscaping, including public art and other ancillary works (total floor space 327,255 sq.m) at site south of Westferry Circus and west of Westferry Road, London be GRANTED subject to conditions and a s106 agreement.
  - 4.4 The 21<sup>st</sup> June 2007 Strategic Development Committee report, recommending approval of this proposal subject to conditions, is attached as **Appendix 1**. Attached as **Appendix 2** is a copy of the Strategic Development Committee’s Decision.
  - 4.5 Following the Committee decision, the applicant was presented with a number of challenges that needed to be addressed. As such the section 106 agreement and Decision Notice was not finalised. The planning department agreed with the applicant that any proposed changes to the current scheme could be addressed under the scope of this application, subject to the amended scheme being presented before the Strategic Development Committee for their decision.
  - 4.6 The details of the proposed amendments to the scheme are presented below.

##### Proposal

- 4.7 Significant market interest from particular global institutions seeking headquarters accommodation in London has prompted Canary Wharf Ltd to reconsider the floor space provision and floor to ceiling heights.

4.8 Specifically, a request from the market for more trading desk positions has resulted in a proposal to increase the number of trading floors from four to six but also to provide flexible floor space that could be either trading space or support office space. It is proposed that this be achieved by the reallocation of office space within the buildings, including the loss of the mezzanine space originally located in the lowest eight floors of building RS1 and the redistribution of plant space. This has resulted in an amended floor stack within building RS3, the lowest of the three buildings that is comprised of five dedicated trading floors, 1 "swing" floor that could operate as either a trading floor or a support office floor and one office support floor. A total of seven floor levels above ground as opposed to four large floor levels interspaced by four mezzanine levels (in effect, eight floor levels in the March 2007 application).

4.9 This results in an increase in the height of RS3 but does not increase the height of either of the other much taller buildings (RS1 and RS2). As a consequence the total area of the development would increase.

4.10 As such, the amended planning application description will now be read as follows:

4.11 *"Erection of Class B1 office buildings (330,963 sq. m) comprising two towers (max 241.1m and 191.34m AOD) with a lower central link building (89.25m AOD) and Class A1, A2, A3, A4 and A5 uses (retail, financial/professional services, restaurant/ café, drinking establishments and hot food takeaway) at promenade level up to a maximum of 2367 sq.m together with ancillary parking and servicing, provision of access roads, riverside walkway, public open space, landscaping, including public art and other ancillary works. (total floor space 333,330 sq.m)".*

#### Height Increase of RS3

4.12 For the March 2007 scheme, the height of RS3 was 77.45m AOD. It is proposed that this height be increased by 11.8m AOD to 89.25m AOD for the amended September 2007 scheme.

#### Floor Space Increase

4.13 An increased amount of floor space (both Gross External Area and Net Internal Area) is proposed for the September 2007 scheme compared to the March 2007 scheme. The comparison is shown in the Table below.

4.14

	March 2007 Scheme m2	Increase proposed m2	Total proposed for September 2007 Scheme m2
<b>Net Internal Area (NIA)</b>			
Office	170,378	4,276	174,654
Retail	2,367	0	2,367
Total NIA	172,745	4,276	177,021
<b>Gross External Area (GEA)</b>			
Office	324,888	6,075	330,963
Retail	2,367	0	2,367
Total GEA	327,255	6,075	333,330

4.15 The GEA has increased by 1.9% and the NIA by 2.5%.

#### External Appearance

4.16 Changes to the external appearance are proposed for the September 2007 scheme, compared to the March 2007 scheme, although the key principles of the external appearance remain similar to those set out for the March 2007 scheme.

- 4.17 The angular external structural hangers of RS1 and RS2 have been adjusted to accommodate the change in number and floor to floor heights. The truss expression of RS3 has also been adjusted due to the change in floor levels. The strong diagonal "tracking" elements of the principal facades remain unchanged.
- 4.18 The stair and lift core at the north-east corner of RS3 has been shifted west by 9m in order to avoid conflicting with pedestrian movement through the site from Westferry Road to the riverside. This amendment has the added advantage of enhancing the architectural form of the corner of RS3 when viewed from Westferry Circus and Canary Wharf. To balance the plan a similar adjustment is proposed to the south-west corner of RS3 with the corresponding enhancement to views of the building from the riverside.

### **Site and Surroundings**

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

## **5. POLICY FRAMEWORK**

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

### **Unitary Development Plan 1998 (as saved September 2007)**

Proposals:

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

Policies:

DEV1	Design Requirements	Environmental Requirements
DEV2	Planning Obligations	
DEV4	High Buildings within the Central Area & Business Core	
DEV12	Design of Landscape Scheme	
DEV17	Public Art	



DEV46	Strategic Riverside Walkways and New Development
DEV48	Noise
DEV50	Contaminated Land
DEV51	Development & Waste Disposal
DEV55	Waste Recycling
DEV56	Nature Conservation & Ecology
DEV57	Development Adversely Affecting Sites of Nature
DEV65	Protection of Existing Walkways
DEV69	Efficient Use of Water
CAZ1	Location of Central London Core Activities
CAZ4	Diversity, character and functions of the Central Area Zones
EMP1	Encouraging New Employment Uses
EMP2	Retaining Existing Employment Uses
EMP6	Employing Local People
T16	Impact of Traffic
T18,19, 21	Pedestrian Safety and Convenience
T27	Freight
S1	District Centre Policy
S7	Special Uses
S10	New Shop fronts
U2-U3	Tidal & Flood Defences

### **Interim Planning Guidance for the purposes of Development Control (Oct 2007)**

Proposals:		Isle of Dogs Area Action Plan (AAP)
	ID38	Development Sites (Employment B1, Retail & Leisure A1, A2, A3, A4 & A5)
	CP15	Major Town Centre – Isle of Dogs Town Centre Frontage – Secondary
	CP30	Public Open Space – River Thames Waterfront
	CP33	Sites of Importance for Nature Conservation
	CP36	Blue Ribbon Network – Tidal Water
	CP36	Strategic Riverside Walkway
	CP37	Flood Risk Area
	CP43	Strategic Cycle Route
Core Strategies:	IMP1	Planning Obligations
	CP1	Creating Sustainable Communities
	CP2	Equal Opportunity
	CP3	Sustainable Environment
	CP4	Good Design
	CP5	Supporting Infrastructure
	CP7	Job Creation and Growth
	CP8	Tower Hamlets Global Financial and Business Centre and the Central Activities Zone
	CP16	Vitality & Viability of Town Centres
	CP17	Evening & Nigh time Economy
	CP30	Improving the Quality and Quantity of Open Spaces
	CP31	Biodiversity
	CP33	Sites of Importance for Nature Conservation
	CP36	Water Environment and Waterside Walkways
	CP37	Flood Alleviation
	CP38	Energy Efficiency and Production of Renewable Energy
	CP39	Sustainable Waste Management
	CP40	Sustainable Transport Network
	CP41	Integrating Development with Transport
	CP42	Streets for People
	CP43	Better Public Transport

CP44	Promoting Sustainable Freight Movement
CP46	Accessible and Inclusive Environments
CP47	Community Safety
CP48	Tall Buildings
CP50	Important Views

Policies:

DEV1	Amenity
DEV2	Character & Design
DEV3	Accessibility & Inclusive Design
DEV4	Safety & Security
DEV5	Sustainable Design
DEV6	Energy Efficiency & Renewable Energy
DEV7	Water Quality and Conservation
DEV8	Sustainable Drainage
DEV9	Sustainable Construction Materials
DEV10	Disturbance from Noise Pollution
DEV11	Air Pollution and Air Quality
DEV12	Management of Demolition and Construction
DEV13	Landscaping and Tree Preservation
DEV14	Public Art
DEV15	Waste and Recyclables Storage
DEV16	Walking & Cycling Routes & Facilities
DEV17	Transport Assessments
DEV18	Travel Plans
DEV19	Parking for Motor Vehicles
DEV20	Capacity of Utility Infrastructure
DEV21	Flood Risk Assessment
DEV22	Contaminated Land
DEV27	Tall Buildings Assessment
RT2	Secondary Shopping Frontages
RT5	Evening & Night time Economy
OSN3	Blue Ribbon Network & the Thames Policy Area
CON5	Protection & Management of Important Views
IOD1	Spatial Strategy
IOD2	Transport and Movement
IOD5	Public Open Space
IOD6	Water Space
IOD7	Flooding
IOD8	Infrastructure Capacity
IOD9	Waste
IOD10	Infrastructure and Services
IOD13	Employment Uses
IOD15	Retail and Leisure
IOD16	Design and Built Form
IOD17	Site Allocations

**Supplementary Planning Guidance/Documents**

- Designing Out Crime
- Sound Insulation
- Landscape Requirements
- Riverside Walkways
- Shopfront Design

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

3B.1	Developing London's Economy
3B.2	Office Demand and Supply
3B.3	Office Provision

3B.4	Mixed Use Development
3C.1	Integrating Transport and Development
3C.22	Parking
3C.24	Freight Strategy
3D.2	Town Centre Development
3D.12	Biodiversity & Nature Conservation
4A.2	Spatial Policies for waste Management
4A.6	Improving Air Quality
4A.7	Energy Efficiency and Renewable Energy
4A.8	Energy Assessment
4A.9	Providing for Renewable Energy
4A.10	Supporting the provision of renewable energy
4A.11	Water Supplies
4A.12	Water Quality
4A.13	Waste & Sewerage Infrastructure
4A.14	Reducing Noise
4B.1	Design Principles for a compact city
4B.2	Promoting world class architecture and design
4B.3	Maximising the potential of sites
4B.4	Enhancing the Quality of the Public realm
4B.5	Creating an inclusive environment
4B.6	Sustainable Design and construction
4B.7	Respect Local context and communities
4B.8	Tall Buildings
4B.9	Large scale buildings, design and impact
4B.15	London View Protection Framework
4C.1	Blue Ribbon Network
4C.2	Context for Sustainable Growth
4C.3	Natural Value of the Blue Ribbon Network
4C.4	Natural Landscape
4C.6	Flood Plains
4C.7	Flood defences
4C.8	Sustainable Drainage
4C.12	Sustainable Growth Priorities for the Blue Ribbon Network
4C.14	Freight uses on the Blue Ribbon Network
4C.17	Increasing Access alongside and to the Blue Ribbon Network
4C.20	Design
4C.21	Design Statement
4C.24	Importance of the Thames
4C.25	Thames Policy Area

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

PPG1	Generally Policy and Principles
PPS1	Delivering Sustainable Development
PPG4	Industrial and Commercial Development and Small Firms
PPS6	Planning for Town Centres
PPG13	Transport
PPG15	Listed Buildings/Structures
PPS22	Renewable Energy
PPG24	Planning & Noise
PPS25	Flood Risk

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

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

## **6. CONSULTATION RESPONSE**

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

### **LBTH Highways Development**

- 6.2 No additional comments were received in response to the September 2007 amendments to the scheme.

