

<b>Committee:</b> Strategic Development	<b>Date:</b> 28 <sup>th</sup> August 2008	<b>Classification:</b> Unrestricted	<b>Agenda Item No:</b> 6.1
<b>Addendum 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/07/3277	
		<b>Ward(s):</b> Bow East	

## 1. APPLICATION DETAILS

- 1.1 **Location:** 2 Gladstone Place, London
- 1.2 **Existing Use:** Former Safeway store (retail) and ancillary car parking.
- 1.3 **Proposal:** Demolition of the existing buildings occupying the site and its redevelopment to provide five buildings of between four and ten storeys in height accommodating 2,687sqm retail floorspace (Class A1) and 208 residential units (comprising 2 x studio, 81 x 1 bed; 76 x 2 bed; 39 x 3 bed; 4 x 4 bed; 6 x 5 bed), 104 parking spaces and landscaped public, communal and private amenity space.
- 1.4 **Drawing Nos:** PA(20)01 Rev. D, PA(20)02 Rev. D, PA(20)03 Rev. D, PA(20)04 Rev. C, PA(20)05 Rev. C, PA(20)06 Rev. C, PA(20)07 Rev. C, PA(20)08 Rev. B, PA(20)09 Rev. B, PA(20)10 Rev. B, PA(20)11 Rev. B, PA(20)12 Rev. B, PA(20)20 Rev. D, PA(20)21 Rev. D, PA(20)22 Rev. B, PA(20)30 Rev. D, PA(20)31 Rev. C.
- 1.5 **Applicant:** Goldquest Investment Ltd c/o Stock Woolstencroft
- 1.6 **Owner:** London Borough of Tower Hamlets
- 1.7 **Historic Building:** N/A
- 1.8 **Conservation Area:** N/A (Note: No part of the 'development' falls within the Roman Road Conservation Area. Whilst the north part of Gladstone Place forms part of the Conservation Area, it is an existing highway. Any proposed work to Gladstone Place constitutes highway improvement works, not development as defined under the Planning Acts).

## 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 Plan (Consolidated with Alterations since 2004), the London Borough of Tower Hamlets Unitary Development Plan 1998 and associated supplementary planning guidance, the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, 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

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### 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

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 HSG1 of the Council's Interim Planning Guidance (2007) which seeks to ensure this.

- 2.3 • The retail uses (Class A1) are acceptable in principle as they will provide a suitable provision of jobs in a suitable location and amongst other things contribute to the regeneration of the Roman Road District Centre. As such, the use is in line with policies 2A.8, 3D.1 and 3D.3 of the London Plan (Consolidated with Alterations since 2004), ST34, ST35, DEV1 and DEV3 of the Council's Unitary Development Plan 1998 and policies DEV1, DEV2, DEV4 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to ensure services are provided that meet the needs of the local community and strengthen designated shopping centres.
- 2.4 • 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.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, HSG3 and HSG4 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to ensure that new developments offer a range of housing choices.
- 2.5 • The density of the scheme would not result in the overdevelopment of the site and any of the problems 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), policies DEV1 and DEV2 of the Council's Unitary Development Plan 1998 and policies CP5, HSG1, DEV1 and DEV2 of Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to provide an acceptable standard of accommodation.
- 2.6 • The development would enhance the streetscape and public realm through the provision of a public realm, public open space and improved pedestrian linkages. Further, the quantity and quality of housing amenity space and the communal/child play space strategy is also considered to be acceptable. As such, the amenity space proposed is acceptable and in line with PPS3, policies 3A.18 and 4B.1 of the London Plan (Consolidated with Alterations since 2004), policies ST37, DEV1, DEV12, HSG16, T18 and OS9 of the Council's Unitary Development Plan 1998 and policies CP30, DEV2, DEV 3, DEV4 and HSG7 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to improve amenity and liveability for residents whilst creating a more attractive environment for those who live and work here.
- 2.7 • The building height, scale, bulk and design is acceptable and in line with Planning Policy Guidance 15, policies 4B.1, 2, 3 and 5 of the London Plan (Consolidated with Alterations since 2004), policies DEV1, and DEV2 of the Council's Unitary Development Plan 1998 and policies DEV1, DEV2, DEV3, DEV4, DEV 27, CON 1 and CON2 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to ensure buildings are of a high quality design and suitably located.
- 2.8 • 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): Core Strategy and Development Control, which require all developments to consider the safety and security of development without compromising the achievement of good design and inclusive environments.
- 2.9 • Transport matters, including parking, access and servicing, are acceptable and in line

