

Committee: Strategic Development	Date: 9 October 2008	Classification: Unrestricted	Agenda Item No: 6.1
Report of: Corporate Director Development & Renewal		Title: Planning Application for Decision	
Case Officer: Tim Porter		Ref No: PA/08/598	
		Ward(s): Millwall	

1. APPLICATION DETAILS

Location: Newfoundland, Canary Wharf, (Land bounded by Park Place, Westferry Road & Heron Quays Road)

Existing Use: Erection of a 37 storey tower and a part 4/5 storey podium comprising a 150 bedroom Hotel (Class C1) and 78 serviced apartments (Sui Generis), together with ancillary restaurant facilities and servicing and parking areas including a drop off facility; provision of 1,300sqm of retail units (Class A1 to A4) at ground and basement level, a 1,580sqm restaurant (Class A3) at first floor level and 2,310sqm of education and training use (Class D1) at second and part third floor level; construction of basement for retail units (Class A1 to A4) and plant; construction of subterranean pedestrian link to the Jubilee Place retail mall and the Jubilee Line Station; provision of a new publicly accessible open space, dockside walkway and landscaping together with other works incidental to the application.

Drawing Nos: 368-10-001 Rev PL1, 368-10-002 Rev PL1, 368-10-098 Rev PL2, 368-10-100 Rev PL3, 368-10-101 Rev PL2, 368-10-102 Rev PL2, 368-10-103 Rev PL2, 368-10-104 Rev PL1, 368-10-105 Rev PL1, 368-10-106 Rev PL1, 368-10-107 Rev PL1, 368-10-121 Rev PL1, 368-10-122 Rev PL1, 368-10-123 Rev PL1, 368-10-135 Rev PL1, 368-10-137 Rev PL1, 368-10-200 Rev PL2, 368-10-203 Rev PL1, 368-10-300 Rev PL1, 368-10-301 Rev PL1, 368-10-302 Rev PL2, 368-10-303 Rev PL2

- Design and Access Statement (March 2008)
- Planning Statement (March 2008)
- Energy Strategy (April 2008) and Energy Strategy Addendum (July 2008)
- Transport Assessment (March 2008)
- Waste Management Strategy (March 2008)
- Sustainability Statement (March 2008)
- Wind Effects Study (March 2008)
- Visual Impacts Study (March 2008)
- Daylight and Sunlight Report (March 2008)
- Archaeological Desk-based Assessment (March 2008)
- Interim Travel Plan (March 2008)
- Habitat Survey Report (March 2008)
- Flood Risk Assessment (March 2008)
- Hotel and Serviced Apartment Statement (March 2008)
- Statement of Community Involvement (March 2008)
- Environmental Statement (April 2008)
- Environmental Statement Addendum - Volume 6 (May 2008)
- Regulation 19 Response – Volume 7 (June 2008)

Applicant: • Regulation 19 Response – Volume 8 (July 2008)
South Quay Properties Ltd
Owner: Various
Historic Building: Grade I listed dock wall borders the eastern boundary of the site
Conservation Area: N/A

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

- 2.1 The Local Planning Authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the London 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 principle of redevelopment of this currently under-utilised Opportunity Area site for a hotel-led scheme will contribute to the strategic target for new hotel accommodation. It will complement Canary Wharf's role as a leading centre of business activity and in this respect will support London's world city status. The serviced apartments will provide short-term accommodation for the international business sector. The scheme therefore accords with policies 3D.7 and 5C.1 of the London Plan (Consolidated with Alterations since 2004), ART1 and CAZ1 of the Council's Unitary Development Plan 1998, policies CP13 and EE4 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, and policy IOD15 of the Interim Planning Guidance Isle of Dogs Area Action Plan, which seek to develop and support Canary Wharf's role as a leading centre of business activity within London.
- 2.3 • The retail (Class A1), financial and professional services (Class A2), restaurant and café (Class A3) and drinking establishment (Class A4) are acceptable as they will provide for the needs of the development and demand from surrounding uses, and also employment in a suitable location. As such, it is in line with policies 3D.1, 3D.3 and 5C.1 of the London Plan (Consolidated with Alterations since 2004), saved policies DEV1 and DEV3 of the Council's Unitary Development Plan 1998 and policies DEV1 and RT4 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control and policies IOD4 and IOD15 of the Isle of Dogs Area Action Plan (2007) which seek to ensure services are provided that meet the needs of the local community and to promote entertainment, food and drink premises and retail in the Isle of Dogs, specifically within the Northern sub-area and along the docksides.
- 2.4 • The training and education centre (Class D1) is considered to accord with policy 3B.11 of the London Plan (Consolidated with Alterations since 2004), saved policy EMP6 of the UDP (1998) and policies CP7 and CP29 and of the Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to improve employment opportunities available for local people by enhancing the training and skills infrastructure.
- 2.5 • The new public realm will enhance pedestrian access and animate the dock edge in accordance with policies 4B.11, 4C.13 and 4C.23 of the London Plan (Consolidated with Alterations since 2004), policies DEV1 and DEV48 of the Council's Unitary Development Plan 1998 and policies CP30, DEV2, DEV 3, DEV4 and OSN3 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to protect and promote the vitality, attractiveness and historic interest of the docks, and to ensure that the design of waterside developments integrate successfully with the water space.
- 2.6 • The building height, scale, bulk and design is acceptable. The development is therefore

