

Committee: Strategic Development	Date: 17 th April 2008	Classification: Unrestricted	Agenda Item No: 7.1
Report of: Director of Development and Renewal		Title: Planning Application for Decision	
Case Officer: Shay Bugler/Jacob Jaarsma		Ref No: PA/08/00042	
		Ward(s): Limehouse	

1. APPLICATION DETAILS

- 1.1 **Location:** Land Bounded by Limehouse Cut and St. Anne's Row and Commercial Road, St. Anne's Street.
- 1.2 **Existing Use:** Vacant Industrial Units, A2 Betting Shop on Corner of Commercial Road and St. Anne's Street.
- 1.3 **Proposal:** Demolition of existing buildings and the construction of 6-9 storey residential-led mixed use development to provide 233 residential units (16 x studios, 52 x 1, 120 x 2, 39 x 3, 4 x 4 and 2 x 5 beds) and 1040m² of Use Class A1, A2, A4, A5 and B1 floorspace. Provision of 255 cycle storage spaces, 60 underground car parking spaces and the provision of public open space with access to Limehouse Cut.

- 1.4 **Drawing Nos:** Drawings:

206106/PA/001; PA/010; PA/030; PA/031; PA/032; PA/033; PA/034; PA/035; PA/110; PA/120; PA/121A; PA/122; PA/123; PA/124; PA/125; PA/126; PA/127; PA/130; PA/131; PA/132; PA/133; PA/134; PA/135; PA/136; PA/137; PA/138; PA/139 & Sketch Section Extract.

Supporting Statements:

- Architectural Design and Access Statement
- Daylight/Sunlight Report prepared by Waterslade (dated January 2008)
- Planning Statement (dated January 2008)
- Accommodation Schedule
- Travel Plan
- Landscape Design Statement
- Urban Design Study
- Tenure Diagrams Document
- Family Unit Diagrams Document
- Amenity Space Diagrams Document
- Accessibility & Lifetime Homes Statement
- Air Quality Statement (February 2008)
- Industrial Property Overview
- Waste Recycling Storage Strategy
- Biodiversity Statement
- Contamination Report (Desk Top Study)
- Archaeological Desk-Based Assessment
- Road Traffic Noise & Vibration Assessment Report
- Flood Risk and Drainage Assessment (February 2007)
- Sustainable Energy Strategy
- Sustainability Strategy

- Play Space Strategy
- Transport Assessment (February 2008)
- Historic Building Statement

- 1.5 **Applicant:** Longnor Ltd. c/o Gordonsbury Ltd.
 1.6 **Owner:** As above
 1.7 **Historic Building:** Adjacent to Grade II Listed Building
 1.8 **Conservation Area:** Adjacent to St Anne's Church Conservation Area

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

- 2.1 The Local Planning Authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan, the Council's Interim Planning Guidance and associated supplementary planning guidance, the London Plan and Government Planning Policy Guidance and has found that:
- 2.2 The proposal is in line with the Mayor and Council's policy, as well as Government guidance which seek to maximise the development potential of sites. As such, the development complies with policy 3A.3 of the London Plan (Consolidated with Alterations since 2004) and policy HSG1 of the Council's Interim Planning Guidance (2007) which seeks to ensure this.
- 2.3 The retail uses (Class A1, A2, A4 & A5) and office floorspace (Class B1) are acceptable in principle as they will provide a suitable provision of jobs in an appropriate location. They will also provide essential services to the community and future residents of the development, as well as provide visual interest to the street. As such, it is in line with policies EMP1 and DEV3 of the Council's Unitary Development Plan 1998 and policies CP9, DEV1 and SCF1 of the Council's Interim Planning Guidance (2007), which seek to ensure services and jobs are provided that meet the needs of the local community.
- 2.4 Following the submission of a planning toolkit the applicant has illustrated that the proposal provides an acceptable amount of affordable housing and mix of units overall. As such, the proposal is in line with policies 3A.5, 3A.8, 3A.9 and 3A.10 of the London Plan (Consolidated with Alterations since 2004), policy HSG7 of the Council's Unitary Development Plan 1998 and policies CP22, HSG2 and HSG3 of the Council's Interim Planning Guidance (2007), which seek to ensure that new developments offer a range of housing choices.
- 2.5 The loss of the employment use on site is acceptable because the site is unsuitable for continued industrial use due to its location, accessibility, size and condition. As such, the proposal is in line with employment policies 3B.2, 3B.3 and 3B.11 of the London Plan (Consolidated with Alterations since 2004), and policies CP9, CP11, CP19 and EE2 of the Council's Interim Planning Guidance (2007), which consider appropriate locations for industrial employment uses.
- 2.6 The density of the scheme would not result in the overdevelopment of the site and any of the symptoms that are typically associated with overdevelopment. As such, the scheme is in line with policy 3A.3 of the London Plan (Consolidated with Alterations since 2004) and policies DEV1 and DEV2 of the Council's Unitary Development Plan 1998 and policies CP5, DEV1 and DEV2 of Council's Interim Planning Guidance (2007), which seek to provide an acceptable standard of accommodation.
- 2.7 The development would enhance the streetscape and public realm through the provision of a public realm area and improved pedestrian linkages along the canal. As such, the proposal is

acceptable and in line with policies 4B.3, 4B.5 and 4C.11 of the London Plan (Consolidated with Alterations since 2004), policies ST37, DEV48 and T18 - T19 of the Council's Unitary Development Plan 1998 and policies CP30, CP36, DEV3, DEV16 and OSN3 of the Council's Interim Planning Guidance (2007), which seek to improve amenity and liveability for residents.

- 2.8 The quantity and quality of housing amenity space and the public realm strategy is considered to be acceptable and in line with PPS3, policy 4B.3 of the London Plan (Consolidated with Alterations since 2004), policy HSG16 of the Council's Unitary Development Plan 1998 and policy OSN2 the Council's Interim Planning Guidance (2007) which seeks to improve amenity and liveability for residents without adversely impacting upon the existing open space.
- 2.9 The developments' height, scale, bulk and design is acceptable and in line with policies 4B.1 and 4B.5 of the London Plan, policies DEV1 and DEV2 of the Council's Unitary Development Plan 1998 and policies DEV1, DEV2 and CON1 of the Council's Interim Planning Guidance (2007), which seek to ensure buildings are of a high quality design and suitably located in relation to listed buildings.
- 2.10 The safety and security of the scheme is acceptable in accordance with policy DEV1 of the Council's Unitary Development Plan 1998 and policy DEV4 of the Council's Interim Planning Guidance (2007), which requires all developments to consider the safety and security of development, without compromising the achievement of good design and inclusive environments.
- 2.11 Transport matters, including parking, access and servicing, are acceptable and in line with London Plan (Consolidated with Alterations since 2004) policies 3C.1 and 3C.23, policies T16 and T19 of the Council's Unitary Development Plan 1998 and policies DEV18 and DEV19 of the Council's Interim Planning Guidance (2007), which seek to ensure developments minimise parking and promote sustainable transport options.
- 2.12 Sustainability matters, including energy, are acceptable subject to a condition for further mitigation measures. This is in line with London Plan (Consolidated with Alterations since 2004) policies 4A.4 and 4A.7 and policies DEV5 to DEV9 of the Council's Interim Planning Guidance (2007), these policies seek to promote sustainable development practices.
- 2.13 Contributions have been secured towards the provision of affordable housing, health care and education facilities, highways, transport, open space and public realm 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 by The Mayor