### **LBTH Strategic Transport**

- 6.3 No additional comments were received in response to the September 2007 amendments to the scheme.

### **LBTH Environmental Health**

#### Air Quality

- 6.4 No additional comments were received in response to the September 2007 amendments to the scheme.

#### Contaminated Land

- 6.5 No objection subject to conditions.

#### Noise

- 6.6 No additional comments were received in response to the September 2007 amendments to the scheme.

### **LBTH Energy Efficiency Unit**

- 6.7 No additional comments were received in response to the September 2007 amendments to the scheme.

### **LBTH Education Development**

- 6.8 No additional comments were received in response to the September 2007 amendments to the scheme.

### **LBTH Access to Employment (Skillsmatch)**

- 6.9 No additional comments were received in response to the September 2007 amendments to the scheme.

### **LBTH Ideas Store**

- 6.10 No additional comments were received in response to the September 2007 amendments to the scheme.

### **LBTH Building Control**

- 6.11 No additional comments were received in response to the September 2007 amendments to

the scheme.

#### **LBTH Cleansing**

- 6.12 No additional comments were received in response to the September 2007 amendments to the scheme.

#### **LBTH Horticulture & Recreation**

- 6.13 No additional comments were received in response to the September 2007 amendments to the scheme.

#### **LBTH Corporate Access Officer**

- 6.14 No additional comments were received in response to the September 2007 amendments to the scheme.

#### **English Heritage (Statutory Consultee)**

- 6.15 No additional comments were received in response to the September 2007 amendments to the scheme.

#### **English Heritage (Archaeology) (Statutory Consultee)**

- 6.16 No additional comments were received in response to the September 2007 amendments to the scheme.

#### **Environment Agency (Statutory Consultee)**

- 6.17 No objection subject to conditions.

#### **Government Office for London (Statutory Consultee)**

- 6.18 No comment received.

#### **Natural England (Statutory Consultee)**

- 6.19 No additional comments were added in response to the September 2007 amendments to the scheme.

#### **British Waterways**

- 6.20 No additional comments were added in response to the September 2007 amendments to the scheme. Therefore, no objection.

#### **Greater London Authority (Statutory Consultee)**

- 6.21 The GLA advised that the changes proposed are not significant enough to warrant another stage 1 report to the Mayor in advance of you reporting the revised scheme to committee. However, they advised that any decision from the committee should be reported back to the Mayor for Stage 2 referral.
- 6.22 Further, the GLA have suggested that the energy condition be amended along the lines of *'The low and zero carbon technologies shall reduce carbon dioxide emissions from the development by at least 12.95%. The approved CCHP system and renewable energy technologies shall be implemented and retained for so long as the development shall exist except to the extent approved in writing by the local planning authority'*.

## **TFL**

- 6.23 No formal additional comments were added in response to the September 2007 amendments to the scheme. However, the TFL representative for the scheme advised that with regard to the cycle space provision that though the provision is less than the TfL cycle parking standards, TFL were not going to ask the mayor to direct refusal on this matter last time round and they doubt if they would direct refusal on this matter if there is to be another stage 2 report.

## **Corporation of London**

- 6.24 No additional comments were received in response to the September 2007 amendments to the scheme.

## **Docklands Light Rail**

- 6.25 No additional comments were received in response to the September 2007 amendments to the scheme.

## **London City Airport**

- 6.26 No additional comments were received in response to the September 2007 amendments to the scheme.

## **Metropolitan Police**

- 6.27 No additional comments were received in response to the September 2007 amendments to the scheme.

## **CABE**

- 6.28 No additional comments were added in response to the September 2007 amendments to the scheme.

## **BBC – Reception Advice**

- 6.29 No additional comments were received in response to the September 2007 amendments to the scheme.

## **Greenwich Society**

- 6.30 No additional comments were received in response to the September 2007 amendments to the scheme.

## **LB Greenwich**

- 6.31 No additional comments were received in response to the September 2007 amendments to the scheme.

## **LB Southwark**

- 6.32 No additional comments were received in response to the September 2007 amendments to the scheme.

## **Thames Water**

- 6.33 Recommended a number of conditions to ensure that foul and/ or surface water discharge from the site does not prejudice the existing sewerage system and to ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.

## **London Fire & Civil Defence Authority**

- 6.34 No additional comments were received in response to the September 2007 amendments to the scheme.

## **Port of London Authority**

- 6.35 No additional comments were added in response to the September 2007 amendments to the scheme.

## **National Air Traffic Control Services**

- 6.36 No objection.

## **7. LOCAL REPRESENTATION**

- 7.1 A total of 1036 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 additional representations received from neighbours and local groups in response to notification and publicity of the amendments to the application were as follows:

Consultation (September 2007):

No of individual responses: 2                      Objecting: 2      Supporting: 0

No of petitions received: 0

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

### Land Use

- 7.3 There is an objection to the removal of retail element at ground level along the river and to the south of the site as approved in 2005. It has been raised that the removal of the retail element and active frontages may lead to this area being blank and sterile with little activity.
- 7.4 (OFFICER COMMENT: This issue was previously raised in the committee report that was considered and found to be acceptable by the Strategic Development Committee on the 21<sup>st</sup> June 2007).

### Amenity

- 7.5 The building works should be kept to reasonable working hours (i.e. 9am to 5pm with 1hr of quiet works until 6pm week days and no trucks arriving before 8:30am). Weekend works should not take place on Sundays and Saturday quiet works only 9am to 1pm with no trucks. Residents should be protected from excessive noise pollution, especially outside of normal office working hours and weekends.
- 7.6 (OFFICER COMMENT: This matter was previously raised in the committee report that was considered and found to be acceptable by the Strategic Development Committee on the 21<sup>st</sup> June 2007. The construction hours and the level of noise emitted from the site are to be restricted via planning condition).

## **8. MATERIAL PLANNING CONSIDERATIONS**

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

- 8.2 1. Land Use
2. Tall Buildings
3. Design & Layout
4. Amenity
5. Sustainability & Renewable Energy
6. Transport
7. Biodiversity
8. Other

### **Land Use**

- 8.3 The principle of land use and development of the site has previously been accepted through the granting of the existing planning permission (PA/03/00377) on the 8<sup>th</sup> June 2005.
- 8.4 Further, the principle of land use and development of the site was considered to be acceptable by the Strategic Development Committee on the 21<sup>st</sup> June 2007. The proposed amendments do not introduce any new uses.
- 8.5 The increase in floor space (net internal area) from 172,745sqm to 177,021sqm (NIA) has been assessed where this has the potential to change the employment generation during operation. The increase in floor space is due to 4,276sqm additional office space.
- 8.6 The increase in floor space has resulted in a small increase in the number of jobs expected to be accommodated by the proposed September 2007 scheme compared to the March 2007 scheme. This raises the employment level from just over 11,516 to 11,801 jobs (an increase of 285 jobs).
- 8.7 This change is not considered to result in any significant effect beyond those previously assessed and approved by the Committee. As such, the scheme amendments are considered to be consistent with the policy assessment within the attached 21<sup>st</sup> June committee report and are considered to be acceptable.

### **Tall Buildings**

- 8.8 The principle of the site as a location for tall buildings has been approved by the Strategic Planning Committee, in response to the 21<sup>st</sup> June 2007 committee report. As mentioned above, the amendments do not increase the height of either of the other much taller buildings (RS1 and RS2).
- 8.9 It is to be noted that Policy DEV5 of the UDP, which was considered as part of the previous assessment, is no longer a material consideration in light of the Secretary of States recent direction. Notwithstanding, this will not effect the determination by the Council where the relevant London Plan and Interim Planning Guidance policies were previously considered.
- 8.10 The increase in height of building RS3 is considered to potentially affect the east - west views as RS1 and RS2 would themselves screen views of RS3 from the other viewpoints. Therefore, the applicant reassessed a number of views.
- 8.11 The amended environmental assessment identified that there would be no differences in the townscape or visual effects identified within the March 2007 assessment when compared with the September 2007 scheme. However, whilst there would be a change in view in the immediate context, the impact is considered to be acceptable.



- 8.12 The two tall towers (RS1 and RS2) and central podium building (RS3) would continue to be compatible with the Canary Wharf grouping of buildings. RS3 would continue to maintain the 'visual window' experienced when looking west from open spaces to the east. Public activity at ground level, at the interface of the building and external terrace and park spaces, would remain unchanged.
- 8.13 In terms of architectural detail, the key elements of the external appearance of RS1, RS2 and RS3 would follow the same principles of the March 2007 scheme.
- 8.14 The Council's Design and Conservation officer advised that the *"proposed changes to the already consented scheme would not have any negative impact on townscape. The elevation alterations are beneficial to the overall design and appearance of the towers"*.

### Strategic Views

- 8.15 Since the Committee Resolution of the 21<sup>st</sup> June 2007, the Mayor published the London View Management Framework Supplementary Planning Guidance, dated 13 July 2007. Also, the CABE/EH Guidance on Tall Buildings has been updated and published in July 2007. The revised guidance within these documents does not affect the assessment methodology for this scheme. The site does not fall within a strategic view corridor.

### **Design & Layout**

#### Materials

- 8.16 The architectural form and principal structure of the scheme has undergone refinement as a result of the revised scheme. The external appearance of the façade of the towers remains similar to that previously approved, subject to the refinements mentioned above.
- 8.17 In order to achieve a high quality finish details of final finishes and cladding details would be required for as a condition of approval including the detailing of all external materials and a 'typical cladding detailed mock up'.

#### Accessibility & Inclusive Environments

- 8.18 The applicant has confirmed that the amendments made to the proposal that was presented to the Strategic Development Committee 21<sup>st</sup> June 2007 do not have any implications on MIP (Mobility Impaired Persons) access issues. The changes to the scheme have been designed with disabled access in mind, and these take into the relevant policy, regulations and good practice.
- 8.19 Options will continue to be considered throughout detailed design and beyond, to ensure the building is fully accessible. Further access assessment and consultation will be required throughout any future design progression.
- 8.20 The scheme will be expected to comply with the conclusion identified in the Design and Access Statement March 2007. The scheme should therefore be conditioned appropriately.

#### Safety & Security

- 8.21 The scale of the proposed development and the likely number of occupants generated at this location will result in a greater concentration of activity within this area. As a result of this very substantial site population and of the security policies of tenants, the site will result in enhanced surveillance. An associated lighting and CCTV scheme will ensure that the site, its immediate connections and neighbouring spaces and links will be continuously observed by people and monitoring systems.

8.22 Therefore, the conclusions of the March 2007 assessment remain unchanged for the proposed September 2007 scheme.

## **Amenity**

### Assessing daylight and sunlight

8.23 The increase in height of RS3 of 11.8m has potential implications for sunlight/daylight and overshadowing, which is assessed below:

#### *Surrounding Residential Properties*

8.24 None of the properties to the south of the development would have any view of building RS3 or the proposed extension. There would therefore be no reduction in visible sky and therefore no additional impact compared to the results of the March 2007 assessment.