considered to be in line Planning Policy Guidance 15, policies 4B.1, 2, 3, 5, 8, 9, and 10 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 CON5 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to ensure tall buildings are of a high quality design and suitably located whilst also seeking to protect and enhance regional and locally important views.

- 2.7 • The proposed development will not have a detrimental impact upon the Grade I listed dock wall and would enhance the historic character and importance, subject to conditions regarding construction methods. As such, the scheme is in line with and policies 4B.11 and 4B.12 of the London Plan (Consolidated with Alterations since 2004) and policy CON1 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to protect listed buildings and structures within the Borough and London respectively.
- 2.8 • 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.
- 2.9 • 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 DEV17, 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 and to promote sustainable transport options.
- 2.10 • Contributions have been secured towards the provision of social and community infrastructure; tourism facilities, public transport improvements; open space and public realm; Thames path and cycle route improvements, and access to employment for local people 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 (October 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 London Mayor**

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

Financial Contributions

- a) A financial contribution of **£144,449** towards open space improvements. This will fund improvements to the visitor/tourist facilities at Island Gardens for:
- A high quality design cafe/visitor centre/ranger base; and
 - Associated managed public toilets;
- b) Provide a contribution of **£50,000** for public realm improvements within the surrounding area;
- c) Provide a contribution of **£200,000** towards social and community facilities. In line with similar developments elsewhere within the Canary Wharf estate, the projects/improvements are defined under specific headings within the S106

agreement, these being:

- i. Isle of Dogs Community Foundation (£150,000); and
 - ii. Tourism projects (£50,000);
- d) Provide a contribution of **£20,000** towards on-site Docklands Light Railway (DLR) daisy boards;
 - e) A financial contribution of **£100,000** towards cycle route improvements within the surrounding area;
 - f) A financial contribution of **£50,000** towards access improvements to the Thames Path;
 - g) A financial contribution of **£50,000** towards access improvements to the Canary Wharf pier, including improved signage;
 - h) Provide **£144,000** towards TfL Buses improvements; and
 - i) Provide **£356,835** towards Employment and Training.

(Total s106 contribution of **£1,115,284**)

Non-Financial Contributions

- j) TV Reception - mitigation of any impacts on TV Reception;
- k) Publicly Accessible Open Space and Walkways - Maintenance of new publicly accessible open space within the development together with unrestricted public access;
- l) Code of Construction Practice - To mitigate against environmental impacts of construction;
- m) Access to employment - To promote employment of local people during and post construction; and
- n) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal.

3.2 That the Corporate Director Development & Renewal is delegated authority to negotiate the legal agreement indicated above.

3.3 That the Corporate Director Development & Renewal is delegated authority to issue the planning permission and impose conditions [and informatives] to secure the following matters:

Conditions

- 1) Time Limit (3 years);
- 2) Particular details of the development:
 - All external materials, including 1:10 scale details for cladding with sample mock-up of the top and ground floor level of the building, glazing, stone cladding, PV's and coloured glass louvered panels;
 - All hard and soft landscaping, including details of brown/green roofs, the installation of bird boxes and bat boxes, and terrestrial habitat creation/enhancements at ground level (including the use of native nectar rich shrubs and trees), planting, finishes, levels, walls, fences, gates and railings, screens/ canopies, entrances, seating and litter bins;
 - External lighting and security measures, including CCTV; and
 - Details of cycle parking location and design.
- 3) Landscape Management Plan;
- 4) Hours of construction
- 5) Hours of operation of A1 - A4 units;
- 6) Details of location and design of extraction fume vents from the A3 uses;
- 7) Noise control limits;
- 8) Vibration limits;
- 9) Environmental Construction Management Plan, including but not limited to, feasibility

study and details for use of the river to transport construction material to and waste material from the site during construction, a monitoring protocol for bats and black redstarts, impact on dock wall and mitigation, surface water run-off, construction traffic, air quality, noise etc;