B. The completion of a legal agreement, to the satisfaction of the Assistant Chief Executive (Legal Services) to be completed within 3 months from the date of the Committee to secure the following:

- Affordable Housing provision at 35% of the habitable rooms with a 73/27 split between affordable rented/shared ownership to be provided on site;

- A contribution of £1,110,884 to mitigate the demand of the additional population on health care facilities;
- A contribution of £376,761 to mitigate the demand of the additional population on education facilities;
- A contribution of £49,280 towards highways improvements, to mitigate the demand of the additional population on surrounding highways;
- A contribution of £49,280 to mitigate the demand of the additional population on open space facilities;
- A contribution of £87,375 towards TFL and DLR for improvements and upgrades of the public transport infrastructure, to mitigate the demand of the additional population on public transport ;
- A contribution of £73,920 towards canal side and towpath improvements;
- Upgrading and landscaping of public open space to the south of the application site (on Council land);
- Completion of a 'Car Free' agreement to restrict occupants applying for residential parking permits;
- Preparation, implementation and review of a Environmental Management Plan;
- Commitment towards utilising employment initiatives in order to maximise the employment of local residents in and post construction phase.

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

- 1) Permission valid for 3 years
- 2) Submission of samples / details / full particulars
- 3) Submission of a Secured by Design Statement
- 4) Submission of desktop study report for land contamination
- 5) Submission of details of site drainage;
- 6) Submission of details of site foundations
- 7) Submission of an investigation and remediation measures for land contamination
- 8) Submission of a traffic management plan detailing all routes to be used by construction vehicles and maintenance programmes and also detailing how sustainable travel to and from the proposed development will be provided amongst residents and staff working on the site.
- 9) No parking on site, other than in the basement car park
- 10) Refuse and recycling facilities
- 11) Hours of Construction (8.00am to 6.00pm Monday to Friday 9.00am to 5.00pm on Saturdays and not at all on Sunday or Bank holidays)
- 12) Power/hammer driven piling/breaking (10am – 4pm Monday – Friday)
- 13) Submission of full details of the proposed lighting and CCTV scheme.
- 14) Detailed scheme for the input of reed rafts to the Limehouse Cut
- 15) Submission of a construction environmental management plan
- 16) Submission of a detailed scheme for green/brown roofs
- 17) Details of the design and layout of proposed canal side pedestrian walkway
- 18) External artificial lighting within 5 metres of the bank directed away from the Limehouse Cut

- 19) No storage of materials related to the development within 5 metres of the watercourse
- 20) Submission of details landscape management plan
- 21) All planting within 5 metres of the Limehouse Cut watercourse shall be of locally native plant species only, of UK genetic origin
- 22) The statutory flood defence level shall be maintained at all times with temporary works if necessary
- 23) Preparation, implementation and review of a Green Travel Plan
- 24) Surface water source control measures
- 25) No solid material shall be stored within 8 metres of the banks of the Limehouse Cut
- 26) Construction of the surface and foul drainage system
- 27) Lifetime Homes
- 28) 10% Disabled Access
- 29) Renewable Energy Measures (at least 20% reduction in carbon dioxide emissions)
- 30) Any other condition(s) considered necessary by the Head of Development Decisions

3.5 Informatives

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

3.6 That if by the 17th July 2008 the legal agreement has not been completed to the satisfaction of the Assistant Chief Executive (Legal Services); the Head of Development Decisions be delegated authority to refuse planning permission.

4 PROPOSAL AND LOCATION DETAILS

Proposal

4.1 Demolition of existing buildings and the construction of 6 – 9 storey residential-led mixed use development comprising 233 residential units (16 x studios, 52 x 1, 120 x 2, 39 x 3, 4 x 4 and 2 x 5 beds) and 1040m² Use Class A1, A2, A4, A5 and B1. Provision of 255 cycle storage spaces, 60 underground car parking spaces (including disabled spaces) and the provision of public open space with access to Limehouse Cut.

4.2 The unit mix is as follows:

Tenure	studio	1 bed	2 bed	3 bed	4 bed	5 bed			
Affordable rent	0	12	24	16	4	2			
Shared ownership	0	5	10	0	0	0			
Private market	16	35	86	23	0	0			

4.3 The proposal includes public open space, in the form of a public pedestrian area with seating places, communal landscaped areas, private gardens, roof gardens, balconies and planting

on higher roof level.

- 4.4 Where the proposed development faces onto Commercial Road to the south, the height would be 4 storeys plus a stepped back element at top floor. Along the Limehouse Cut elevation the proposed scheme extends across the whole site from the southwest to the northeast boundary with only a gap in the façade to allow access to St. Anne's Street (and Commercial Road further to the south). The height of the development along Limehouse Cut to the north is four storeys with a fifth floor on setback. The development adjoins a Grade II listed warehouse along the north-western boundary of the site.
- 4.5 On the St. Anne's Row frontage the development comprises four storeys with a fifth floor on setback, and rises to a sixth floor on setback along the St. Anne's Street frontage. The highest part of the development is located between the St. Anne's Row block and the Limehouse Cut block (along the eastern boundary of the site); this is the tallest part of the development rising to 9 storeys, overlooking the central courtyard to the west.