with policy 3C.23 of the London Plan (Consolidated with Alterations since 2004), policies T16, T18 and T19 of the Council's Unitary Development Plan 1998 and policies DEV18 and DEV19 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to ensure there are no detrimental highways impacts created by the development.

- 2.10 • Sustainability matters, including energy, are acceptable and in line with policies 4A.3 to 4A.7 of the London Plan (Consolidated with Alterations since 2004) and policies DEV 5 to DEV9 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to promote sustainable development practices.
- 2.11 • Contributions have been secured towards the provision of affordable housing, health, education, town centre regeneration, public realm and open space improvements 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 mitigate the impact of the proposed development.

### 3. RECOMMENDATION

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

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

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

1. Affordable housing provision of 35% of the proposed habitable rooms with a 71/29 split between rented/ shared ownership to be provided on site.
2. A contribution of £293,324 to mitigate the demand of the additional population on health care facilities.
3. A contribution of £333,234 to mitigate the demand of the additional population on education facilities.
4. Provide £620,000 towards open space/ public realm improvements, which have been designed into the proposed scheme, though they are located off-site. This contribution is required to relieve the pressure that will arise from the new dwellings on existing open space/ public realm within the area.
5. A contribution of £50,000 towards the provision of child play space facilities in Victoria Park to meet the recreational needs of the 12 – 16 year old age group.
6. The provision of £388,442 towards Roman Road district shopping centre regeneration works.

(Officer Comment: During the pre-application process, the LBTH Market Services inquired of the applicant to explore provision of market trader parking spaces within the proposed car parking area to accommodate an identified need. The market currently operates 3 times a week.

The applicant explored a number of options and identified that the scheme could viably provide up to 16 market trader spaces on site as a planning contribution if required, and was designed into the scheme and assessed accordingly. The applicant advised that if the Council determined that these spaces were no longer required the spaces could be allocated and sold to the residents of the development. The capital receipt

(valued at approximately £400,000) would then be transfer to the Council as a s106 financial contribution towards Roman Road district shopping centre regeneration improvement works.

Upon submission of the application, further investigation was undertaken to evaluate the appropriateness of on-site market trader spaces. The LBTH Market Services has advised that a more suitable solution in meeting the needs of market traders is to identify opportunities for on-street trader parking spaces within the local area. This was considered to be a more appropriate solution than providing trader spaces within the Gladstone Place development.

In accordance with the Council's Strategic Plan and the London Plan, in terms of improving existing town centres, the Council is currently preparing a program of delivery works that will assist in the regeneration the Roman Road district shopping centre. The LBTH Development Implementation Team, who is tasked with the role of pushing forward the regeneration of the Roman Road, has advised that a financial contribution is imperative in securing much needed capital to deliver this programme that will assist in mitigating any negative impacts that additional residential and retail uses may bring to the immediate environs, including the proposed development.

This regeneration program is essential to help sustain and improve the town centre for new residents and businesses. This funding will allow for a multi - faceted approach to regenerating the town centre, rather than addressing trader parking alone. As such, in consideration of the schemes viability assessment, a financial contribution of £388,442 towards the regeneration of Roman Road district shopping centre is considered reasonable).

7. A contribution of £135,000 towards highway improvement works on Cardigan Road which will include, resurfacing works to the carriageway, upgrade of the eastern footway and a raised table at the junction of Cardigan Road and Anglo Road (including the proposed access to the site).
8. Exclusion of delivery traffic from the locality of the store until the appropriate delivery times conditioned by the planning permission.
9. The provision of a north-south and east west-public walkway through the site
10. Completion of a car free agreement to restrict occupants applying for residential parking permits.
11. TV reception monitoring and mitigation;
12. Commitment towards utilising employment initiatives in order to maximise the employment of local residents.
13. Commitment towards Code of Construction Practice.

