

LONDON BOROUGH OF TOWER HAMLETS

STRATEGIC DEVELOPMENT COMMITTEE

4th June 2015

UPDATE REPORT OF HEAD OF PLANNING AND BUILDING CONTROL

INDEX

Agenda Item number:	6.1
Reference number:	PA/14/03195
Location:	Site 1 Land at 3 Millharbour and Site 2 Land at 6, 7 and 8 South Quay Square, South Quay Square, London
Proposal:	<p>The demolition and redevelopment with four buildings: Building G1, a podium with two towers of 10 - 38 storeys and of 12 - 44 storeys; Building G2, a four floor podium with two towers of 34 and 38 storeys inclusive of podium; Building G3, a tower rising to 44 storeys; and Building G4, a four floor podium with a tower of 31 storeys inclusive of podium.</p> <p>The development proposes: 1,500 new homes in a mix of units and tenures (private, social- rented and intermediate); a new primary school with nursery facilities; further education uses (total D1 floorspace 13,525 sqm with a fall back that 4,349 sqm of this floorspace could also be used in full or part as D1 or D2 leisure floorspace, if necessary); 5,820 sqm of flexible commercial floorspace (B1/D1/D2/A1/A2/A3 and/or A4);</p>

1.0 ADDITIONAL REPRESENTATIONS

1.1 Since the publication of the deferral report, further representations have been received from local residents and Transport for London.

Letters of support

1.2 The Council has received 6 further letters of support to the application. The letters all support the re-provision of the River House School. One of the 6 letters is from the Bursar of the school.

Lanterns School of Performing Arts and Nursery

1.3 The Council has also received a letter of objection from the Director of the Lanterns School of Performing Arts and Nursery. The letter questions the applicant's engagement and desire to rehouse Lanterns within the development. The Director would like the applicant to build a purpose built facility at their own cost.

- 1.4 The committee will note that the applicant has designed building G3 to accommodate the Lanterns facilities and the Riverhouse Montessori School. This is also reflected in their phasing which seeks to deliver Millharbour West before East to facilitate the transfer of both schools ensuring a continuation of use. The retention of the existing schools was supported from the outset during the UDF. In terms of policy, officers accord with policy by securing the use rather than the user. Furthermore, the arrangement with the applicant and their prospective tenants is considered to be a separate private matter for those parties outside the scope of the LPA.

Transport for London

- 1.5 Transport for London (TfL) has identified bus capacity constraints at this location during the AM peak and is seeking a contribution of £200,000 towards additional bus capacity in the local area to be included within the Section 106 agreement. In addition, TfL are seeking £15,000 towards Legible London Signage
- 1.6 Tower Hamlets Community Infrastructure Levy (CIL) has been adopted and strategic transport facilities are listed in the Council's CIL Regulation 123 list (the list of matters that CIL may assist in funding). The Council have received formal legal advice from Counsel that the bus network is considered to be a strategic transport facility which falls under the CIL heading of "infrastructure" and therefore this matter is to be dealt with by LBTH CIL and is not appropriate for inclusion as a Section 106 contribution since CIL Regulation 123(2) prohibits a local planning authority from requiring an obligation where the Regulation 123 list provides for funding of the same infrastructure as applies to this application. Officers consider the same principle applies to the request for £15,000 towards Legible London Signage