Site and Surroundings

- 4.6 The application site is 5900m² (net) and is located on the southern side of Limehouse Cut just to the north of Limehouse Basin.
- 4.7 The site lies just off Commercial Road, in the middle of a 'triangular' plot of land that sits between Limehouse Cut Canal, Commercial Road and Burdett Road. Vehicular access to the site is via the main thoroughfare of Commercial Road, which runs east-west, linking the City of London with the M25 motorway and beyond. A short length of the southern boundary of the site borders this road at the junction of Commercial Road and St. Anne's Street. Further site boundaries are with both St. Anne's Street and St. Anne's Row. Both of these streets culminate in cul-de-sacs.
- 4.8 The surrounding buildings comprise of a mixture of uses including retail, offices, warehousing, light industry and residential. The south western part of the application site (adjacent the Grade II listed warehouse – on the Commercial Road frontage) is located just outside the St. Anne Church Conservation Area however no part of the application site is located within the St. Anne Church Conservation Area. The majority of the buildings along this part of Commercial Road are Statutory Grade II Listed. To the east and north of the site lies the vacant part 3/5 storey warehouse buildings (787 Commercial Road) which are currently the subject of a comprehensive redevelopment scheme. To the north-east of the application site lies a warehouse currently occupied by Royal Mail, and east of the site abuts the part three, part four storey terrace properties along Burdett Road. To the south of the site adjoins the three to four storey terrace properties (majority listed).
- 4.9 The St. Anne Church Conservation Area extends over to the south of Commercial Road. Further to the south west lies St Anne Church, an Ecclesiastical Grade A Listed Building.
- 4.10 In terms of transport, the site is served by the D3 bus route connecting Wapping with Canary Wharf. Bus D3, 15 and 115 on Commercial Road, directly outside the site, connect to Canning Town and Stratford to the east and the City to the west. Limehouse DLR Station to the South west is approximately a 5 minute walk from the site.
- 4.11 The site is connected within close proximity to transport with Limehouse DLR and Mainline Station located approximately 0.2 miles to the west and Salmon Lane to the east.
- 4.12 The site straddles the boundary between Public Transport Accessibility Level (PTAL) scores 5 and 6a. The London Borough of Tower Hamlets suggests that the portion of the site fronting onto Commercial Road has PTAL scores of 6a (on a scale of 1a – 6b, where 6a is the second

highest score – 6b being the highest). Seven bus services run within 640m of the site. Limehouse rail and DLR station is 370 metres to the west of the site on Commercial Road.

Planning History

4.13 The following planning decisions are relevant to the application:

PA/07/00994 Demolition of existing buildings and the construction of 6-9 storey residential-led mixed use development to 243 residential units (12xstudios, 75x1, 123x2, 28x3, 3x4 and 2x5 beds) and 1060m² Use Class A1, A2, A4, A5 and B1. Provision of 319 cycle storage, 50 underground car parking spaces and the provision of public open space with access to Limehouse Cut.
Withdrawn – 10/01/2008

5.0 POLICY FRAMEWORK

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

5.2 Unitary Development Plan 1998 (as saved September 2007)

Policies:	DEV1	Design Requirements
	DEV2	Environmental Requirements
	DEV3	Mixed Use Developments
	DEV4	Planning Obligations
	DEV12	Provision Of Landscaping in Development
	DEV50	Noise
	DEV51	Contaminated Soil
	DEV55	Development and Waste Disposal
	EMP1	Promoting economic growth and employment opportunities
	HSG7	Dwelling Mix and Type
	HSG13	Internal Space Standards
	HSG15	Development Affecting Residential Amenity
	HSG16	Amenity Space
	ST37	Open Space, Leisure and Recreation
	T16	Traffic Priorities for New Development
	T18	Pedestrians and the Road Network
	T19	Pedestrians and the Road Network
	T21	Pedestrians Needs in New Development

5.3 Interim Planning Guidance for the purposes of Development Control (October 2007)

Proposals: St Anne’s Church Conservation Area

Core Strategies:	CP1	Sustainable communities
	CP4	Good Design
	CP5	Supporting infrastructure
	CP9	Employment space for small businesses
	CP11	Sites in employment use
	CP19	New Housing Provision
	CP20	Sustainable residential density
	CP21	Dwelling Mix and Type
	CP22	Affordable Housing

CP25	Housing Amenity Space
CP27	Social and community facilities
CP28	Health Living
CP30	Improving the Quality and Quantity of Open Spaces
CP36	The Water Environment and Waterside Walkways
CP38	Energy efficiency and renewable energy
CP41	Integrating development with transport
CP46	Accessible and Inclusive Environment
CP49	Historic Environment

Policies:

DEV1	Amenity
DEV2	Character and design
DEV3	Accessibility and inclusive design
DEV4	Safety and security
DEV5	Sustainable design
DEV6	Energy efficiency
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
DEV15	Waste and Recyclables Storage
DEV16	Walking and Cycling Routes and Facilities
DEV17	Transport assessments
DEV18	Travel Plans
DEV19	Parking for Motor Vehicles
DEV20	Capacity of Utility Infrastructure
DEV22	Contaminated Land
EE2	Redevelopment/change of use of employment sites
HSG1	Determining Housing Density
HSG2	Housing Mix
HSG3	Affordable Housing
HSG4	Ratio of Social Rent to Intermediate Housing
HSG7	Housing Amenity Space
HSG9	Accessible and Adaptable Homes
HSG10	Calculating Affordable Housing
SCF1	Social and Community Facilities
OSN2	Open Space
CON1	Listed Buildings
CON2	Conservation Areas
IMP1	Planning Obligations

5.4 Planning Standards

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

5.5 Supplementary Planning Guidance/Documents

Design out crime
 Sound Insulation
 Residential Space
 Landscape Requirements

Archaeology and Development

5.6 The London Plan (consolidated with alterations since 2004) - the Mayor's Spatial Development Strategy

2A.1	Sustainability Criteria
3A.1	Increasing London's Supply of Housing
3A.2	Borough Housing Targets
3A.3	Maximising the potential of sites
3A.5	Housing Choice
3A.6	Quality of new housing provision
3A.7	Large residential developments
3A.8	Definition of Affordable Housing
3A.9	Affordable Housing Targets
3A.10	Negotiating affordable housing in individual private residential and mixed-use schemes
3A.18	Protection and Enhancement of social infrastructure and community facilities
3B.2	Office Demand and Supply
3B.3	Mixed use developments
3B.11	Improving Employment Opportunities for Londoners
3C.1	Integrating Transport and Development
3C.23	Parking Strategy
4A.4	Energy Assessment
4A.7	Renewable Energy
4B.1	Design Principles for a Compact City
4B.2	Promoting World Class Architecture and Design
4B.3	Enhancing the quality of the public realm
4B.5	Creating an Inclusive Environment
4B.10	Large Scale Buildings – Design and Impact
4B.12	Heritage Conservation
4C.11	Increasing access alongside and to the Blue Ribbon Network
4C.20	Development adjacent to canals

5.7 Government Planning Policy Guidance/Statements

PPS1	Sustainable Development
PPS3	Housing
PPG13	Transport
PPG24	Planning & Noise
PPG15	Conservation
PPS22	Renewable Energy

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

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

6.0 CONSULTATION RESPONSE

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

LBTH Highways Development:

- 6.2 The site is located within an area of good public accessibility and the provision of 60 car parking spaces is in line with Council policies and deemed acceptable as demonstrated by the transport assessment.
- 6.3 The proposed access to Limehouse Cut to the north is welcomed however the footway will have to be upgraded to a minimum width of 2m. The developer should dedicate some land under section 72 of the Highway Act 1980 to upgrade the existing footway to a minimum of 2m on both sides of the road.
- 6.4 The northern end of St. Anne Street is privately owned and cannot be accepted as a turning head for refuse or service vehicles as shown on the Transport assessment (Plan No. SAW/T01). The headroom for the entrance to the car park is also not suitable for turning head for refuse and service vehicles. The developer should provide additional information to demonstrate that refuse/service vehicles can access/aggress the site safely.
- 6.5 The planning permission should include a section 106 agreement for a car-free development as well as resurfacing works to the carriageway of St Anne Street & St Anne Row for the cost of £50,000. A section 278 agreement would also be required for works to the footway adjacent to the site. In accordance with section 177 & 178 of the Highways Act 1980, the applicant is required to apply for a projection licence for the part of the building (balcony) that projects over a public highway, as part of the process for agreeing & issuing a licence Technical Approval, (BD2/05), must be submitted prior to this Council agreeing the licence.
- 6.6 *Officer Comment:* The applicant has provided a toolkit viability study satisfactorily illustrating that the contribution of £50,000 will make the scheme unviable, consequently they can provide £49,280. With regards to paragraph 6.6 above, please see the highways section of this report. The remaining highways issues can be addressed through relevant conditions and S106 contributions towards highway works and S278 works.

LBTH Energy Services:

- 6.7 In general LBTH Energy Services are in support of the proposed development and the energy strategy submitted. The energy strategy however needs to be developed further to be acceptable. They are satisfied that this matter can be addressed by a planning condition.

LBTH Environmental Health

- 6.8 The Daylight/Sunlight Report by Waterslade dated January 2008 and its contents are satisfactory in line with BRE guidelines in VSC.AD.APSH.

External consultees

Greater London Authority (Statutory Consultee):

- 6.9 No response received at time report completed

Environment Agency:

6.10 No objection subject to a number of mitigation conditions.

British Waterways:

6.11 In summary, British Waterways raised no objections to the proposed development, subject to the imposition of three conditions (a feasibility study; a landscaping scheme and a lighting and CCTV scheme) as well as the applicant first entering into a legal agreement to secure a financial contribution of £75,000 towards local canal infrastructure works. These works would include underbridge lighting, towpath remedial/resurfacing works in the vicinity of No. 769 – 785 Commercial Road, timber cladding of the high sheet piling on the opposite side of the canal by Britannia Bridge to improve and enhance its ecological value and improve aesthetics.

6.12 *Officer Comment:* The applicant has provided a toolkit viability study illustrating that the above figure of £75,000 will make the scheme unviable, consequently they can provide £73,920.

English Heritage (Statutory consultee)

6.13 No Response

Lea Valley Regional Park Authority

6.14 No Response

7.0 LOCAL REPRESENTATION

7.1 A total of 371 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:

7.2 Consultation:

No. of individual responses	6	Objecting: 6	Supporting: 0
No. of petitions received	0	0	0

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

- a) The development will result in a loss of light into the residential development on the north side of Limehouse Cut (Andersen’s Wharf).
- b) Proposed development will block out views of Canary Wharf (from Andersen’s Wharf)
- c) Increase in noise generated by the new development as well as reflected noise between buildings.
- d) The developments’ excessive height is out of context with surrounding buildings.
- e) The development would adversely affect the character and appearance of St. Anne’s Church Conservation Area. It would also adversely affect the setting of nearby listed buildings.
- f) Overlooking and privacy issues.
- g) Daylight and Sunlight Issues

8.0 MATERIAL PLANNING CONSIDERATIONS

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

- Land Use
- Density
- Standard of Accommodation
- Design and Layout
- Accessibility and Inclusive Design – Safety and Security
- Daylight/Sunlight Assessment
- Affordable Housing, Dwelling Mix and Housing Standards
- Analysis of Unit Mix
- Transport and Parking
- Open Space/Amenity Space
- Sustainability/Energy

Land Use

- 8.2 The subject site is not specifically designated for any particular use within the adopted Unitary Development Plan (UDP) proposals map or the Interim Planning Guidance (IPG) proposals map, although it is located within very close proximity to the Industrial Employment and Office Employment area in the UDP. Land use within the area is presently evolving and the surrounding area has been designated in the IPG as a suitable location for mixed use development.
- 8.3 In accordance with policies CP11 and EE2 of the IPG, a change of use is permitted where the applicant has shown that the site is unsuitable for continued employment use due to its location, accessibility, size and condition and/or where the development creates new employment and training opportunities where the needs of local residents are maximised.
- 8.4 All of the existing buildings on site are vacant, apart from the A2 betting office on the ground floor of “Cape House” (corner of Commercial Road and St. Anne’s Street). The configuration of the warehouse buildings are obsolete by modern standards and require regeneration and reconstruction. Additionally, the locations of the buildings with narrow streets in what is becoming a predominantly residential area are not suitable for modern logistics requirements which require access for large lorries on a twenty four hour basis.
- 8.5 Where a residential led development is considered to be appropriate, the loss of employment land should be compensated with an increase in the provision of non-residential uses to ensure direct employment opportunities for local people are maximised. In terms of employment generation, the applicant identified that the existing betting office on the corner of Commercial Road and St. Anne’s Street is employing approximately 3 people and is imminently due to become vacant. The current proposal provides an area of 1040sqm for Class A1, A2, A4, A5 and/or B1 uses. Given the range of employment densities applicable to the proposed development, once operational, the applicant has identified that the scheme could generate up to 50 full time positions.
- 8.6 In view of the above comments and the fact that the site is not designated for industrial uses in the London Plan, UDP or the IPG, there are no land use reasons that would sustain a reason for refusal in this instance. A residential-led redevelopment of this brownfield site is supported.