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

### 3.4 Conditions

1. Permission valid for 3 years.
2. Details of the following are required:
  - Samples for all external materials to be submitted with detail specifications.
  - 1:10 scale details for typical elevation conditions including balconies, window reveals, roof parapet, glazing

- Cardigan Road elevation – including the treatment of the parking and service access and shutter if proposed. This will include details of signage, lighting and a green wall.
  - All landscaping (such as roof level brown and/or green roof systems, courtyard area, and ground floor play space, open space and public realm works) including lighting and security measures, play equipment, planting, finishes, levels, walls, fences, gates and railings, screens/ canopies, entrances, seating and litter bins. The landscaping detail should mitigate any resultant wind environment at ground floor and podium levels; and
  - The design of the lower floor elevations of commercial units including shopfronts;
3. No exit/entry doors are permitted to open outwards over the public highway.
  4. Landscape Maintenance and Management Plan. Native species should be implemented, including green/brown roofs.
  5. Parking – maximum of 74 residential car parking spaces (including 7 disabled spaces and 2 car club spaces), 30 commercial car parking spaces (including 4 disabled spaces), 10 residential and 4 commercial motor cycle spaces, and a minimum of 208 residential and 21 non-residential bicycle parking spaces.
  6. Archaeological investigation.
  7. Investigation and remediation measures for land contamination (including water pollution potential).
  8. Full particulars of the following:
    - Surface/ foul water drainage plans/ works; and
    - Surface water control measures.
  9. Construction Environmental Management Plan, including dust monitoring
  10. Submission of details of the sustainable design measures and construction materials, including details of energy efficiency and renewable measures.
  11. Details of the operating hours for the A1 use/s to be submitted and approved prior to the date of occupation.
  12. No deliveries to the A1 use/s shall be received other than on Sundays between the hours of 10.00hrs and 14.00hrs with a maximum of two lorries, nor on Bank Holidays other than between the hours of 8.00hrs and 14.00hrs with a maximum of two lorries, nor on Monday to Saturday other than between the hours of 07.30hrs and 18.00hrs.
  13. No noise nuisance to be caused to neighbouring residents. Permissible noise levels are as follows: 08:00-18:00 Monday to Friday Max Leq 75dB (A) Leq 10 hour at the nearest premises and 08:00-13:00 Saturday Max Leq 75dB (A) Leq 5 hour at the nearest premises. These noise limits apply at 1 metre from the façade of any occupied building.
  14. 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 working on Sundays or Public Holidays
  15. Limit hours of power/hammer driven piling/breaking out to between 10.00 Hours to 16.00 Hours, Monday to Friday.
  16. Sound insulation mitigation measures to be implemented in accordance with the Noise and Vibration Assessment and LBTH Environmental Health advice.
  17. During the demolition and construction phases of the proposed development, a programme of on-site vibration monitoring is required to demonstrate compliance with London Borough of Tower Hamlets standards. Measured ground borne vibrations should not exceed a peak particle velocity of 1 mm/s at any occupied residential property and 3 mm/s at any other property.
  18. All residential accommodation to be built to Lifetime Homes standard, including at least 10% of all housing being wheelchair accessible.
  19. Submit a Green Travel Plan, for both the commercial and residential elements, to be maintained for the duration of the development.
  20. Delivery and Service Management Plan, including management details for the car park and service/delivery area, including details of the car club spaces and security point adjacent to the car park entrance). Also, management details of the refuse and recycling facilities are required.

21. Submit Secure by Design Statement to address the design of the ground floor pocket park and north-south route, lighting and planting details along Gladstone Walk, lighting along the north and south elevations of Block E, and the use of CCTV cameras throughout the site.
22. Provision of electrical charging points for vehicles.
23. Details of the highway works surrounding the site
24. Any other condition(s) considered necessary by the Head of Development Decisions

### 3.5 Informatives

1. Section 106 agreement required.
2. Section 278 (Highways) agreement required.
3. Site notice specifying the details of the contractor required.
4. Construction Environmental Management Plan Advice.
5. Environmental Health Department Advice.
6. English Heritage Advice
7. Parking Services Advise – Traffic Management Order
8. Metropolitan Police Advice.
9. Transport Department Advice.
10. Contact the GLA regarding the energy proposals.
11. Contact Thames Water for water and sewage infrastructure advice

That, if by 28<sup>th</sup> November 2008 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.