2 AMENDMENTS TO CONDITIONS / INFORMATIVES / LEGAL AGREEMENT

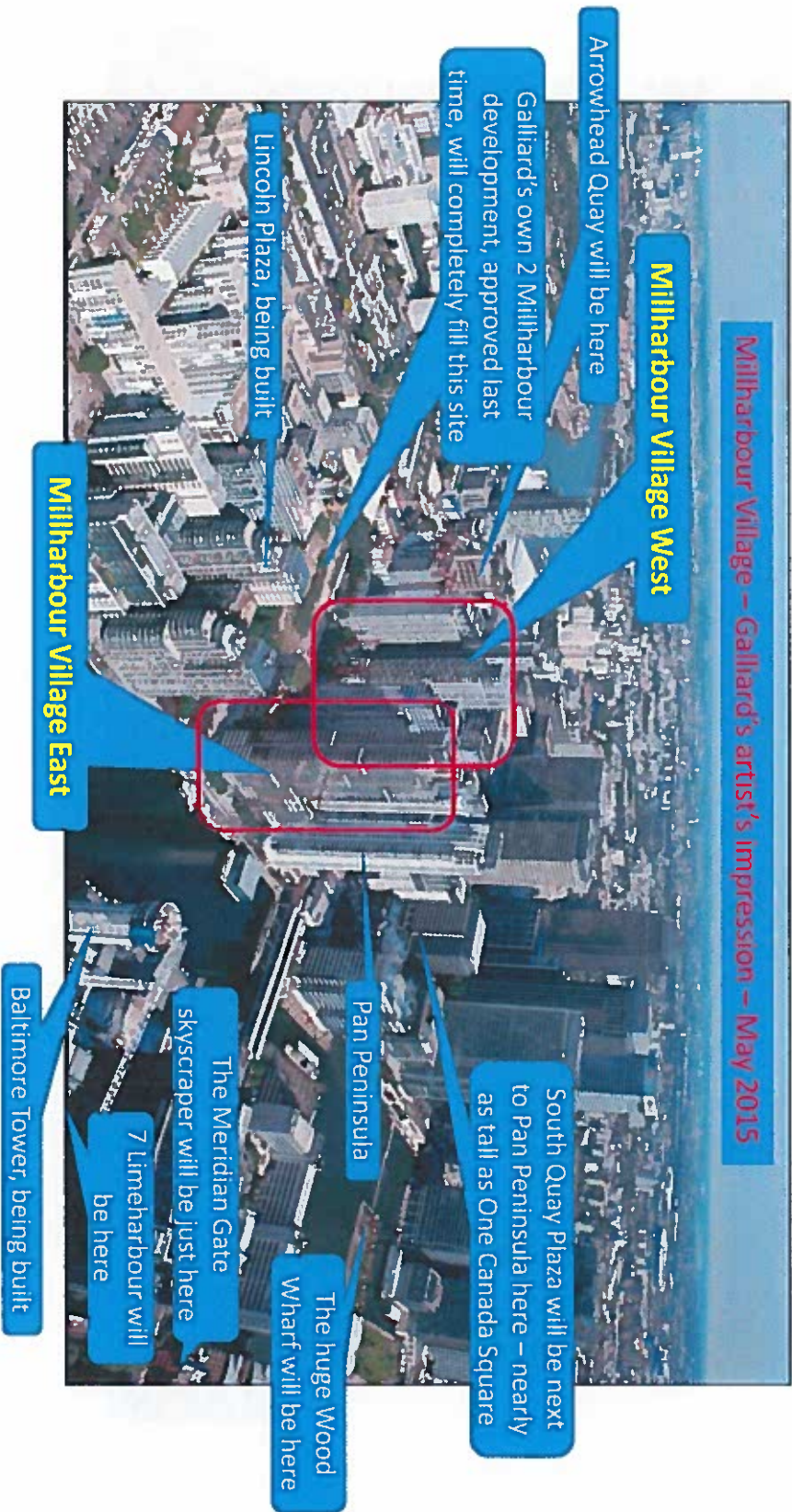
- 2.1 With paragraph 3.6 of the original committee report, the following conditions have been added:
- Submission of a car parking management plan
 - Submission of a Travel Plan for the different uses
- 2.2 With paragraph 3.7 of the original committee report, the following informative has been added:
- DLR operation safeguarding
- 2.3 Whilst officers consider TfL Cycle Hire Docking stations to be part of infrastructure which is governed under CIL, the applicant have sought to facilitate the delivery of Cycle Hire Docking Stations within their site and this will offset against the Local Authority contributions.