8.25 The only residential properties, which have a view of building RS3 are located within the eastern section of Berkeley Tower to the north west of the site. With the September 2007 amended scheme in place there would be some additional impact to the levels of daylight and sunlight received as a result of the small area of additional massing, but the change in massing is so small that the change in daylight and sunlight value would be imperceptible to residents of these properties.

#### *Surrounding Open Spaces*

8.26 The March 2007 assessment of overshadowing within the surrounding open spaces and general environment concluded that the impacts would be negligible. The main cause of overshadowing from the March 2007 scheme, were the two taller buildings; RS1 and RS2. The small increase in height to the lower building, RS3, would not have any noticeable impact upon the amount of permanent overshadowing received within the surrounding open amenity spaces and would have very little effect upon the general amount of overshadowing caused.

8.27 Therefore, the conclusions of the March 2007 assessment remain unchanged for the proposed September 2007 scheme.

## Noise

8.28 There would be minimal additional trips by car generated due to the increased floor space. The change in traffic generation is considered to be so small that there would not be a change to this overall conclusion in the March 2007 ES report. Therefore, whilst the figures for traffic generation would be slightly higher leading to slightly higher figures for traffic noise, this change is so small that the overall conclusions set out in the March 2007 ES remains appropriate for the September 2007 scheme.

## Microclimate

8.29 The change to the height of RS3 is not anticipated to significantly change the findings of the assessments for the March 2007 scheme. The wind flow around particular groups of buildings is largely determined by their massing and juxtaposition to other nearby buildings. The 11.8m increase in the height of RS3 does not substantially alter the overall massing of neither the Riverside South building group nor its relationship to surrounding buildings. For the prevailing south west winds, the increase in height of RS3 by 11.8 m is expected to result in less spillage of the flow over the top of RS3 and more flow would be pushed horizontally along the west side of the development and around the ends of RS1 and RS2. This change in expected trend is likely to be a subtle one. Therefore, the assessment reported for the March 2007 scheme remains appropriate for the September 2007 scheme. The scheme

should therefore be conditioned appropriately.

### Construction Impacts

8.30 A Construction Environmental Management Plan (CEMP) is still required to cover all aspects of the construction activity, both on-site and those that may affect surrounding areas, for example the management of construction traffic. Other activities that may cause a nuisance to nearby residents and workers would be monitored.

### **Sustainability & Renewable Energy**

8.31 The applicant has identified a mistake in the interpretation of the Energy Strategy document (14 march 2007) prepared by Hilson Moran Partnership.

8.32 The Energy Strategy document contains the following recommendations for the scheme:

- 18.1% energy savings from passive design;
- 12.95% from CHP (tri-generation) and renewable technologies (with 2.8% being from renewable technologies and the rest from tri-generation).

8.33 However, the applicant has noted that the Stage 1 and 2 reports for the scheme appear to confuse the 18.1% (passive design) and the 12.95% (Tri-generation and renewables). The report identifies that the 18.1% comes from renewables and CHP. Following is an excerpt from the Stage 1 report:

8.34 *"15 A very positive feature of the revised scheme relates to the incorporation of renewable energy technologies, which were absent from the previously consented scheme. The revised scheme has been modelled to indicate total carbon dioxide savings of 18.1% in addition to savings required to meet 2006 building regulations. These savings come primarily from the use of combined cooling heat and power (10.4%-14.6% depending on final operation) coupled with the following renewable energy technologies:*

- *PV panels.*
- *Ground source cooling.*
- *Dual fuel gas/biofuel boilers.*

*17 The renewable energy saving is stated as 2.8%, but is limited by the use of trigeneration"*

8.35 Within the Committee report the GLA's specific comments in respect of energy and renewables were not recorded. However, the misunderstanding is reflected within the current draft wording of Condition 39 which states:

8.36 *"The renewable energy technologies shall reduce carbon dioxide emissions from the development by at least 18.1% of the developments energy demand. The approved renewable energy technologies shall be implemented and retained for so long as the development shall exist except to the extent approved in writing by the local planning authority"*.

8.37 The GLA have acknowledged the misinterpretation of the energy report and have requested that the condition be amended to ensure the 12.95% reduction in carbon emissions from CHP and renewables is secured.

8.38 Accordingly, the proposed energy strategy is considered to be appropriate. The wording of this energy condition should be amended to ensure the low and zero carbon technologies reduce carbon dioxide emissions from the development by at least 12.95%.

## Water Conservation

- 8.39 An increase in floor space has the potential to affect water demand and the discharge of foul effluent. The March 2007 Environmental Statement reported effects of negligible significance for both of these. The applicant is of the opinion that the increase in floor space is small and that the assessment remains appropriate.
- 8.40 Thames Water has recommended a number of conditions to ensure that foul and/ or surface water discharge from the site does not prejudice the existing sewerage system and to ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.

## Waste

- 8.41 The increase in net internal area would increase the population by 2.5%. This is anticipated to increase the waste production by approximately 2.5%.
- 8.42 The minor increase in waste could potentially result in minor alterations to the size and/or collection frequency for collection of general waste and recycling bins from individual floors, however the size of bins and frequency of collection from the centralised general waste and recycling points would remain unchanged. This is due to the bin capacity for the original scheme having a degree of redundancy. Therefore there would not be any additional impacts of traffic movement for waste collection from the development as a result of the increase in population. The actual operational waste production would vary from the figures used due to differences in the procurement and waste management policies of the individual tenants, who are as yet unknown. Detailed calculations of waste arising will form the basis of a detailed Waste Management Strategy to be developed once more information on likely tenants is known. The scheme should therefore be conditioned appropriately.

## Air Quality

- 8.43 There would be minimal additional trips by car generated due to the increased floor space. The change in traffic generation is considered to be so small that there would not be a change to the overall conclusion in the March 2007 report. Therefore, whilst the figures for traffic generation would be slightly higher leading to slightly different figures for traffic emissions, this change is so small that the overall conclusions set out remain appropriate for the September 2007 scheme.
- 8.44 In order to mitigate these impacts a Construction Environmental Management Plan (CEMP) will be drafted setting out measures to be applied throughout the construction phase would apply to site.
- 8.45 During the operational phase, encouraging sustainable transport and reducing dependence on the private car would reduce the impact of the development in terms of both greenhouse gases and pollutants. The scheme will therefore be conditioned appropriately.

## **Transport**

- 8.46 The increase in floor space from 327,255m<sup>2</sup> to 333,330m<sup>2</sup> GEA has been assessed due to potential implications for transport movements from more space required to accommodate employees during operation. This equals a 1.9% increase in gross area above the March 2007 scheme. For the purposes of predicting traffic generation, the GEA is used as this generates a higher number of employees and therefore trips that leads to the worst case assessment for this topic.
- 8.47 The additional floor space would be for office use and as such would accommodate an increase in the number of employees to that of the March 2007 scheme. For the purposes of

the assessment of effects on transport, the March 2007 scheme would accommodate 12,700 employees and with the additional floor space it is expected that the additional 6,075sq.m could accommodate approximately 300 employees (based on one employee per 20 square metres of gross floor area – used to generate the worst case for transport movements), therefore a total of 13,000 employees.

- 8.48 In considering the impact on the Jubilee Line and DLR rail capacity, the overall change from the September scheme compared to the March 2007 scheme is negligible.
- 8.49 All of the remaining modes would have minimal additional trips and therefore all effects on the transport network would be negligible for the September 2007 scheme compared to the March 2007 scheme.
- 8.50 The increase in the overall gross floor space would result in a higher number of construction vehicles, however these would be minimal and the effects on the local highway network would remain adverse and of minor significance.

### Parking

- 8.51 There will be no increase in car parking numbers on site. Further, there will be no increase in the number of cycle parking numbers on site.
- 8.52 It is to be noted that whilst the 21<sup>st</sup> June Strategic Committee Report identified a requirement for 1299 cycle spaces, the draft decision notice only required 345 spaces. The provision of 345 spaces was the agreed provision.
- 8.53 The amended scheme is continuing to propose 345 cycle spaces, which are sufficient for approximately 3.5% of employees to cycle to work, i.e. double the proportion currently observed in the Canary Wharf Employee Survey. The Travel Plan includes measures to encourage higher cycle use and this will be monitored as part of the Travel Plan provisions. If additional cycle parking demand is observed then more cycle spaces will be provided. TFL did not ask the mayor to direct refusal on this matter when the scheme was considered for the June Committee. Further the TFL representative for the revised scheme advised that it is unlikely they would direct refusal if there is to be another stage 2 report.

### **Biodiversity**

- 8.54 The types of scheme amendments proposed would not lead to any changes to the assessment reported on the March 2007 scheme. In particular, the scheme amendments would not affect the ecological enhancements proposed.

### **Other**

#### Cultural Heritage

- 8.55 The changes proposed would not affect the area to be covered by the watching brief(s), as agreed for the condition for the 2005 approved scheme. Therefore, the previous assessment remains appropriate for the September 2007 Scheme.
- 8.56 Further, plans were submitted which slightly alter the south east part of the basement wall to ensure pipes which sit within the curtilage of the listed dock wall are not affected by the development. The applicant has confirmed that these changes would be covered by the archaeological watching brief mentioned above. The change represents a non-material alteration.