Density

- 8.7 Policy HSG1 of the IPG specifies that the highest development densities, consistent with other Plan policies, will be sought throughout the Borough. The supporting text states that, when considering density, the Council deems it necessary to assess each proposal according to the nature and location of the site, the character of the area, the quality of the environment and type of housing proposed. Consideration is also given to standard of accommodation for prospective occupiers, microclimate, impact on neighbours and associated amenity standards.
- 8.8 The site has a public transport accessibility level (PTAL) of 6a. For urban sites with a PTAL range of 6a the appropriate density is 450-700 habitable rooms per hectare. The proposed density would be 1166 habitable rooms per hectare (Net site area). In numerical terms, the proposed density would appear to be an overdevelopment of the site. However, the intent of the London Plan and Council's IPG is to maximise the highest possible intensity of use compatible with local context, good design principles and public transport capacity.
- 8.9 It should be remembered that density only serves an indication of the likely impact of development. Typically high density schemes may have an unacceptable impact on the following areas:
- Access to sunlight and daylight;
 - Lack of open space and amenity space;
 - Increased sense of enclosure;
 - Loss of outlook;
 - Increased traffic generation; and
 - Impacts on social and physical infrastructure;
- 8.10 These issues are all considered in detail later in the report and were considered to be acceptable. In summary, a high density mixed use development can be supported in this location in accordance with London Plan, UDP and IPG policies. The scheme is considered acceptable for the following reasons:
- 8.11
- The development of the site for mixed use development will assist in the regeneration of this area and promote investment in infrastructure and services in the long term which will benefit both existing and future residents.
- 8.12
- A number of contributions towards health, education and public infrastructure have been agreed to mitigate any potential impacts on local services and infrastructure.
- 8.13
- The development is located within an area with good access to public transport services, open space and other local facilities.
- 8.14
- The proposal does not result in any of the common symptoms of overdevelopment, i.e., inappropriate height, bulk and massing, excessive site coverage, undersized flats and open space, or significant amenity impacts to surrounding properties, and
- 8.15
- The proposal is of a high quality and complies with the Council's objectives for new development as outlined in the UDP and the Interim Planning Guidance: Core Strategy and Development Control Plan (October 2007).

Standard of accommodation

- 8.16 Policies HSG13 and DEV2 of the UDP and policies CP4, CP20 and HSG9 of the IPG October 2007 and Supplementary Planning Guidance Note 'Residential Space' seek to ensure an adequate standard of accommodation to ensure satisfactory levels of residential amenity and quality of life for future occupiers.
- 8.17 The layout of both blocks (Block A and Block B) feature units off central corridors. The units have habitable rooms which face onto communal amenity space/children's play areas or the Limehouse Cut canal. All habitable rooms/living rooms will have descent separations distances and outlook. All the units will comply with the Councils Supplementary Planning Guidance on Residential Space Standards, as illustrated in the applicants' accommodation schedule, dated January 2008.

Design and layout

- 8.18 Policy 4B.2 of the London Plan states that the Mayor seeks to promote world class design. Development proposals should show that developers have sought to provide buildings and spaces that are designed to be beautiful and enjoyable to visit, as well as being functional, safe, accessible for all and sustainable. Policy 4C.20 seeks a high quality of design for all waterside development. All development should reflect local character, meet general principles of good design and improve the character of the built environment.
- 8.19 Policy DEV1 of the LBTH UDP sets out the general principles that the Council will promote, stating that all development proposals should:
- Take into account and be sensitive to the character of the surrounding area in terms of design, bulk, scale and the use of materials;
 - Be sensitive to the development capabilities of the site, not result in over development or poor space standards; be visually appropriate to the site and its setting; and take full account of planning standard No.1: Plot Ratio
 - Normally maintain the continuity of street frontages, and take account of existing building lines, roof lines and street patterns;
 - Provide adequate access for disabled people in respect of the layout of sites and the provision of access to public buildings;
 - Be designed to maximise the feeling of safety and security for those who will use the development; and
 - Include proposals for the design of external treatments and landscaping.
- 8.20 Policy CP4 of the IPG will ensure development creates buildings and spaces of high quality design and construction that are sustainable, accessible, attractive, safe and well integrated with their surroundings. Policy DEV2 reiterates this and DEV1 of the UDP and states that developments are required to be of the highest quality design, incorporating the principles of good design.
- 8.21 On the Commercial Road frontage the fifth floor will be set back by approximately 10m. Design and Conservation were initially concerned that the fifth floor on this frontage would be visible from the south side of Commercial Road (this part of Commercial Road is particularly wide), or indeed from further west and east along Commercial Road. Councils' Design and Conservation Team requested that the fifth floor be set back further than the existing 10m.

- 8.22 In response to the above comment, the applicant prepared and submitted a section through Block A (fronting Commercial Road), extending across Commercial Road, showing the sightline of the proposals as well as a view from further east and west along Commercial Road. This was to assist in the assessment of the visual impact of the top storey as currently proposed. It was clear from these drawings that the top floor on Commercial Road frontage would not be visible from the south side of Commercial Road or indeed from further west and east along Commercial Road. Following this exercise Councils' Design and Conservation Team confirmed no objection to the scheme.
- 8.23 The Environmental Agency initially objected to the proposed development on the grounds of an inadequate buffer zone along the Limehouse Cut water course. Normally a five metre buffer zone between the development and the canal should be provided along the length of the canal (a two metre buffer zone is currently proposed).
- 8.24 Councils' Conservation officer advised at pre-application stage that in this instance the proposed buildings should be built up to the edge of the footpath to maintain the frontage, continuous with the listed building directly to the west. It was agreed that the zone along the waters' edge would be limited to the width of the towpath. The towpath is approximately 2.2m wide in front of the site (i.e. approximately 2.2m from the edge of Limehouse Cut Canal to the back of the footpath). The new frontage along Limehouse Cut also needs to be in keeping with the character of the existing historic frontage, i.e. a continuous frontage (in line with the listed building) is preferred above a 5m setback along the watercourse.
- 8.25 Following discussions, the Environment Agency has agreed to the above subject to a number of conditions to mitigate the impact of the proposed development on the towpath adjacent to the watercourse.
- 8.26 Along the active frontages of Commercial Road to the south and Limehouse Cut to the north, the proposed development would generally be four storeys in height (with additional floors on setback). Taking the above into account it is considered the proposal would maintain the continuity of the street and canal frontages as well as taking account of existing building lines, roof lines and street patterns. Residents of Andersen's Wharf (on the north side of Limehouse Cut) raised objection stating that the proposed development will block out views of Canary Wharf (from Andersen's Wharf). The existing warehouse buildings on site are generally three to four storeys in height and are in poor condition. The development along the south side of Limehouse Cut will only be slightly higher than the existing buildings and would therefore have a negligible impact on these views.
- 8.27 Predominantly of brick construction, the development utilises two contrasting brick colours throughout the design. The primary brick colour is that of a light coloured yellow/orange London stock to reflect the character of the surrounding existing buildings and the local context. The development would also relate well to the adjacent listed building to the west. A dark coloured brown/grey brick to offset and compliment the stock brick is to be used at the lower floors and between the areas of glazing to the commercial elements. Notwithstanding the above, Councils' Conservation Officer requested that any planning approval should still be conditioned to ensure control over the use of materials.
- 8.28 The overall layout, design, height, massing and footprints of the development demonstrate sensitivity to its context. The proposal complies with national and local design policies.