3.0 Other Matters

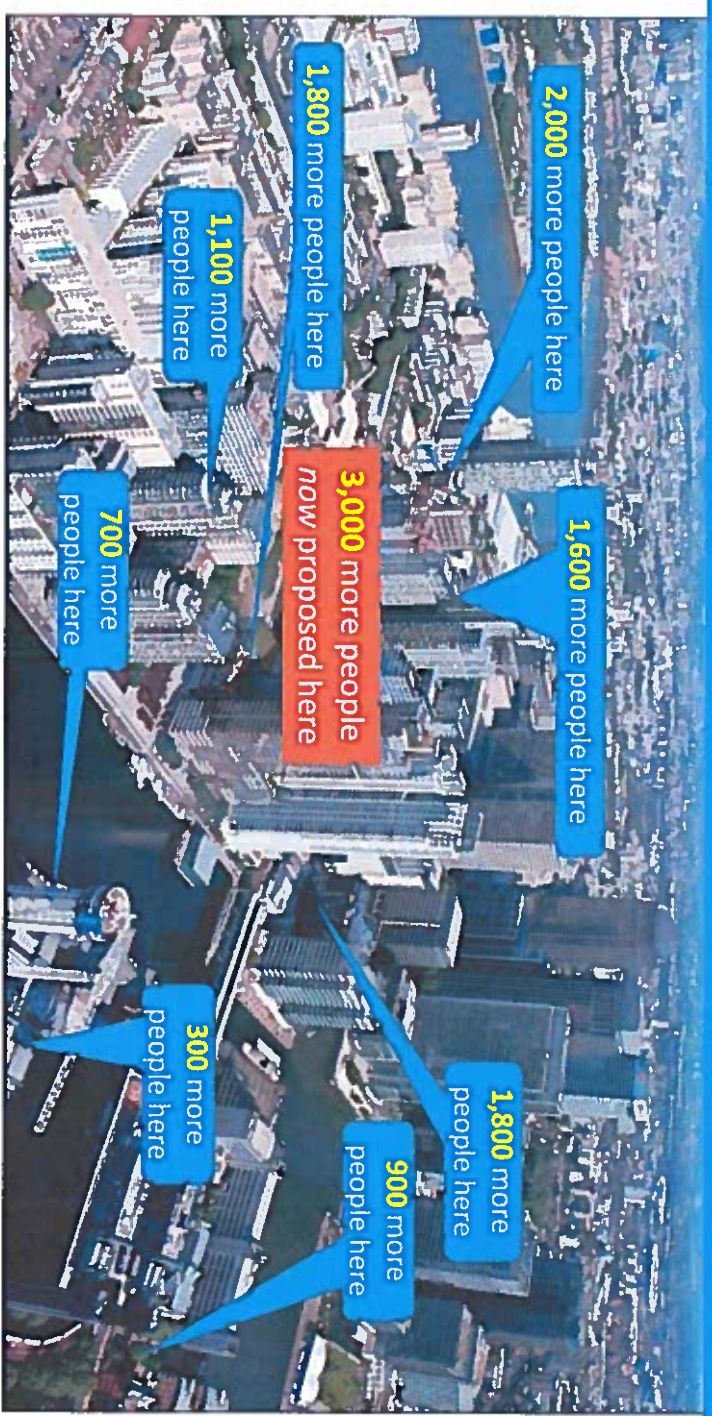
- 3.1 A speaker tonight has requested the inclusion of three slides within officer's presentation to committee and to refer to them as part of their speech to members. This request has been turned down on the basis that only published material is presented. Instead officers have agreed to append the slides to this update report.

4 RECOMMENDATION

- 4.1 Officers' original recommendation to **GRANT** planning permission for the proposal as set out in the report to the Development Committee remains unchanged.



- > Millharbour Village would add another **3,000** residents to the **10,000+** already guaranteed (with thousands more nearby in the pipeline)
- > A **4X** increase from today's population, with no plan to enhance the local infrastructure and services



Galliard's tracking diagramme
Suggests 2 trucks can pass each other.
Not even possible on Pan Peninsula's wider driveway.

3 Millharbour trucks and residential entrance

Major pedestrian walking route to South Quay DLR from west and south

110% x 3 Millharbour width = Pan Peninsula's residential entrance. No trucks possible. 2 cars can just pass each other