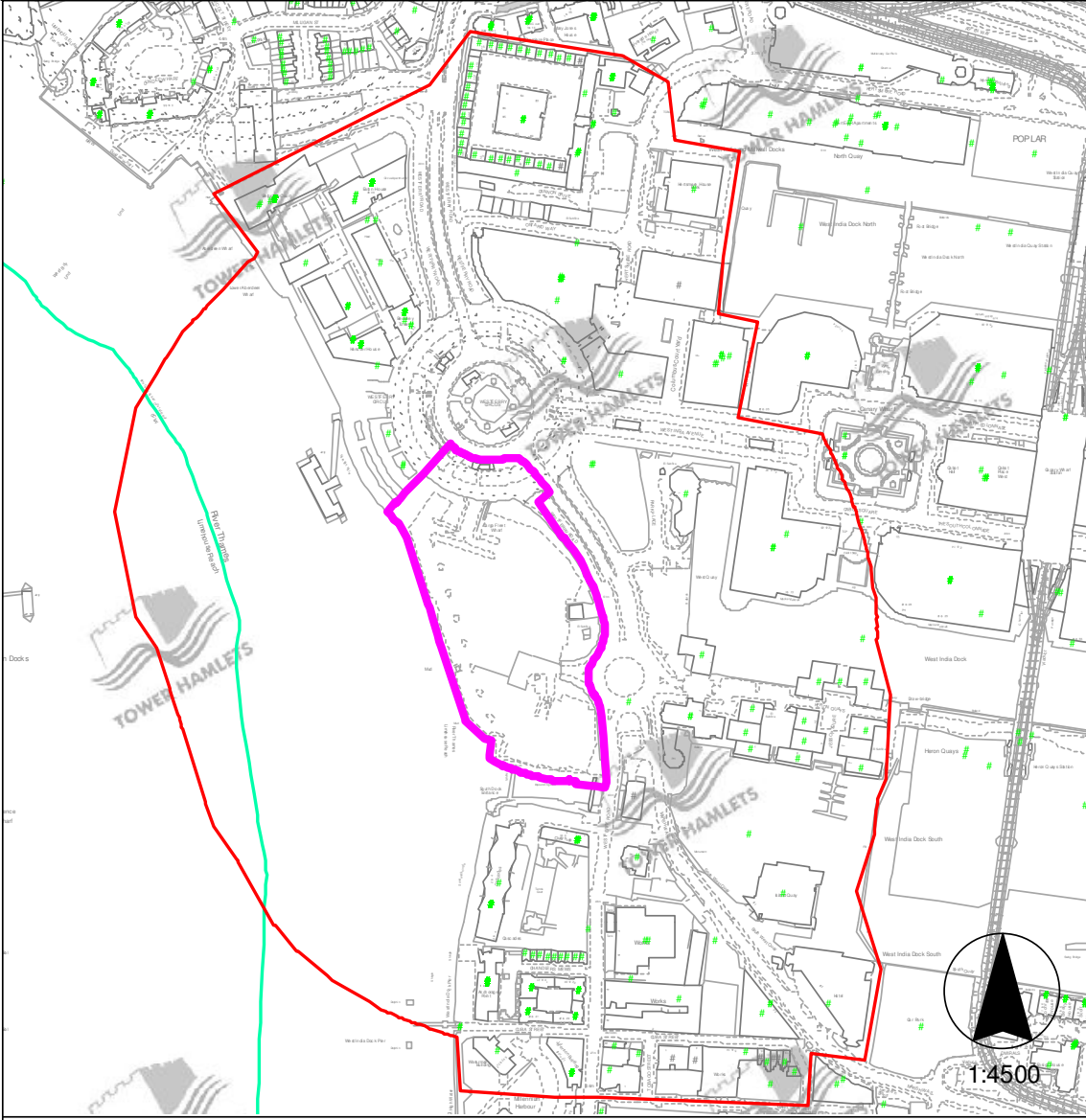
## Environmental Impact Assessment

- 8.57 The Council's Environmental Impact Assessment Officer undertook a review of the addendum to the March 2007 Environmental Statement. The addendum was considered to provide a thorough assessment of the changes to environmental effects that result from the modifications for which a revised planning application is sought.
- 8.58 The assessment was considered to be based on accurate methodology and that all areas of concern were adequately addressed. Mitigation measures are to be implemented through conditions and/ or Section 106 obligations.

## **9. CONCLUSIONS**

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

# Site Map



### Legend

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

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

# **APPENDIX 1**

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**21<sup>st</sup> June 2007 Strategic Development Committee report**



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

## 1. APPLICATION DETAILS

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

## 2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

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

- This application seeks approval for a series of revisions from the previously approved scheme on the site, dated 8th June 2005 (PA/03/00377). In principle, the proposed development is acceptable, subject to an appropriate planning obligations agreement and conditions to mitigate against the impact of the development.
- It is considered that the development would not have an adverse impact on the residential amenity of any nearby properties. A number of conditions are recommended to secure submission of details relating to materials, landscaping, external lighting, and plant, and to control noise and hours of construction.
- The submitted Environmental Impact Assessment is satisfactory, including the cumulative impact of the development, with mitigation measures to be implemented through conditions and a recommended legal agreement.
- The development would form a positive addition to London's skyline, without causing detriment to local or long distant views.
- The scheme would result in the benefits of job creation. The development would also enhance the streetscape and public realm through the provision of a public open space area and improved pedestrian linkages through the site and along the River Thames.
- The proposal incorporates a number of sustainability measures.

## 3. RECOMMENDATION

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

A. Any direction of the Mayor;

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

1) Public Transport

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

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

2) Public Realm

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

3) Isle of Dogs Community Foundation

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

4) Highways Works

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

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

5) Lease of Skills Match / IDEA Store

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

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

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

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

8) Code of Construction Practice

9) TV and Radio Reception

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

**Conditions**

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

City Airport;

17. Buildings must be equipped with aircraft obstacle lighting.

18. Submission of design specifications of acoustic screens for cooling towers/air cooled chillers;

19. Submission of a Construction Environmental Management Plan (EMP) setting out measures to be applied during the construction phase, relating to site planning, construction vehicles, demolition and construction activities on the site;

20. The following parking spaces are to be provided:

- A maximum of 150 car parking spaces of which 10% must be allocated for disabled users.
- A minimum of 1300 cycle spaces for the office element and a minimum of 8 spaces located at the entrance for the retail element.
- 132 motorcycle spaces.

21. Restriction of access from podium level down to Westferry Circus to Emergency Vehicles only.

22. Submission of a detailed plan to ensure that the barrier to the basement access is setback from the highway in order to allow for sufficient space to allow for queuing vehicles.

23. Submission of a service management plan detailing a servicing scheme for deliveries and servicing throughout the site;

24. Limit hours of construction to between 8.00 Hours to 18.00 Hours, Monday to Friday and 8.00 Hours to 13.00 Hours on Saturdays.

25. Air Quality Monitoring;

26. Level of noise emitted from the site to be restricted.

27. Ground borne vibration limits.

28. Limit hours of power/hammer driven piling/breaking out to between 10.00 Hours to 16.00 Hours, Monday to Friday.

29. Details of a monitoring and control regime of the Environmental Management Plan.

30. Investigation and remediation measures for land contamination (including water pollution potential).

31. Details of the construction of the site foundations.

32. Details of surface and foul water drainage system required.

33. Impact study of water supply infrastructure required.

34. Details of Water Efficiency measures.

35. Renewable energy measures to be approved in writing by the Local Planning Authority in consultation with the Greater London Authority and implemented in perpetuity.

36. Implementation of a programme of archaeological work in accordance with the written scheme of investigation.

37. S278 to be entered into for highway works surrounding the site.

38. Any other condition(s) considered necessary by the Head of Development Decisions.

### **Informatives:**

1. Section 106 agreement required;

2. Section 278 (Highways) agreement required;

3. River works licensing (Port of London Authority);

4. Riparian lifesaving equipment provided to the 1991 Hayes Report Standards (Port of London Authority);

5. Site notice specifying the details of the contractor required

6. Construction Environmental Management Plan Advice

7. Use of Thames to transport bulky materials

8. London City Airport Advice

9. All cycle parking is to be provided in accordance with the London Cycle Network Manual.

10. Environmental Health Department Advice

11. Advertising signs and/or hoardings consent

12. Contact the GLA regarding the energy proposals

13. Any other informative(s) considered necessary by the Head of Development Decisions

- 3.3 That if by the 21<sup>st</sup> September 2007 the legal agreement has not been completed to the satisfaction of the Chief Legal Officer; the Head of Development Decisions is delegated power to refuse planning permission.

#### **4. PROPOSAL AND LOCATION DETAILS**

##### **Planning History**

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

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

##### **Proposal**

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

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

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

##### *External Appearance*

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

### *Layout, Uses and Floor space*

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

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

### *Highways and Transport*

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

### *Landscaping and Open Space*

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

### *Renewable Energy*

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

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

### **Site and Surroundings**

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

## **5. POLICY FRAMEWORK**

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

### **Unitary Development Plan**

Proposals:

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

Policies:

DEV1	Design Requirements	Environmental Requirements
DEV2	Planning Obligations	
DEV4	High Buildings within the Central Area & Business Core	
DEV5	Strategic Views	
DEV7	Provision of Landscaping in Development	
DEV12	Design of Landscape Scheme	

DEV13	Street Furniture
DEV17	Public Art
DEV18	Protection of Waterway Corridors
DEV46 & 47	Strategic Riverside Walkways and New Development
DEV48	Noise
DEV50	Contaminated Land
DEV51	Development & Waste Disposal
DEV55	Waste Recycling
DEV56	Nature Conservation & Ecology
DEV57 & 58	Development Adversely Affecting Sites of Nature
DEV62	Conservation Importance
DEV65	Protection of Existing Walkways
DEV69	Efficient Use of Water
CAZ1	Location of Central London Core Activities
CAZ3	Requirement for Mixed Use Schemes
CAZ4	Diversity, character and functions of the Central Area Zones
EMP1	Encouraging New Employment Uses
EMP2	Retaining Existing Employment Uses
EMP6	Employing Local People
EMP9	Business Use
T15	Transport and Development
T16	Impact of Traffic
T17	Parking Standards
T18-T21	Pedestrian Safety and Convenience
T24	Cyclists Needs in New Development
T27	Freight
S1	District Centre Policy
S6	New Retail Development
S7	Special Uses
S10	New Shop fronts
U2-U6	Tidal & Flood Defences

### **Emerging Local Development Framework**

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

Core Strategies:	IMP1	Planning Obligations
	CP1	Creating Sustainable Communities
	CP2	Equal Opportunity
	CP3	Sustainable Environment
	CP4	Good Design
	CP5	Supporting Infrastructure
	CP7	Job Creation and Growth
	CP8	Tower Hamlets Global Financial and Business Centre and the Central Activities Zone
	CP16	Vitality & Viability of Town Centres
	CP17	Evening & Nigh time Economy
	CP30	Improving the Quality and Quantity of Open Spaces



CP31	Biodiversity
CP33	Sites of Importance for Nature Conservation
CP36	Water Environment and Waterside Walkways
CP37	Flood Alleviation
CP38	Energy Efficiency and Production of Renewable Energy
CP39	Sustainable Waste Management
CP40	Sustainable Transport Network
CP41	Integrating Development with Transport
CP42	Streets for People
CP43	Better Public Transport
CP44	Promoting Sustainable Freight Movement
CP46	Accessible and Inclusive Environments
CP47	Community Safety
CP48	Tall Buildings
CP50	Important Views

Policies:

DEV1	Amenity
DEV2	Character & Design
DEV3	Accessibility & Inclusive Design
DEV4	Safety & Security
DEV5	Sustainable Design
DEV6	Energy Efficiency & Renewable Energy
DEV7	Water Quality and Conservation
DEV8	Sustainable Drainage
DEV9	Sustainable Construction Materials
DEV10	Disturbance from Noise Pollution
DEV11	Air Pollution and Air Quality
DEV12	Management of Demolition and Construction
DEV13	Landscaping and Tree Preservation
DEV14	Public Art
DEV15	Waste and Recyclables Storage
DEV16	Walking & Cycling Routes & Facilities
DEV17	Transport Assessments
DEV18	Travel Plans
DEV19	Parking for Motor Vehicles
DEV20	Capacity of Utility Infrastructure
DEV21	Flood Risk Assessment
DEV22	Contaminated Land
DEV27	Tall Buildings Assessment
RT2	Secondary Shopping Frontages
RT5	Evening & Nigh time Economy
OSN3	Blue Ribbon Network & the Thames Policy Area
CON5	Protection & Management of Important Views
IOD1	Spatial Strategy
IOD2	Transport and Movement
IOD5	Public Open Space
IOD6	Water Space
IOD7	Flooding
IOD8	Infrastructure Capacity
IOD9	Waste
IOD10	Infrastructure and Services
IOD13	Employment Uses
IOD15	Retail and Leisure
IOD16	Design and Built Form
IOD17	Site Allocations

## **Planning Standards**

Planning Standard 1: Noise

Planning Standard 3: Parking

## **Supplementary Planning Guidance/Documents**

Designing Out Crime

Sound Insulation

Landscape Requirements

Riverside Walkways

Shopfront Design

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

3B.1	Developing London's Economy
3B.2	Office Demand and Supply
3B.3	Office Provision
3B.4	Mixed Use Development
3C.1	Integrating Transport and Development
3C.22	Parking
3C.24	Freight Strategy
3D.2	Town Centre Development
3D.12	Biodiversity & Nature Conservation
4A.2	Spatial Policies for waste Management
4A.6	Improving Air Quality
4A.7	Energy Efficiency and Renewable Energy
4A.8	Energy Assessment
4A.9	Providing for Renewable Energy
4A.10	Supporting the provision of renewable energy
4A.11	Water Supplies
4A.12	Water Quality
4A.13	Waste & Sewerage Infrastructure
4A.14	Reducing Noise
4B.1	Design Principles for a compact city
4B.2	Promoting world class architecture and design
4B.3	Maximising the potential of sites
4B.4	Enhancing the Quality of the Public realm
4B.5	Creating an inclusive environment
4B.6	Sustainable Design and construction
4B.7	Respect Local context and communities
4B.8	Tall Buildings
4B.9	Large scale buildings, design and impact
4B.15	London View Protection Framework
4C.1	Blue Ribbon Network
4C.2	Context for Sustainable Growth
4C.3	Natural Value of the Blue Ribbon Network
4C.4	Natural Landscape
4C.6	Flood Plains
4C.7	Flood defences
4C.8	Sustainable Drainage
4C.12	Sustainable Growth Priorities for the Blue Ribbon Network
4C.14	Freight uses on the Blue Ribbon Network
4C.17	Increasing Access alongside and to the Blue Ribbon Network
4C.20	Design
4C.21	Design Statement
4C.24	Importance of the Thames
4C.25	Thames Policy Area

## Government Planning Policy Guidance/Statements

PPG1	Generally Policy and Principles
PPS1	Delivering Sustainable Development
PPG4	Industrial and Commercial Development and Small Firms
PPS6	Planning for Town Centres
PPG13	Transport
PPS22	Renewable Energy
PPG24	Planning & Noise
PPS25	Flood Risk

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

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

## 6. CONSULTATION RESPONSE

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

### LBTH Highways Development

6.2 *Vehicle access*

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

### *Motorcycle facilities*

- The 132 spaces are considered to be acceptable.

### *Cycle spaces*

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

### *Bus Facilities*

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

### *Pedestrian Facilities.*

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

### *Travel Plan*

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

### *Servicing*

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

### *Section 106*

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

### *Section 278*

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

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

## **LBTH Strategic Transport**

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

## **LBTH Environmental Health**

### 6.4 Air Quality

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

be accounted for; and at some stage a D1 stack height calculation should be submitted by the applicant detailing the discharge point of the flue.

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

#### Contaminated Land

No comment received.

#### Noise

No objections. The following information required:

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

#### **LBTH Energy Efficiency Unit**

6.5 No comment received.

#### **LBTH Education Development**

6.6 No comment.

#### **LBTH Access to Employment (Skillsmatch)**

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

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

#### **LBTH Ideas Store**

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

#### **LBTH Building Control**

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

#### **LBTH Horticulture & Recreation**

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

## **LBTH Corporate Access Officer**

6.11 The following access issues are outlined below.

### Stair access to riverside walkway

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

### Lifts/ internal

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

### Vehicle and Pedestrian Access

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

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

## **English Heritage**

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

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

## **English Heritage (Archaeology) (Statutory Consultee)**

6.13 Recommended condition to secure a programme of archaeological work.

## **Environment Agency (Statutory Consultee)**

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

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

submitted plans and documents.

#### Resolution

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

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

#### **British Waterways**

6.15 No objections.

#### **Greater London Authority (Statutory Consultee)**

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

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

### **Corporation of London**

6.17 No objection

### **London City Airport**

6.18 No safeguarding objection subject to conditions:

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

### **Metropolitan Police**

6.19 No comment received

### **CABE**

6.20 No comment

### **Natural England (Statutory Consultee)**

6.21 No comment received.

### **BBC – Reception Advice**

6.22 No comment received.

### **Greenwich Society**

6.23 No comment received.

### **LB Greenwich**

6.24 No objections.

### **LB Southwark**

6.25 No objections.

### **Thames Water**

6.26 No comment received.

### **London Fire & Civil Defence Authority**

6.27 No comment received.

### **Port of London Authority**

6.28 No objection. Recommends:

- Condition requiring submission of external lighting details – to ensure minimal impact to navigation;
- Barges should be used to transport materials during construction;
- Informative regarding the river works licensing;



- If river wall repairs are to be consulted, please consult with the POL Authority;
- Condition requiring provision of riparian life saving equipment.

## **National Air Traffic Control Services**

6.29 No objections.

## **7. LOCAL REPRESENTATION**

7.1 A total of 996 neighbouring properties within the area shown on the map appended to this report were notified of the application and invited to comment. The application has also been publicised in East End Life and on site. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

Consultation (April 2007):

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

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

### Objecting

#### *Public Park/Riverside Walkway*

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

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

#### *Retail/Active Frontages*

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

#### *Access*

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

#### *Construction Impacts*

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

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

#### *Height & Views*

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

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

#### *Noise*

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

#### Supporting

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

## **8. MATERIAL PLANNING CONSIDERATIONS**

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

9. Policy Requirements
10. Tall Buildings
11. Design & Layout
12. Amenity
13. Sustainability & Renewable Energy
14. Transport
15. Biodiversity

### **Policy Requirements**

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

suitable for accommodating a wide range of financial and business services. The proposed office space is likely to generate approximately 11,359 jobs. The proposed development thus accords with the policies of the London Plan and the borough in terms of promoting the site and the area as a global financial centre whilst also seeking to provide employment opportunities to meet the needs of local residents.

8.8 The GLA state in their Stage 1 report that:

8.9 *“The LDA supports the proposed development given the economic and employment benefits associated with such a significant volume of office space proposed, and the associated enhancement in the quality and flexibility of London’s office market offer. The proposed development would contribute to the Isle of Dogs globally competitive business cluster and help meet employment projections as set out in the London Plan. The proposed scheme also contributes to the Mayor’s vision as set out in the Economic Development Strategy.”*

8.10 The LDA also welcomes the inclusion of employment and training contributions (skillsmatch) which will seek to improve the skills and employment opportunities for local people.

8.11 The London Plan seeks to maintain and improve retail facilities (policy 3D.3) through the maintenance, management and enhancement of local and neighbourhood shopping facilities. Policy 3B.4 seeks mixed use development where increases in office floor space are proposed in Opportunity Areas.

8.12 The London Plan, the LDF and Area Action plan identifies the Isle of Dogs/Canary Wharf as a centre for the focus of retail and leisure uses in order to protect and enhance the major town centre status of the area.

8.13 The site is identified on the LDF proposal map as forming part of this town centre. The proposed development seeks to provide 2367m<sup>2</sup> of retail and leisure space, (Class A floor space). The proposed retail and leisure uses within the scheme will assist in providing services for future office workers at this location whilst also assisting in the formation of vibrant mixed use areas at this location.

8.14 It is noted that the quantum of retail floor space proposed is less than that approved under the previous consent for this site (5,904m<sup>2</sup>). The proposed retail units are located at the base of the RS2 tower, at promenade level and upper ground level. The approved scheme proposed retail at the ground floor of RS1 overlooking the park, however as part of the proposed development this has been removed following concerns raised by residents of Cascades to the south about potential noise nuisance associated with users of bars and restaurants. The consolidated location of this retail accommodation is considered to be consistent with existing bars and restaurants around Westferry Circus. The proposed location of the retail within the development also assist in the creation of an active river frontage, complementing nearby public open spaces and the riverside walk, as well as adding to the quality of the retail offer within Canary Wharf as a whole.

### **Tall Buildings**

8.15 The principle of the site as a location for tall buildings has been established by the approved scheme which comprised two towers of 218.7m (RS1) and 193.5m (RS2). As part of the proposed development the height of RS1 has increased to 241.14m whilst the height of RS2 has decreased to 191.34m, below the height of the smaller tower in the approved scheme. The height of the linking block, RS3 has increased from 51.5m to approximately 77.1m AOD.

8.16 Policy 4B.8 of the London Plan supports tall buildings in appropriate locations across London and states that the *‘Mayor will promote the development of tall buildings where they create attractive landmarks enhancing London’s character, help to provide a coherent location for*

*economic clusters of related activities and/or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings.'*

- 8.17 The UDP considers tall buildings to be appropriate within the Central Activities Zone, provided proposals are sensitive to the bulk, scale and massing of the surrounding area. The ability of transport infrastructure to accommodate the level of activity generated should also be considered. The UDP states tall buildings should seek to emphasise a point of civic and visual significance, both locally and in relation to the urban scene or area from which it would be visible. This is particularly relevant to the Riverside South proposals given their prominent position in relation to both the River Thames and within the Canary Wharf Cluster.
- 8.18 Policy IOD1 of the AAP states that 'tall buildings will be clustered around Canary Wharf (1 Canada Square) and building heights should be reduced from this point.' Furthermore, Policy IOD16 states that the northern sub area will continue as a location for tall buildings and will form a cluster of the tallest buildings found on the Isle of Dogs. New tall buildings should help consolidate this cluster and provide new landmarks consistent with the national and international role and function of the area.
- 8.19 Policy DEV5 of the LBTH UDP states that tall buildings may be acceptable within the Central Area Zones subject to policies DEV1 and DEV2. The development will also:
- Not adversely impact upon the micro climate, wind turbulence, overshadowing and telecommunication interference;
  - Have access to appropriate transport and infrastructure;
  - Not adversely harm the essential character of the area or important views; and
  - Identify and emphasise a point of civic and visual significance
- 8.20 Policy CP48 'Tall Buildings' of the emerging Core Strategy states that the Council will, in principle, 'support the development of tall buildings in the northern part of the Isle of Dogs where they consolidate the existing tall building cluster at Canary Wharf'. Policy DEV27 of the emerging LDF Core Strategy and Policy 4B.9 of the London Plan, require tall buildings to be of the highest quality design and provide a set of criteria that applications for tall buildings must satisfy. The proposal satisfies the relevant criteria of Policy DEV27 as follows:
- The design is sensitive to the context of the site.
  - The architectural quality of the building is considered to be of a high design quality, as demonstrated in its scale, form, massing, footprint, proportion, materials, and relationship to other buildings, the street network, public and private spaces and the River Thames.
  - The proposed development does not fall within the strategic views designated in Regional Planning Guidance 3A (Strategic Guidance for London Planning Authorities, 1991) or the Mayor's draft London View Management Framework SPG (2005). However, the scheme has demonstrated consideration of the appearance of the building as viewed from all angles and is considered to provide a positive contribution to the skyline.
  - The proposed development would achieve a high standard of safety and security for future occupants and users.
  - The proposed buildings would be visually integrated into the streetscape and the surrounding area.
  - The proposed development would present a human scaled development at the street level.
  - The proposed development would respect the local character and seek to incorporate and reflect elements of local distinctiveness.
  - The proposed development would incorporate adaptable design measures.
  - There will be minimal impact on the privacy, amenity and access to sunlight and daylight to surrounding residents.
  - The Environmental Statement demonstrates that the impact on the microclimate of

the surrounding area, including the site and public spaces, will not be detrimental.