Accessibility & Inclusive Design – Safety & Security

- 8.29 The Mayor requires a commitment to delivering an inclusive environment in accordance with policy 4B.5 of the London Plan.

- 8.30 UDP policies DEV1 and DEV2 and policy DEV3 of the IPG seek to ensure that development incorporates inclusive design principles and can be safely, comfortably and easily accessed and used by as many people as possible. It is considered that the design and layout of public and private spaces within the development are inclusively designed, resulting in improved permeability and connectivity and a high standard of amenity for future occupants.
- 8.31 Further UDP policies DEV1 and DEV2 and policy DEV 4 of the IPG seek to ensure that safety and security within development and the surrounding public realm are optimised through good design and the promotion of inclusive environments.
- 8.32 The proposed development would include the extension of St. Anne's Street as a public access route through to the towpath along Limehouse Cut. The removal of the 'dead end' status of the street is commended and would reinvigorate the site and immediate surroundings.
- 8.33 All public and semi-private spaces would be overlooked by habitable room windows and commercial frontages, providing much needed natural surveillance.
- 8.34 The commercial component of the development is located along Commercial Road and St. Anne's Street as well as the eastern end of St. Anne's Row, providing for an active frontage. The entries to the residential component of the development and individual units are provided off St. Anne's Street and St. Anne's Row. Five different residential entrances provide good natural surveillance for the site.
- 8.35 The layout of the site and the through linkages from Commercial Road to Limehouse Cut results in good accessibility and inclusive design which would lead to a high quality environment for future occupants.
- 8.36 Overall it is considered that the proposal represents a design, massing and scale which achieve a positive response appropriately to the broader context of the site. The proposed development would therefore be in accordance with relevant design and safety and security policies.

Daylight/Sunlight Assessment

- 8.37 Policy 4B.10 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.
- 8.38 DEV2 of the UDP seeks to ensure that the adjoining buildings are not adversely affected by a material deterioration of their daylighting and sunlighting conditions. Supporting paragraph 4.8 states that policy DEV2 is concerned with the impact of development on the amenity of residents and the environment.
- 8.39 Policy DEV1 of the IPG 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.
- 8.40 A Daylight/Sunlight analysis prepared by Waterslade (January 2008) considered the sunlight, daylight and shading effects from the proposed development. The assessment considers the potential impact on existing neighbouring dwellings and open spaces

surrounding the site and compares the results against the current Building Research Establishment (BRE) discretionary guidance.

- 8.41 To calculate the impact the proposal will have on the daylight levels for the future residents of the development, the BRE guidelines have two methods of assessing daylight levels. The first method is usually used for assessing daylighting levels to neighbouring properties where the internal arrangements are not known.
- 8.42 The residents in flats 7; 13; 19 and 25 Andersen's Wharf as well as an occupier of a residential boat, located on the opposite side of Limehouse Cut (north side of the canal) have objected to the treatment of development along the canal and its potential impact on the current daylight/sunlight levels.
- 8.43 The submitted BRE Daylighting/Sunlighting report assesses the impact the proposal has on all the flats facing Limehouse Cut to the south. The results demonstrated that there is a slight reduction in daylight when comparing the existing and proposed situations, however the internal daylight analysis demonstrates that there will be a satisfactory level of daylight to all the windows in the south elevation of the residential development facing Limehouse Cut.
- 8.44 Whilst there is a slight reduction in daylight in all the residential units that have objected, when comparing the existing and proposed situations, the internal daylight analysis demonstrates that there will be a satisfactory level of daylight retained in the proposed situation. With reference to the residential boats on the north side of the canal, residential boats are not permanent structures and they are often found in locations which are surrounded by bulky warehouse type buildings.
- 8.45 This proposal is located in a high density inner city development and this is reflected on the number of habitable rooms being created by the proposed development. The properties to the east of the development site did not require a daylight/sunlight assessment primarily because it is not in residential usage.
- 8.46 An internal daylight report has been undertaken to assess the impact the proposal will have for future residents on site. The report identifies the key areas around the proposed site where it is considered the lowest daylight levels will be achieved in the proposed development. A small proportion of rooms will fall below the suggested BRE guidelines. However, on balance the scheme meets the BRE guidelines and a good level of daylight/sunlight will be achieved.
- 8.47 Whilst it is acknowledged there will be a loss of daylight/sunlight, the proposed residential units will receive sufficient daylight/sunlight levels and will not undermine the residential amenity of future occupiers.
- 8.48 To summarise, Councils' Environmental Health Department was satisfied with the results of the daylight/sunlight report.

Affordable housing, dwelling mix and housing standards

Affordable Housing

- 8.49 Adopted UDP Policy HSG3 seeks an affordable housing provision on sites capable of providing 15 or more units in accordance with the Plan's strategic target of 25%. Policy 3A.9 of the London Plan states that Boroughs should seek the maximum reasonable amount of affordable housing taking into account the Mayor's strategic target that 50% of all new housing in London should be affordable as well as the Borough's own affordable

housing targets.

- 8.50 The Interim Planning Guidance: Core Strategy and Development Control Plan (October 2007) policy CP22 seeks 50% affordable housing provision from all sources across the borough with a minimum of 35% affordable housing provision on sites capable of providing 10 or more dwellings. Policy HSG10 confirms that affordable housing will be calculated in terms of habitable rooms with the exception of where this yields a disparity of 5% or more compared to calculation in terms of gross floor space.
- 8.51 Policy CP22 of the IPG governs the amount of affordable housing expected; For schemes providing more than 10 units there is a target of 50% with a minimum requirement of 35% affordable housing.
- 8.52 Policy HSG2 'Housing Mix' of the IPG specifies an expected unit mix. The schemes' unit mix is analyzed on table 4 of the attached sheet. Paragraph 5.14 of HSG2 states that a range of dwellings with differing layouts should be provided to widen housing choice. Sites with a larger site area have a greater opportunity to provide a mix of housing types including flatted and terraced style homes. Paragraph 12.12 reinforces the expectation that both terrace style and flatted units will be provided in suitable locations.

Provision of affordable housing

- 8.53 This provision meets the policy requirement for 35% minimum affordable housing.

Table 2: Tenure breakdown

	Number of units	Habitable rooms
Affordable rent total	49	169
Shared ownership	24	63
Market total	160	436
<i>Total</i>	<i>233</i>	<i>668</i>

- 8.54 A total of 73 affordable housing units (232 habitable rooms) out of the total 233 units (668 habitable rooms) is proposed, representing 35% provision overall. The scheme therefore satisfies the Council's IPG and Housing Needs Survey targets.