## 4.0 BACKGROUND TO THIS REPORT

### Previous Meeting

- 4.1 This application was presented before the members of the Strategic Development Committee on the 10<sup>th</sup> July 2008. The original 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 'decisions on planning applications' of the 10<sup>th</sup> July 2008 meeting. Further, attached as **Appendix 3**, is a copy of the Strategic Development Committee minutes of the 10<sup>th</sup> July 2008 meeting.
- 4.2 At this meeting, the Committee resolved that planning permission for the proposed development be deferred to enable officers to further consider the concerns of the Committee members. Having further considered the content of the July committee report, members comments and officer responses to these comments at the committee, the following four points are considered by officers to represent the outstanding issues raised as concerns by the committee members:
  1. There is no taxi pick-up/drop off area;
  2. The affordable housing tenure mix should be amended to comply with Council's policy;
  3. Lack of child play space provision for the 12 to 16 year old age group; and
  4. Noise issues associated with the proposed service yard.
- 4.3 In response to the Committee members concerns, a detailed response is provided below.

## 5.0 LOCAL REPRESENTATION

- 5.1 Four (4) additional written objections have been received since the 30<sup>th</sup> July 2008

committee. The following issues raised in the objections have already been considered in the 30<sup>th</sup> July 2008 committee report:

- The proposed density is too high;
- Overdevelopment due to height, mass, scale, bulk;
- Impact on conservation area;
- Removal of existing car parking (ex-safeway site) will have an impact on the success of the Roman Road markets;
- Overshadowing;
- Loss of daylight and sunlight;
- Increased noise;
- Increased traffic congestion;
- Loss of privacy;
- Disruption to TV reception;
- Wind impacts;
- Carpark and servicing arrangements; and
- Impact on the accessibility of Cardigan Road from Roman Road.

5.2 With respect to the last dot point above, it was noted in the July Committee report that the applicant provided turning circle diagrams for this junction showing acceptable lorry movement which neither TFL nor the Highways department objected to. Concerns have since been raised by the public over the accuracy of these diagrams. In response, the applicant has provided further scaled drawings which validate the conclusions within the Transport Assessment that the proposed lorry movements at the junction of Cardigan Road and Roman Road are acceptable.

5.3 Further to this, a verbal representation was received regarding part 8.119 of the July committee report where it was reported that the first floor level of the Lord Cardigan Public House was understood to be used as ancillary accommodation and was therefore considered to be commercial in type. Concern has been expressed by the public who has identified the first floor level as potentially being a separate residential flat. In response, it is to be noted that in the context of the July committee report, a habitable room assessment of the daylight/sunlight impacts upon the first floor level of the Public House had been carried out and was identified as acceptable in line with the BRE guidance. Furthermore, whilst the separation distance of approximately 15m from the development is slightly below the 'guidance' in the UDP, in consideration of the urban context and the fact that the UDP guidance on separation distances is not applied as rigid criteria, the separation distance is on balance considered to be acceptable.

5.4 A letter of support has also been received. Whilst the letter of support acknowledges the concerns raised above, it identifies that the need for a supermarket is so great that on balance the application should be supported to ensure a new supermarket is secured.

## **6.0 ISSUES**

### Taxi pick-up/drop off area

6.1 Members of the 10<sup>th</sup> July 2008 Strategic Development Committee raised concern that the development did not provide a taxi pick-up/drop off area, primarily required to benefit supermarket customers as an alternative to private vehicles or Public transport.

6.2 Section 8.145 of the July committee report identified that, in accordance to the Council's Interim Planning Guidance (IPG), the requirement for a taxi pick-up/drop off area is only an indicative standard and is to be determined on a case by case basis, subject to the Transport Assessment results. The committee report advised that neither TFL nor the LBTH Highways Department objected to the scheme where a taxi area had not been

provided.