- The proposed development demonstrates consideration of sustainability throughout the lifetime of the development, including the achievement of a high standard of energy efficiency, sustainable design, construction and resource management.
- The impact on the biodiversity of the River Thames will be minimised through the provision of an Ecological Management Plan which will ensure that biodiversity on the site will be generally improved through the proposed scheme.
- The proposed development will scheme high internal and external noise standards.
- The scheme will contribute positively to the social and economic vitality and of the surrounding area at the street level through its proposed mix of uses.
- The proposal incorporates the principles of inclusive design.
- The site is located in an area with very good public transport access.
- The scheme takes into account the transport capacity of the area, and ensures the proposal will not have an adverse impact on transport infrastructure.
- The proposed development would result in improved permeability throughout the site and to the surrounding street network
- The proposed development would contribute to high quality pedestrian routes including the strategic cycle network.
- The scheme provides publicly accessible areas within the development including 24 hour access to a public park.
- The scheme would conform with Civil Aviation requirements. Both NATS and City Airport have advised there is no safeguarding objection.
- The scheme would not interfere, to an unacceptable degree, with telecommunication and radio transmission networks.
- The scheme has considered public safety requirements and has demonstrated emergency access provision.

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

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

#### Important Views

- 8.22 Policy CON5 – Protection and Management of Important Views of the Emerging Core Strategy states that the Council will resist development that has an adverse impact on important views, including panoramas, prospects and local views.
- 8.23 The Riverside South location falls within an existing cluster of tall buildings. The site is neither within a Conservation Area nor close to listed buildings, other than the listed lock wall. The site is not within a Strategic Viewing Corridor and is not affected by the Draft London View Management Framework.
- 8.24 The principle of tall buildings on this site has been established by the approved scheme. The proposed development does not deviate from these established principles including the height, form and orientation of the towers and only makes relatively minor amendments to the overall heights.
- 8.25 The Impact of the increase in height is observed in number of views in the Townscape and Visual Impact Assessment. The principal consideration in terms of views relates to the additional storeys proposed in the revised scheme. The Scheme marks the western most edge of the Canary Wharf cluster and is considered an appropriate location for a building of this scale and design quality. It is considered that there is no immediate built context except

for the vast expanse of River Thames. In all distant views, the change in height appears to be marginal in nature. There are number of sites identified as suitable for a tall building between Riverside South and Central Canary Wharf and the proposal will seek to contain towers of intermediate height and consolidate an emerging cluster. London Borough of Tower Hamlets Urban Designer supports the scheme in terms of its architectural design and townscape merit.

## **Design & Layout**

- 8.26 Policy 4B.2 of the London Plan states that the Mayor seeks to promote world class design. Development proposals should demonstrate that developers have sought to provide buildings and spaces that are designed to be beautiful and enjoyable to visit, as well as being functional, safe, sustainable and accessible for all.
- 8.27 Policy 4C.20 seeks a high quality of design for all waterside development. All development, including intensive or tall buildings, should reflect local character, meet general principles of good design and improve the character of the built environment. Policy 4C.1 of the London Plan states that boroughs should recognise the strategic importance of the Blue Ribbon Network. Policy 4C.17 requires that boroughs protect, and improve access points to, alongside and over the Blue Ribbon Network.
- 8.28 In addition to London plan and tall building policies, the proposal also generally accords with the design and environmental Policies DEV1 and DEV2 of the 1998 UDP and Policy CP4 and DEV2 of the Local Development Framework which requires the bulk, height and density of development to positively relate to surrounding building plots and blocks, and the scale of development in the surrounding area.
- 8.29 Policy IOD1 of the Isle of Dogs AAP states that design will be managed by ensuring that development, considers, reflects and responds to the waterside location of the Island and contributes to making a unique location in the London context. The AAP further recognises that design has an important role in creating accessible, well connected, safe and secure environments that people can enjoy.
- 8.30 The design and layout of the proposed development is considered to be of high quality, reflecting the character of the surrounding context. The development will also result in the creation of a well connected public realm adding to the advancement of the area as a global financial business centre and a district centre thus assisting in the achievement of the objectives of policies within the London plan, the UDP, LDF and the Isle of Dogs AAP.
- 8.31 The site incorporates a Strategic Riverside Walkway, as designated by the UDP and emerging LDF document. This route is also part of the Sustrans route. The continuation and enhancement of the riverside walk from the existing waterfront at Riverside North will seek to ensure that continuation of this strategic route. The siting of retail units, intended to be predominantly Class A3 –A4 use, along the river frontage will allow the promotion of vibrancy as well as access to the river at this location. The retention of the riverside walkway thus meets the objectives of policies within the London plan, the UDP, LDF and the Isle of Dogs AAP and achieves the Mayors aspirations behind the creation of a Blue Ribbon Network along the River Thames.
- 8.32 As demonstrated in the Design and Access Statement and the indicative landscaping proposals the proposed development addresses the immediate demands of the space around the building and the wider urban context. The landscaping proposals seek to create an area of public realm that forms the riverside walkway and a public park at the southern portions of the site which will seek to provide an open space area for employees/residents and visitors whilst also acting as a buffer between the development and residential properties to the south. Further landscaping details including submission of details of lighting, signage

and treatments of these public areas would be secured through conditions of approval prior to the commencement of the development in order to ensure high quality, useable spaces.

### Materials

- 8.33 The architectural form and principal structure of the scheme has undergone refinement as a result of the revised scheme. The external appearance of the façade of the towers remains similar to that previously approved, subject to the addition of further louvers.
- 8.34 In order to achieve a high quality finish details of final finishes and cladding details would be required for as a condition of approval including the detailing of all external materials and a 'typical cladding detailed mock up'.

### Accessibility & Inclusive Environments

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

### Safety & Security

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

## Amenity

### Assessing daylight and sunlight

- 8.41 Policy 4B.9 of the London Plan refers to the design and impact of large scale buildings and includes the requirement that in residential environments particular attention should be paid to privacy, amenity and overshadowing.
- 8.42 DEV 2 of the UDP seeks to ensure that the adjoining buildings are not adversely affected by a material deterioration of their daylighting and sunlighting conditions.
- 8.43 Policy DEV1 of the draft Core Strategy states that development is required to protect, and where possible improve, the amenity of surrounding existing and future residents and building occupants, as well as the amenity of the surrounding public realm. The policy includes the requirement that development should not result in a material deterioration of the sunlighting and daylighting conditions of surrounding habitable rooms.
- 8.44 Daylight/Sunlight analysis is included as part of the Environmental Statement submitted with the application. The statement demonstrates that nearby buildings will not be adversely affected by the loss of privacy or material deterioration of daylighting and sun lighting conditions.
- 8.45 The Environmental Statement reports on the assessment of effects for sunlight and daylight and identifies minor adverse effects at six locations:
- Cascades
  - 1-9 Chandler Mews
  - 11-85 Anchorage Point
  - Berkley Tower
  - City Pride (public house)
  - Hanover House
- 8.46 A number of residents from within the cascades tower located immediately to the south of the site raised concerns in relation to sun and daylight impacts generated by the scheme. The potential impacts to the Cascades development have been addressed in the Environmental Statement.
- 8.47 The daylight assessments have shown that 143 (70%) of the 205 windows receive reductions in Vertical Sky Component (VSC) beyond the criteria suggested. These range between a 30 and 60% reduction. However the level of daylight remaining within all of the habitable rooms is sufficient to meet both the No Sky contour (NSC) and Average Daylight Factor (ADF) with the exception of one small porthole style kitchen window on each floor between the 1<sup>st</sup> and 20<sup>th</sup> floors. All of the living rooms would retain ADF values in excess of 5%.
- 8.48 No mitigation measures are recommended as adverse effects are of no more than minor significance.
- 8.49 Open spaces to the north of the site have been included within the assessment of overshadowing impacts as anything to the south will not be cast in shadow by the proposal.
- 8.50 There are three areas of open amenity space, located to the north of the site, which may receive some additional shadowing. These are: -
- Space in the centre of Westferry Circus roundabout;
  - Space to the north of Hanover House; and
  - Space to the south of Belgrave Court.



8.51 With the approved scheme in place, the centre of Westferry Circus roundabout and the space to the south of Belgrave Court, both receive no permanent shadow. The space to the north of Hanover House receives permanent overshadowing to 18.24% of its area. The BRE guidelines suggest that an open amenity space should not receive more than 40% permanent shadow and preferably no more than 25%. This is obviously easily complied with, with the approved scheme in place.

### Noise

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

### Microclimate

8.53 The impacts of microclimate are assessed through a combination of meteorological data, analysis of the surrounding area and wind tunnel analysis, which was considered to be an appropriate methodology for a development of this nature. A number of mitigation measures are recommended including,

- Canopy and vertical fins along south face of RS-1;
- Heavy tree planting and vertical screens in plaza area to south of RS-1;
- A Vertical screen at NW corner of RS-2 and vertical louvers at NW and NE pedestrian walkways just north of RS-2;
- Windy areas near Impounding Lock: Increased tree planting and plans for alternate
- Route;
- E-W passageway between RS-2 and RS-3: enclosed E-W passageway between RS-2 and RS-3.