Social Rented / Intermediate Ratio

- 8.55 Against London Plan policy 3A.7 affordable housing target of 50%, 70% should be social rent and 30% should be intermediate rent.
- 8.56 Policy CP22 of the IPG states that the Council will require a social rented to intermediate housing ratio split of 80:20 for all grant free affordable housing.
- 8.57 A summary of the affordable housing social rented/ intermediate split is provided below:

Table 3: Social rented/intermediate split

Tenure	Units	Habitable Rooms	London Plan	IPG
social rent	49 (67%)	169 (73%)	70%	80%
shared ownership	24 (33%)	63 (27%)	30%	20%
total	73 (100%)	232 (100%)	(100%)	(100%)

8.59 The proposed tenure split falls slightly short on the 80% requirement for social rented within the IPG with 73% of the total affordable being for affordable rent. However the scheme exceeds the London Plan target of 70% of the affordable being for rent, and is therefore on balance acceptable.

Overall Dwelling Mix

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

8.61 Policy HSG2 of the Councils IPG specifies the appropriate mix of units to reflect local need and provide balanced and sustainable communities. In terms of family accommodation, the Policy requires that 45% of social housing to comprise units with 3 or more bedrooms respectively.

8.62 It is considered that on balance the scheme provides a reasonable match with the Councils preferred unit mix specified in the IPG.

Analysis of unit mix

8.63 The following table below summarises the proposed housing mix against policy HSG2 of the Interim Planning Guidance 2007, which seeks to reflect the Boroughs current housing needs:

8.64 **Table 4: Proposed housing mix against HSG2 of the emerging LDF**

		affordable housing						market housing		
		social rented			intermediate			private sale		
Unit	Total Units in scheme	units	%	target	unit	%	target	units	%	target
Studio	16	0	0	0	0	0	0	16	10	25
1 bed	52	8	16	20	9	38	37.5	35	22	25
2 bed	120	19	39	35	15	62	37.5	86	54	25
3 bed	39	16	33	30	0	0	25	23	14	25
4 bed	4	4	8	10	0	0	0	0	0	0
5 Bed	2	2	4	5	0	0	0	0	0	0
TOTAL	233	49	100	100	24	100	100	160	100	100

8.65 On officers request the applicant has reduced the percentage of 1 and 2 bedroom units in the social rented component by 8%, and increased the number of 1 and 2 bedroom units in the intermediate component by 12%. The above exchange (between social rented and intermediate housing for 1 and 2 beds) has enabled the applicant to increase the number of social rented family dwellings by 2 units from the original accommodation schedule. The scheme now reflects the Councils’ targets for family dwellings in the social rented mix, providing 45%.

8.66 It is acknowledged that there is a shortfall in the intermediate and private family housing section, however the toolkit viability study provided by the applicant justifies this shortfall. In addition, social family housing takes priority over intermediate housing and, on officer request the applicant is providing the 45% social housing target as per policy requirement.

Transport & Parking

Current Parking Standards

8.67 For development control purposes, parking standards set out in the UDP have now been superseded by those set out in Planning Standard 3: (Parking) of the IPG. The development proposes residential and commercial development and the table below set out the acceptable range of maximum car parking and minimum car parking provision.

Table 5: Tower Hamlets Borough Parking Standards

8.68	Land Use	Maximum car/motorcycle parking	Minimum cycle parking
	C3 Dwelling Houses	Car free housing up to 0.5 Spaces per dwelling	1 space per unit + 1 space Per 10 units for visitors
	A1; A2; A4; A5 and B1 Office and Light Industry	No parking	1 space per 125m2 (A1 & A2), 1 space per 100m2 (A4), 1 space Per 50m2 (A5) and 1 space Per 250m2 (B1 office and Light industrial)

8.69 In terms of accessible parking for people with disabilities, Planning Standard 3 sets out a minimum requirement of 1 space to be provided on site for a car free development.

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

8.71 A total of 60 underground car parking spaces are provided within the proposed development, including six disabled spaces. The proposal therefore complies with car parking standards as set out in the IPG.

8.72 The provision of 255 cycle storage is in line with standards as set out in the Interim Planning Guidance.

Service Vehicle Access

8.73 Council Highways Department stated that northern end of St. Anne Street is privately owned and cannot be accepted as a turning head for refuse or service vehicles as shown on the Transport assessment (Plan No. SAW/T01). It was also explained that the headroom for the entrance to the car park is also not suitable for turning head for refuse and service vehicles.

8.74 In response to this comment the developer has explained that they have a right-of-way across the northern end of St. Anne's Street as well as the area in which part of the primary turning head for the development is located.

8.75 In addition, it was explained that the second turning head, located at the far end of St. Anne's Row, will allow for turning for all but very large service vehicles.

8.76 Further to this response by the application, Councils' Highways Department were satisfied that these issues have been addressed.

Open space/amenity space

8.77 Policy HSG16 of the UDP requires that new developments should include adequate provision of amenity space, and they should not increase pressure on existing open space areas and playgrounds. The Council's Residential Space SPG includes a number of requirements to ensure that adequate provision of open space is provided, as shown below:

Tenure	Proposed	IPG Requirement	Total (sqm)
Family Units	45	50sqm of private space per family unit	2250
Non-family units	188	50sqm plus an additional 5sqm per 5 non-family units;	238
Child Bed spaces	75	3sq.m per child bed space	226
Total			2714sqm

8.79 Following is an assessment against the residential amenity space requirements under of the Interim Planning Guidance.

Units	Total	Minimum (sqm)	Standard	Required (sqm)	Provision
Studio	16	6		96	
1 bed	52	6		312	
2 bed	120	10		1200	
3 bed	39	10		390	
4 bed	4	25		100	
5 bed	2	25		50	
Total	233			2118sqm	

Communal amenity	50sqm for the first 10 units, plus a further 5sqm for every additional 5 units	270sq.m (50sq.m plus 220sqm).
Total Housing Amenity Space Requirement		2388sqm

8.81 The applicant has provided an amenity audit illustrating the breakdown of communal amenity areas and private amenity space. In summary the communal space is 2231 sq.m and the total private space is 1852.50 sq.m. The total amenity space within the site is therefore 4083.50 sq.m. This provision exceed policy requirement and is commended. The London Borough of Tower Hamlets considers the provision of private, communal and child space to be acceptable.