- 6.3 Notwithstanding this, and in response to the members concern, an analysis has been undertaken by the applicant to ascertain the possibility of and likely position for a new taxi pick-up/drop off area.
- 6.4 It is proposed that shoppers will exit the supermarket onto the new Gladstone Walk, which runs in an east-west direction along the northern boundary of the site. This position is roughly equidistant between Roman Road to the north and Cardigan Place to the east. With the market making Roman Road inaccessible to cars on 3 days of the week, a taxi-rank position north of Gladstone Place has been discounted. This leaves the north end of Cardigan Road as the most viable location. Anglo and Vernon Road had previously been discounted due to the greater distance from the supermarket and the quieter nature of these streets.
- 6.5 Analysis has been undertaken of the current parking conditions on Cardigan Road. Currently there are double yellow lines located on the western side of Cardigan Road and to the north of Gladstone Walk. Further to this analysis, the applicant has had discussions with the Council's highways department and parking services who have confirmed that the double yellow lines are to remain in place.
- 6.6 Transport for London's Public Carriage Office (PCO) notice 44/06 confirms that Taxi's are permitted to drop-off and pick-up clients on double yellow lines if they do not impede the free flow of traffic or cause a safety hazard. Therefore the length of double yellow lines on the western side of Cardigan Road and north of Gladstone Walk may be used for taxi pickup/ drop-off. Utilising the existing double yellow lines in this location rather than creating a dedicated taxi-bay, will retain flexibility, add no additional parked cars on Cardigan Road and remove the need for further alterations to existing parking controls. The applicants transport consultant has also confirmed that there is adequate space on Cardigan Road for a taxi to turn on days when the market is active and exit south.

#### Affordable housing tenure mix

- 6.7 Members raised concern where the development did not comply with the Council's affordable housing tenure split. This matter was addressed in detail under sections 8.45 to 8.48 of the July committee report.
- 6.8 The July committee report identified that, according to the Council's IPG, a social rented to intermediate housing ratio split of 80:20 for all affordable housing is required. It was also noted that "against London Plan policy 3A.9 affordable housing target, 70% should be social rent and 30% should be intermediate rent".
- 6.9 The scheme was proposing a housing ratio split of 69.1:30.9 rented/ intermediate (by habitable room). The GLA stage 1 report noted that the affordable housing "*tenure mix of the development is acceptable*".
- 6.10 However, in response to the members concerns the applicant has re-examined the affordable housing mix to seek to increase the proportion of units for affordable rent, with a consequential reduction in intermediate ownership provision.
- 6.11 In response to this, whilst the viability of the scheme and current affordable housing offer of 69.1/30.9% is finely balanced, the applicant has adjusted the proposed affordable housing mix to provide a 71/29% split. This has been achieved by switching a three bedroom maisonette in Block E from shared ownership to affordable rent, as shown on the attached schedule below:



		affordable housing						market housing		
		social rented			intermediate			private sale		
Unit size	Total units in scheme	units	%	LDF %	units	%	LDF %	units	%	LDF %
Studio	2			0			0	2	1.5	
1 bed	81	15	37.5	20	7	32	37.5	59	40.5	37.5
2 bed	76	2	5	35	11	50	37.5	63	43	37.5
3 bed	39	13	32.5	30	4	18	25	22	15	25
4 bed	4	4	10	10	0					
5 Bed	6	6	15	5	0					
<b>TOTAL</b>	<b>208</b>	<b>40</b>	<b>100</b>	<b>100</b>	<b>22</b>	<b>100</b>	<b>100</b>	<b>146</b>	<b>100</b>	<b>100</b>

6.12 Since the proposed tenure split is now inline with the London Plan 70/30 target, the provision is considered, on balance, to be acceptable. In this instance, we do not believe that the Council could defend a refusal at appeal where this scheme complies with the London Plan target.

#### 12 to 16 year old child play space provision

6.13 Members raised concern where the development did not provide on-site child play space facilities for 12 to 16 year olds. This matter was addressed in detail under sections 8.80 to 8.88 of the July committee report.