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

### Construction Impacts

8.54 A number of surrounding residents raised concerns in relation to amenity impacts during construction.

8.55 Works for the construction of the approved scheme have commenced. The construction programme for the proposed scheme will span approximately 52 months. A review has been undertaken of the potential environmental issues and adverse impacts associated with the construction works. In order to ensure that the construction works are managed and undertaken in accordance with best practice and statutory requirements a site specific Construction Environmental Management Plan, or CEMP, is being produced which would be agreed with the local authority.

8.56 The purpose of the CEMP is to identify potential adverse environmental issues, to specify measurable limits and targets, to detail the mitigation measures to be undertaken and the management tools and procedures required. The CEMP would cover all aspects of the construction activity, both on-site and those that may affect surrounding areas, for example the management of construction traffic. Other activities that may cause a nuisance to nearby residents and workers would be monitored.

### **Sustainability & Renewable Energy**

8.57 The London Plan energy policies 4A.7-4A.9 aim to reduce carbon emissions by requiring the

Incorporation of energy efficient design and technologies, and renewable energy technologies where feasible. Energy Efficiency is addressed in policy DEV6 which reiterates the Mayor's target of 10% of new developments' energy generated from renewable energy generated on site and a reduction of 20% of emissions. Policies DEV7, DEV8, DEV9 and DEV11 seek sustainable developments through water quality and conservation, sustainable Drainage, sustainable construction materials, air pollution and air quality.

### Energy

- 8.58 The applicant has reconsidered its approach to energy from its consented scheme, addressing both energy efficient design and sustainable supply technologies. The proposed office buildings will make use of passive design measures to increase energy efficiency. Use of daylighting will be maximised and specific efforts will be made to build an inclusive, safe and comfortable space. Energy will be conserved using a high-performance facade, zoning and independent controls and some of the site's energy demand will be met by localised energy generation. Renewable energy technologies, such as ground source cooling, photovoltaics and bio fuel boilers will also be incorporated into the building design.
- 8.59 The GLA have assessed the above energy proposals. The GLA considers that the proposed approach is consistent with the London Plan and should be secured by condition.

### Water Conservation

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

### Waste

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

### Air Quality

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

### **Transport**

- 8.65 Both the UDP and the Local Development Framework contain a number of policies which encourage the creation of a sustainable transport network which minimises the need for car travel, lorries and supports movements by walking, cycling and public transport. Through the emerging Core Strategy the Council seeks to focus high density development in areas of high public transport accessibility (CP41).
- 8.66 In accordance with Policy DEV17 the applicant has submitted a transport assessment which

demonstrates the impacts of the development upon the local transport network and details a number of appropriate mitigation measures.

### Strategic Transport

- 8.67 The site has a Public Transport Accessibility Level (PTAL) of 5 (very good). The Riverside South site is located adjacent to the transport hub of Canary Wharf and is served by the Underground (Jubilee Line – Stratford to Stanmore), the Docklands Light Rail (Bank/Tower Gateway to Lewisham/Royal Docks/Stratford) and a number of bus services (277, D3, D7 and D8) and is therefore in a highly sustainable location. The site is also adjacent to Canary Wharf Pier which is served by river transport.
- 8.68 It is intended that 97 per cent of employees are expected to travel to the site by public transport or other non car modes in peak periods. It is intended that the scheme will generate 21,720 one way employees and visitor trips per day, excluding service vehicles.
- 8.69 Transport for London (TfL) was consulted on the application as part of the GLA Stage 1 response. In principle TfL have no objections to this application provided the following issues are resolved satisfactorily.

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

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

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

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

### Vehicle Access

- 8.72 The site is accessible by vehicles at two levels; the lower road level and the upper podium

level. The main vehicular access for taxis and visitors will be provided at the podium level direct from the Upper Level of Westferry Circus.

- 8.73 At the lower level roundabout of Westferry Circus, an access will be provided to the B1 basement car park. On Westferry Road, between Westferry Circus and Heron Quays Road, two accesses will be provided to the B2 and B3 basement car parks, motorcycle parking and the loading bays.
- 8.74 A secondary egress only vehicle route will be provided from the podium level of the development, down to Westferry Road, close to its junction with the lower level of Westferry Circus. This will only be opened in emergencies or during periods when the exit onto Westferry Circus Upper Level is blocked.
- 8.75 The vehicle access arrangements on the site have been assessed by Councils Highways Department as satisfactory. There is some concern over the safety of access from the podium level down to Westferry Circus as visibility would be poor for vehicles entering the network at this location. It is acknowledged that this access is noted for emergency vehicles only. In order to ensure improved vehicular safety at this location it is recommended that this emergency access be secured through conditions of approval.
- 8.76 In addition there was concern raised regarding the car park entrance at the lower level to Westferry Circus. It is recommended by highways that a detailed plan be submitted as a condition of approval to ensure that the barrier is setback from the highway in order to allow for sufficient space to allow for queuing vehicles.
- 8.77 The site would also accommodate a number of vehicle set down and pick up areas (adjacent to each building) as it is envisaged that some visitors to the site will travel by taxi or private vehicles. Delivery vehicles for both the office and retail elements of the development will use the loading docks, accessed from Westferry Road.
- 8.78 A vast majority of delivery and service vehicles are expected in the transport assessment to approach the site from the north and will be required to travel via the Heron Quays roundabout (u-turn) to access the loading docks. The drop-off facilities for each building are designed to accommodate occasional deliveries, but these are expected to be confined to small vans and couriers. It is recommended by Councils Highways Department that a service management plan be submitted as a condition of approval to ensure that servicing can adequately be accommodated on site to ensure minimal impact upon the road network and surrounding context.
- 8.79 Emergency vehicles will be able to travel around the perimeter of the site. The applicant has adequately demonstrated that emergency vehicles can make this movement.

### Parking

- 8.80 Emerging policy DEV19 states that Council will minimise on and off street parking for all developments. All parking is to be in compliance with the Parking Standards, and the emerging Core Strategy sets maximum parking standards for retail and employment generating uses. The emerging Core Strategy sets out the maximum car parking standards that varies by type of use. For large developments in areas with good public transport (i.e., PTAL scores between 4 and 6) minimal parking is sought. For retail units no car parking is sought.
- 8.81 The application proposes 150 car parking spaces at basement level. Overall, the car parking provisions are in accordance with the standards set out within the UDP and are at a level, which supports current Government guidance on encouraging trips by other means.
- 8.82 TfL supports the reduction in car parking over the previously approved scheme. However, it

should be adjusted so that disabled parking comprises 10% of total parking or 15 spaces. In addition given the projected taxi use, the development should provide for a formal taxi rank similar to those on the North Colonnade and South Colonnade in the Canary Wharf complex.

### Cycle Accessibility

- 8.83 Policy CP42 encourages pedestrian and cycle permeability in new developments. The Council will ensure that new developments have a high level of connectivity with the existing and proposed transport, and pedestrian network. Policy DEV16 further promotes sustainable transport use, requiring developers to provide secure cycle parking, and routes through development. More specifically Policy IOD2 of the emerging AAP states that all major destinations on the Isle of Dogs should be easily accessible for all and existing pedestrian and cycle links should be improved.
- 8.84 The Thames Path Cycleway runs along the riverside walk to the west and south of the site and forms part of the Sustrans national cycle network.
- 8.85 Both Council's Highways Department and TfL have assessed the cycle provision which includes the provision of 345 spaces. Cycle parking provision is significantly less than TfL's cycle parking standards as referred to in the London Plan (annexe 4 paragraph 37) and must be increased to 1,299 spaces for the office element and a minimum of 8 spaces, located at the entrance of the units, for the retail element. All cycle parking should be provided in accordance with the London Cycle Network design manual. In particular it should be covered and protected, as well as having security measures such as CCTV. The site is well served by existing cycle routes.

### **Biodiversity**

- 8.86 Policies ST8, DEV57 and DEV62 of the UDP and policies CP31 and CP33 of the LDF Core Strategy submission document set out requirements in line with international, national and regional policy. These seek to ensure the protection, conservation, enhancement and effective management of the borough's biodiversity.
- 8.87 In accordance with Policy 3D.12 of the London Plan 2004, the Council produced a Local Biodiversity Action Plan (LBAP) which sets out priorities for biodiversity protection and enhancement. The Species Action Plan for black redstart is also of significant importance.
- 8.88 Policy 4C3 of the London Plan focuses on the Blue Ribbon Network and the importance to protect and enhance the biodiversity of the network by designing new waterside developments in ways that increase habitat value
- 8.89 The site is located adjacent to the Thames which is identified as part of London's Blue Ribbon Network and a site of nature conservation importance.
- 8.90 In accordance with Policy DEV47 and DEV48 of the UDP (1998) the proposal will improve the aesthetic amenity of the site and the river environs whilst also allowing for improved pedestrian access linkages through the site to the riverside walkway and the River Thames.
- 8.91 The scheme will also provide some 800m<sup>2</sup> of brown roofs which will seek to provide habitat for bird and invertebrate species such as the black redstart. Brown roofs will also assist in increasing energy efficient and minimising water runoff volumes.
- 8.92 The design and layout of the scheme will also include a public park and areas of landscaping. Details of which are defined in the indicative landscape proposals provided. Appropriate planting within these areas (to be secured as a condition of approval) will also assist in the promotion of biodiversity on the site.

8.93 Biodiversity measures will be incorporated into the scheme through the submission of an Ecological Management Plan, which will detail provision of brown roofs, use of timber fenders to the river wall, bird boxes and native species, etc, in the use of landscaping. It is recommended that this be secured as an appropriate condition of approval. The wording of this condition will be agreed in consultation with the Environment Agency.

### **Environmental Impact Assessment**

8.94 The Council's consultants, Bureau Veritas undertook a review of the Environmental Statement. The review highlighted a number of areas where additional information or clarification should be provided.