Blue Ribbon Network

8.82 The Limehouse Cut canal adjacent to the northern boundary forms part of the Blue Ribbon

Network, therefore the policies set out in Chapter 4C of the London Plan are relevant, in particular policy 4C.20, which provides guidance on securing a high quality of design for all waterside developments. The development provides an access along the southern side of the canal and improves the linkages from the canal to Commercial Road to the south. In general the development responds well to its waterside location and will enhance the Blue Ribbon Network.

- 8.83 A planning condition is recommended, reserving details of the design and layout of proposed canal side pedestrian walkway to ensure that its design and provision would not detract from the use and enjoyment of the adjoining water environment. The proposal should also include sustainable urban drainage systems (SUDS) to attenuate water run-off

Sustainability/Energy

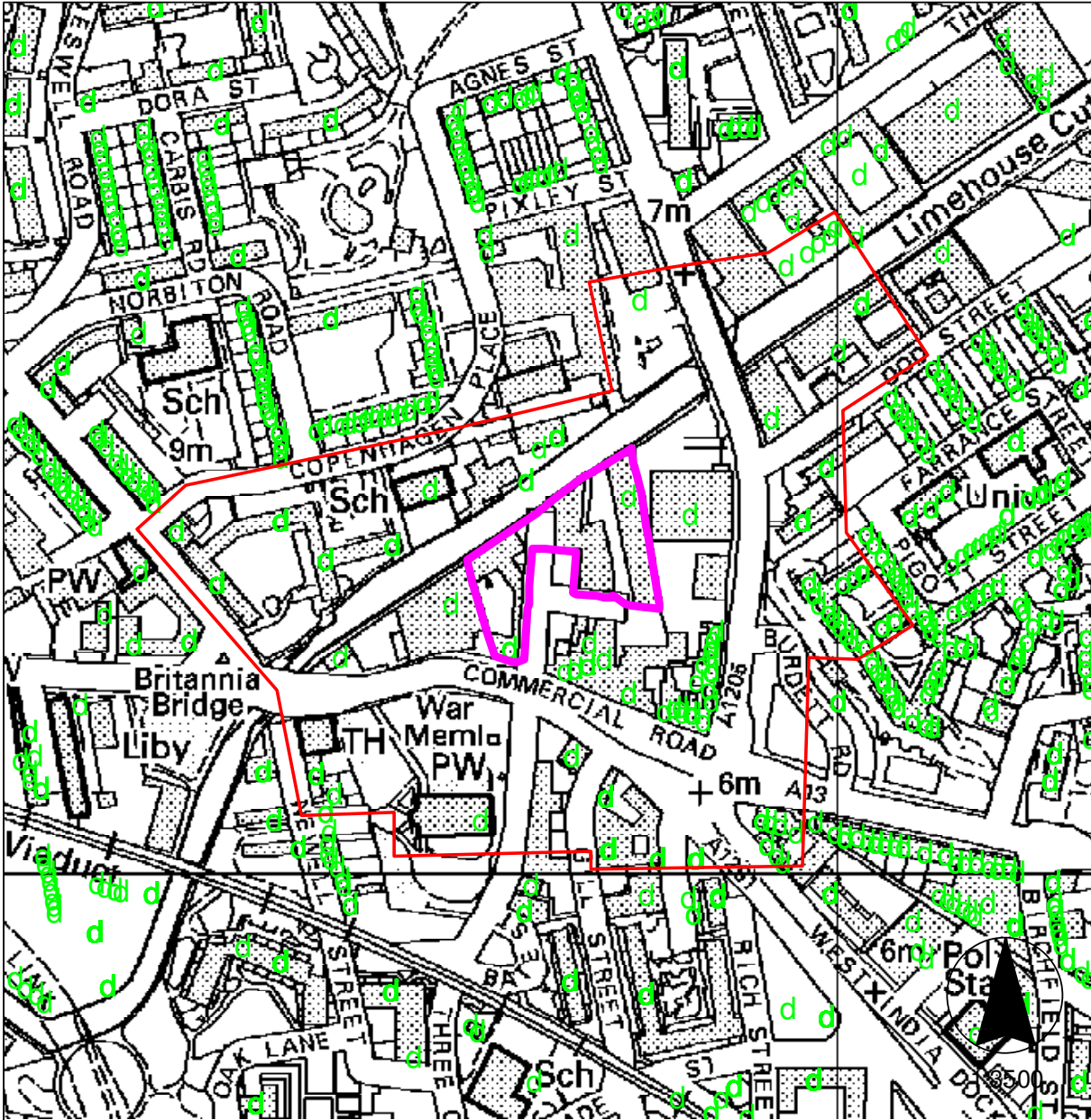
- 8.84 Policy 4A.7 Renewable Energy of the London Plan states that new developments should meet the highest standards of sustainable design and construction. Policy 4A.4 *Energy assessment* states that the Major will require an assessment of energy demand of proposed major developments. This should demonstrate the steps taken to apply the Major's energy hierarchy. Renewable energy should be considered first (preferably to fuel combined heat and power and community heating), then secondly, community heating with combined heat and power, and thirdly, gas condensing boilers and gas central heating. At least 10% of the site's energy needs should come from renewable energy and design should incorporate passive solar design, natural ventilation, borehole cooling and vegetation on and adjacent to buildings where technically feasible. It is recommended that the above measures be secured by way of condition and appropriate legal agreement.
- 8.85 Comments from the Council's Energy Officer requested that the applicant carry out a robust investigation on the use of a combined heat and power system plus complimentary renewable, rather than the currently proposed biomass boilers. The applicant was required to undertake a combined heat and power study. It was also stated that the baseline energy demand of the development needs to be calculated using the SAP2005 calculation method, with the recent Further Alterations to the London Plan, the development need to take in to account "whole energy", this includes making an allowance for the energy use by the appliances. The baseline energy demand of the development needs to be calculated using SBEM or other industry recognised method. The total baseline energy demand of the development needs to include the residential and the commercial units.
- 8.86 The design proposes some good energy efficiency measures and passive design methods, reducing the carbon dioxide emissions of the development by 11%, this is satisfactory and inline with current 'best practice' guidelines.
- 8.87 The report has considered most of the major renewable energy technology available, the design team should look at the commercial units in more detail and if cooling is found to be required, that needs to consider Ground Source Cooling in more detail, Solar PV and small scale wind turbines also needs to be considered to supplement the electricity produced by the CHP system.
- 8.89 The Council wants to ensure the development minimises impacts on the environment by complying with the highest standards in current 'best practice' guidelines for sustainable design and construction. A Code for Sustainable Homes assessment is required, the development must achieve at least a Code Level 3, which is the current 'best practice' standard. The assessment is carried in two stages, one at the detailed design stage and one at post completion, for the assessment to be valid it must be completed by an independently qualified assessor.

8.90 It is recommended that the above measures be secured by way of condition.

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