6.14 The applicant originally advised that it was not possible or appropriate to provide onsite provision of outdoor play space for the 12 – 16 year old group. With Victoria Park (located approximately 400 to 500 metres to the north) providing a range of recreational facilities including pitches, tennis courts and a running track, the needs of 12 – 16 year olds were considered to be adequately catered for in the local area. This response was reported to and accepted by the GLA.

6.15 Notwithstanding this, to address members concerns, the planning department has had discussions with the Council's parks department to determine if there are any specific child play space projects within Victoria Park that this development could financially contribute towards.

6.16 The parks department advised that they are proposing to provide a range of play facilities for children and young people within Victoria Park. In particular, they propose to locate new play facilities on the south side of the park near the bridges across the Canal which will provide adventure play facilities for older children, particularly for the 12 to 16 year old age group. In addition, they are intending to provide an adventure play trail to provide fun, challenge and exercise for this age group within the park.

6.17 The parks department has advised that there is a deficiency in appropriate play facilities for this age group and for older children in the north-east part of the Borough at present. As such, S106 funding to build and expand these facilities on the south-east side of Victoria Park is required.

6.18 Given that the viability of the proposed development is finely balanced, the planning department has determined that £50,000 from the previously identified S106 package should be diverted from the proposed Roman Road regeneration contribution towards the

provision of these off-site play spaces. The applicant has agreed to this approach.

- 6.19 The proposal before the members to redistribute contributions towards child play space is considered to comply with both London Plan and Council policies.

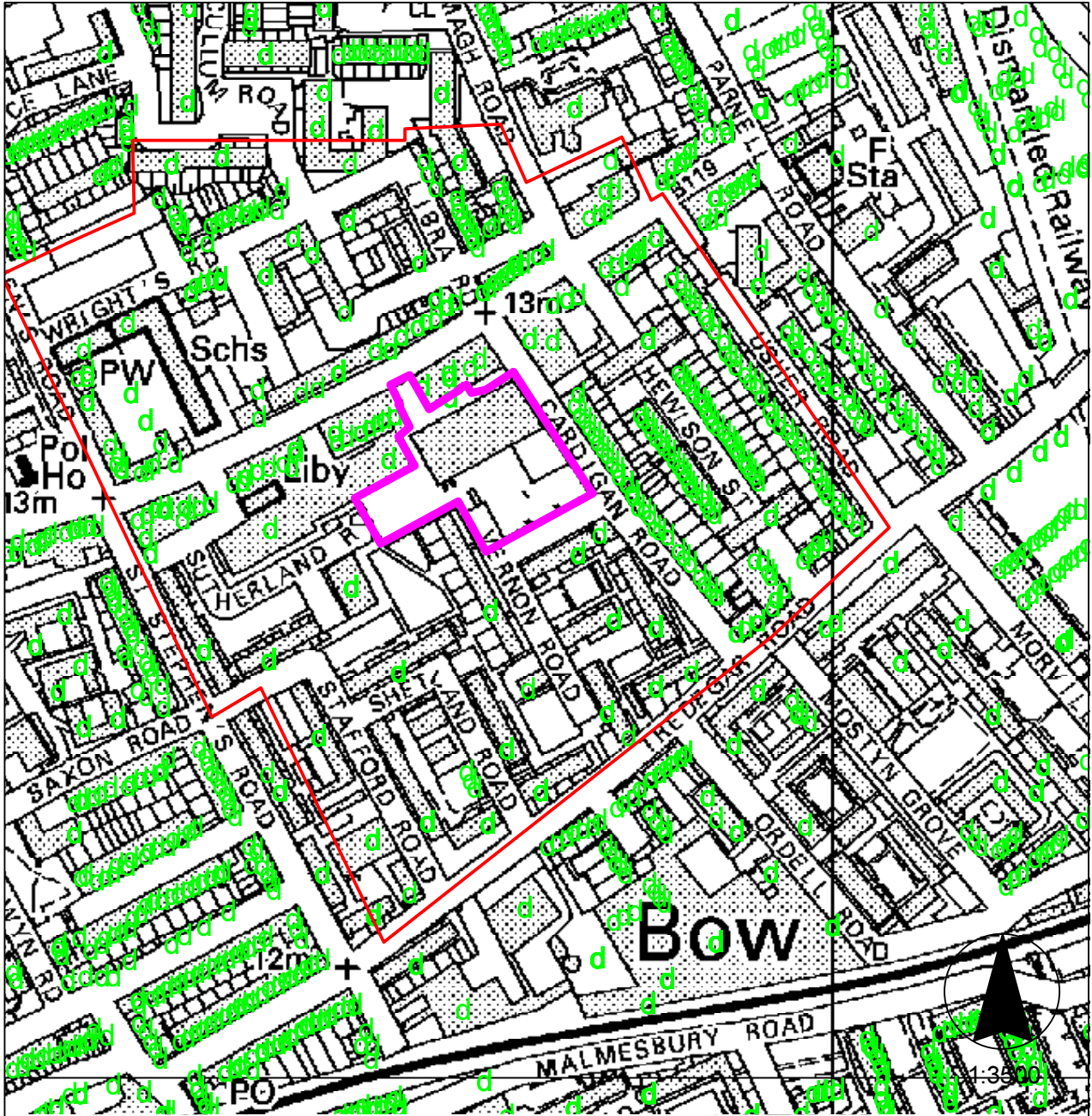
#### Noise issues associated with the proposed service yard