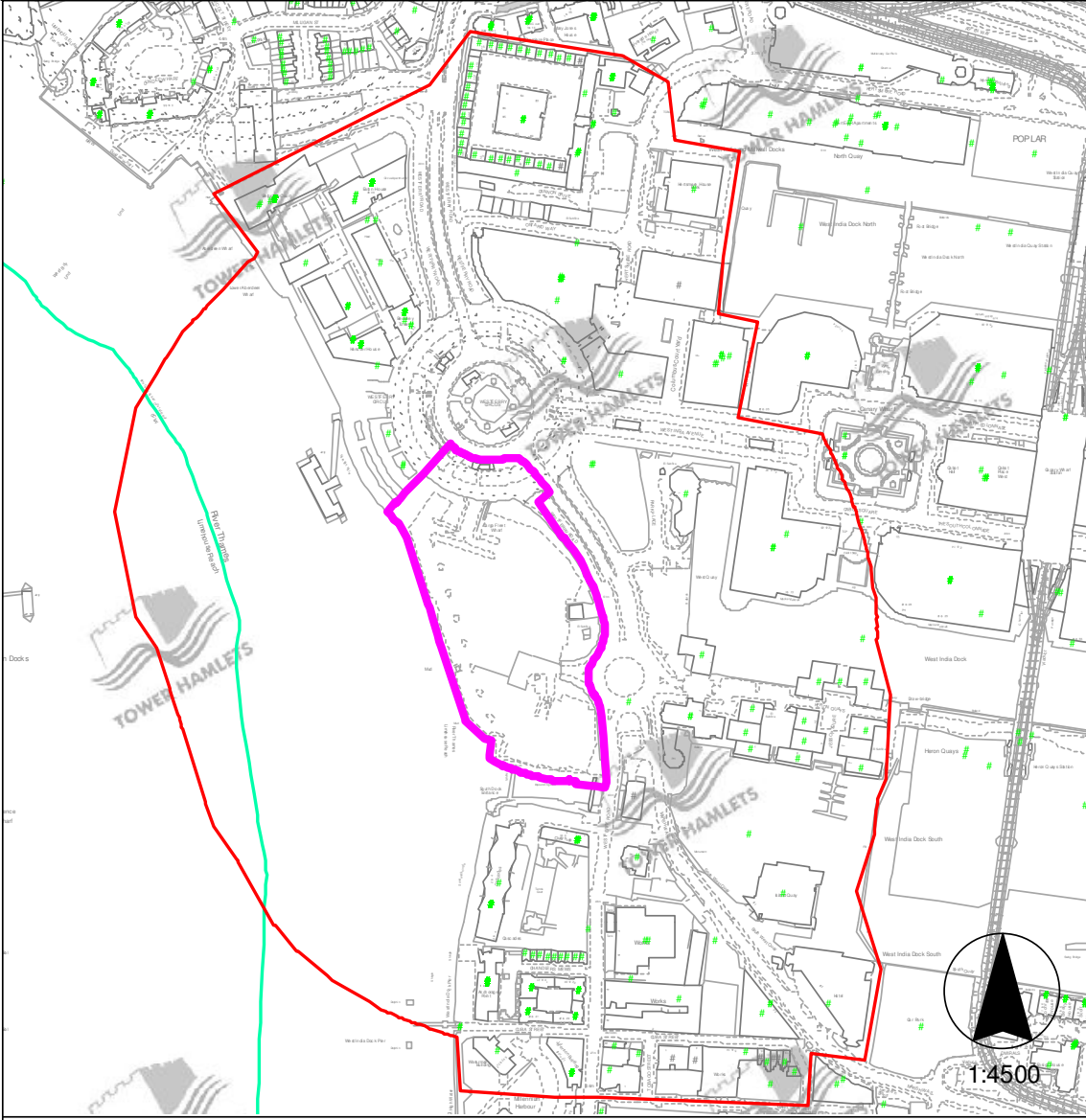
8.95 The ES was considered to provide a thorough assessment of the impacts and meets the requirements of the EIA Regulations. Further clarification was sought on a number of points via a Regulation 19 request. The applicant submitted further information to address these requirements.

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

## **9.0 CONCLUSIONS**

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

# Site Map



### Legend

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

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

**Strategic Development Committee Decisions on Planning Applications  
21 June 2007**



**EXTRACT FROM THE MINUTES OF THE STRATEGIC DEVELOPMENT COMMITTEE  
HELD AT 7.30 P.M. ON THURSDAY, 21 JUNE 2007**

**8.5 Site south of Westferry Circus and west of Westferry Road, London**

Mr Michael Kiely, Head of Development Decisions, introduced the site and proposal for the erection of Class B1 office buildings comprising two towers of 45 and 35 storeys with a lower central link building and Class A1, A2, A3, A4 and A5 uses (retail, financial/professional services, restaurant/ café, drinking establishments and hot food takeaway) at promenade level together with ancillary parking and servicing, provision of access roads, riverside walkway, public open space, landscaping, including public art and other ancillary works at site south of Westferry Circus and west of Westferry Road, London.

Ms Renee Goodwin, Acting Applications Manager, presented a detailed report on the application and outlined the differences between the proposals and that which had been previously approved on the site.

Members asked questions relating the retention of public access on the riverside walkway, the impact of the heights of the buildings and its effect on daylight/sunlight. Members expressed a wish that the river be used for the transportation of refuse from the site and that the public walkways are available at all times.

The Committee RESOLVED that planning permission for the erection of Class B1 office buildings (324,888 sq. m) comprising two towers of 45 and 35 storeys (max 241.1m and 191.3m AOD) with a lower central link building (77.450m AOD) and Class A1, A2, A3, A4 and A5 uses (retail, financial/professional services, restaurant/ café, drinking establishments and hot food takeaway) at promenade level up to a maximum of 2367 sq.m together with ancillary parking and servicing, provision of access roads, riverside walkway, public open space, landscaping, including public art and other ancillary works. (total floor space 327,255 sq.m) at site south of Westferry Circus and west of Westferry Road, London be GRANTED subject to the following

A. Any direction by the Mayor;

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

1) Public Transport

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

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

2) Public Realm

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

3) Isle of Dogs Community Foundation

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

4) Highways Works

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

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

5) Lease of Skills Match / IDEA Store

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

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

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

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

8) Code of Construction Practice

9) TV and Radio Reception

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

#### Conditions

1. Time limit;
2. Details of the following are required prior to the relevant stage of construction:
  - a) Samples of all external building materials including a 'typical cladding detail mock up';
  - b) Detailed design of all lower floor elevations, including shop fronts;
  - c) Details of hard soft landscaping, including walkways, design and layout of new park, tree planting scheme, street furniture, CCTV and all external lighting;
  - d) Public art;
  - h) Details of all boundary wall treatments including walls, fences, railings and gates;
3. Submission of details of external ventilation/extract ducts to A3, A4, A5 units;
4. Submission of details of high level/roof top plant and sound attenuation;
5. Submission of details of refuse/recycling proposals, including a waste management strategy;
6. Submission of details of disabled access (also to address the matters raised in the Councils letter of the 15<sup>th</sup> May 2007 in regards to accessibility);
7. Submission of details of the location of a proposed taxi rank;
8. Submission of details of the location of suitable riparian life saving equipment along the riverside walkway;
9. Submission of details of external lighting to be used during construction and on completion of the development to be considered in consultation with the Port of London Authority;
10. River Barges must be used where feasible for the transport of materials to/from the site in both construction and on completion of the development. A strategy must be submitted detailing the use of barges to be considered in consultation with the Port of London Authority;
11. Submission of a landscape Management Plan;
12. Planting, seeding, turfing;
13. Detailed scheme for the ecological enhancement of the river wall.
14. Ecological management plan detailing all ecological enhancement works for the site.
15. Details of the riverside walk.
16. Methods for the reconstruction of the river wall and basement construction, the use of barges, the storage of materials, the tracking of machinery and construction uses within 5 metres of the river wall. There will be no fires or dumping within this 5 metre zone.
17. A landscape management plan.
18. No development approved by this permission shall be commenced until a planting scheme has been approved by the Local Planning Authority.
19. No development approved by this permission shall be commenced until a scheme for 'brown roofs', has been submitted.

20. The construction of the foul and surface water drainage system shall be carried out in accordance with details submitted to and approved.
21. Surface water source control measures.
22. Scheme for the provision and implementation of surface water run-off limitation, by means of a sustainable drainage system.
23. Detailed site investigation shall be carried out to establish if the site is present, and to determine its potential for the pollution of the water environment.
24. The construction of the site foundations shall be carried out in accordance with details submitted and approved.
25. Submit a scheme for approval by the Local Planning Authority detailing water efficiency measures along with rainwater harvesting and grey water reuse.
26. Completion of the restaurant/retail units prior to occupation of any other part of the Development.
27. Submission of details of the method of construction including details of use location and height of cranes and other structures to be considered in consultation with London City Airport;
28. When not in use cranes are to be parked parallel to the runway centre line with London City Airport;
29. Buildings must be equipped with aircraft obstacle lighting.
30. Submission of design specifications of acoustic screens for cooling towers/air cooled chillers;
31. Submission of a Construction Environmental Management Plan (EMP) setting out measures to be applied during the construction phase, relating to site planning, construction vehicles, demolition and construction activities on the site;
32. The following parking spaces are to be provided:
  - A maximum of 150 car parking spaces of which 10% must be allocated for disabled users.
  - A minimum of 1300 cycle spaces for the office element and a minimum of 8 spaces located at the entrance for the retail element.
  - 132 motorcycle spaces.
33. Restriction of access from podium level down to Westferry Circus to Emergency Vehicles only.
34. Submission of a detailed plan to ensure that the barrier to the basement access is setback from the highway in order to allow for sufficient space to allow for queuing vehicles.
35. Submission of a service management plan detailing a servicing scheme for deliveries and servicing throughout the site;
36. Limit hours of construction to between 8.00 Hours to 18.00 Hours, Monday to Friday and 8.00 Hours to 13.00 Hours on Saturdays.
37. Air Quality Monitoring;
38. Level of noise emitted from the site to be restricted.
39. Ground borne vibration limits.
40. Limit hours of power/hammer driven piling/breaking out to between 10.00 Hours to 16.00 Hours, Monday to Friday.
41. Details of a monitoring and control regime of the Environmental Management Plan.
42. Investigation and remediation measures for land contamination (including water pollution potential).
43. Details of the construction of the site foundations.
44. Details of surface and foul water drainage system required.
45. Impact study of water supply infrastructure required.
46. Details of Water Efficiency measures.
47. Renewable energy measures to be approved in writing by the Local Planning Authority in consultation with the Greater London Authority and implemented in perpetuity.
48. Implementation of a programme of archaeological work in accordance with the written scheme of investigation.
49. S278 to be entered into for highway works surrounding the site.
50. Requirement for a pedestrian capacity study. To be considered in consultation with Transport for London.
51. Any other condition(s) considered necessary by the Head of Development Decisions.

Informatives:

1. Section 106 agreement required;
2. Section 278 (Highways) agreement required;
3. River works licensing (Port of London Authority);
4. Riparian lifesaving equipment provided to the 1991 Hayes Report Standards (Port of London Authority);
5. Site notice specifying the details of the contractor required
6. Construction Environmental Management Plan Advice
7. Use of Thames to transport bulky materials
8. London City Airport Advice
9. All cycle parking is to be provided in accordance with the London Cycle Network Manual.
10. Environmental Health Department Advice
11. Advertising signs and/or hoardings consent
12. Contact the GLA regarding the energy proposals
13. Any other informative(s) considered necessary by the Head of Development Decisions

That if by the 21<sup>st</sup> September 2007 the legal agreement has not been completed to the satisfaction of the Chief Legal Officer; the Head of Development Decisions be delegated power to refuse planning permission.

(The Chair left the room after consideration of this item, at 9.50 pm, and did not return for the duration of the meeting.)

The meeting ended at 10.40 p.m.

Chair, Councillor Rofique U Ahmed  
Strategic Development Committee