- 6.20 Members were concerned with the potential noise issues associated with the proposed service yard. This matter was addressed in detail under sections 8.127 to 8.132 of the July committee report.
- 6.21 The applicant has advised that service vehicles (maximum size 16.5m articulated) will approach the service bay by driving north up Cardigan Road and turning left into the bay. The service bay doors will open as the lorry makes its approach and be closed once it is inside the service area and before any unloading has commenced.
- 6.22 The specification of the service bay doors will be defined during the detail design process. However, it is proposed that acoustically treated doors such as the Kone Insulated Roller shutter will be used for both service bay doors. As well as reducing acoustic transmittance, the doors have seals designed to dampen the rattling noise commonly associated with roller shutter doors. Unloading will then take place within a fully enclosed and acoustically sealed enclosure.
- 6.23 For operational and safety reasons, access to the public and private car-parks at ground and basement level will be temporarily suspended whilst service vehicles are entering the loading bay. This will encourage service vehicles to promptly enter the service bay and the shutters to be closed before parking can resume.
- 6.24 Once unloading has finished the northern service doors will be opened, allowing vehicles to exit back onto Cardigan Road. On non-market days (Monday, Wednesday, Friday & Sunday) articulated lorries will exit north along Cardigan Road, turning left into Roman Road. Smaller vehicles may chose either to exit north or turn right on exiting the service bay and proceed south down Cardigan Road. On Market days all service vehicles – including articulated vehicles will exit right from the service bay turning to exit south on Cardigan Road. Vehicle tracking diagrams showing how this manoeuvre can be accommodated within the existing constraints of Cardigan Road were included within the transport assessment.
- 6.25 The Noise Impact Assessment submitted with the application contained detailed information regarding the anticipated noise reduction achieved by the proposed enclosed service bay, in contrast to the noise levels that would have occurred with the existing 'open' arrangement. In summary, continuous noise levels associated with unloading activity in the covered service yard will be reduced by 36% in comparison with the current open yard arrangement. Sudden or impact noise (e.g. dropped tailgate etc) will be similarly reduced under the new arrangement.
- 6.26 These figures do not take into account the introduction of specific additional noise reduction measures comprising the acoustic roller shutter described above. It is anticipated that these will enhance noise reduction by a further 20% above the conditions resulting from the operation of the existing service bay in its existing.
- 6.27 As discussed within the July Committee Report, the Council's noise officer examined the applicants Noise Impact Assessment and found it to be acceptable. The scheme will continue to be conditioned to restrict delivery hours and to provide a delivery and service management plan. A s106 agreement to exclude delivery vehicles from the locality of the store until the appropriate delivery times will also continue to apply to this scheme.

## **7.0 Conclusions**

- 7.1 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
- d
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