- 10) Land contamination assessment (including water pollution potential);
- 11) Green Travel Plan;
- 12) Serviced Apartments Management Plan, ensuring the apartments are managed as short term accommodation for a period no longer than 90 days;
- 13) Service Management Plan;
- 14) A minimum of 10% of the hotel rooms and serviced apartments shall be designed to be wheelchair accessible.
- 15) Risk Assessment, Method Statement and details of mitigation measures, including structural reports and foundation details, to ensure that the Grade 1 listed dock wall (including the structure concealed in the ground behind the face of wall) is unaffected (in consultation with English Heritage);
- 16) Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water (in consultation with British Waterways);
- 17) Details of storage facilities for oils, fuels and chemicals required to prevent pollution of the water environment;
- 18) No solid matter shall be stored within 10 metres of the banks of the docks;
- 19) Programme of archaeological work required (in consultation with English Heritage);
- 20) Full particulars of the following:
 - Surface/ foul water drainage plans/ works; and
 - Surface water control measures.
- 21) Full particulars of the energy efficiency measures and technologies are required to ensure that the final carbon reductions identified in the Energy Strategy Addendum (July 2008) is achieved (in consultation with the GLA);
- 22) Full particulars of the sustainable design and construction strategy to be submitted;
- 23) Full particulars of the dock side foot path to ensure the levels connect with the adjoining footpath to the north.
- 24) Details of the highway works surrounding the site; and
- 25) Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal.

Informatives

- 1) Section 106 agreement required;
- 2) Section 278 agreement required;
- 3) Contact Thames Water;
- 4) Contact London City Airport regarding cranes and aircraft obstacle lighting;
- 5) Contact LBTH Building Control;
- 6) Contact British Waterways;
- 7) English Heritage advice;
- 8) Environmental Health advice;
- 9) London Underground advice;
- 10) Environment Agency Advice;
- 11) Compliance with Code of Construction Practice;
- 12) Contact London Fire & Emergency Planning Authority; and
- 13) Any other informative(s) considered necessary by the Corporate Director Development & Renewal

3.4 That, if within 3-months of the date of this committee decision the legal agreement has not been completed, the Corporate Director Development & Renewal is delegated authority 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 28th August 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 28th August 2008 meeting. Further, attached as **Appendix 3**, is a copy of the Strategic Development Committee minutes of the 28th August 2008 meeting.
- 4.2 At its meeting, the Strategic Development Committee was concerned that the recommended financial contributions were insufficient in both extent and amount, having regard to the size and location of the proposed development. In particular, members argued that, in the light of the proposed inclusion of 78 serviced apartments within the scheme, the developer should be required to make financial contributions towards local health and education provision. The Committee resolved to defer its determination of the planning application for the purpose of taking Counsel's opinion and, if appropriate, to seek to negotiate additional financial contributions.
- 4.3 In response to the concerns raised by the committee members, the Planning Department has sought to provide a response to the following questions to assist the members in making a decision on the deferred matters:
1. Is the current level of financial contribution proposed to be secured by way of planning obligation for the Newfoundland Scheme appropriate and lawful?
 2. Do the serviced apartments create impacts which may not have been identified and which may justify additional financial contributions, such as towards health and education provision?
 3. Is there any justification for seeking additional financial contributions in respect of the Newfoundland Scheme and, if so, on what basis?
- 4.4 In addition to the deferred matters, the applicant has submitted minor amendments to the planning application, which has been addressed in detail under section 6 of this report.

5.0 PLANNING ADVICE

Question 1

- 5.1 It is helpful to begin by summarising the legal and policy framework which sets the context for considering this question. The starting point is plainly section 106(1) of the Town and Country Planning Act (TCPA) which states (insofar as relevant for present purposes) that:

Any person interested in land in the area of a local planning authority may, by agreement or otherwise, enter into an obligation (referred to in this section and sections 106A and 106B as "a planning obligation")...-

....

(d) requiring a sum or sums to be paid to the authority on a specified date or dates or periodically.

- 5.2 The government's current policy on the proper use of planning obligations for the purpose of development control is found in Circular 05/05 'Planning Obligations'. The policy is summarily expressed in paragraph B3 of Annex B of the circular:

Planning obligations (or "s106 agreements") are private agreements negotiated, usually in the context of planning applications, between local planning authorities and persons with an interest in a piece of land (or "developers"), and intended to make acceptable

development which would otherwise be unacceptable in planning terms... For example, planning obligations might be used to prescribe the nature of a development (e.g. by requiring that a given proportion of housing is affordable); or to secure a contribution from a developer to compensate for loss or damage created by a development (e.g. loss of open space); or to mitigate a development's impact (e.g. through increased public transport provision). The outcome of all three of these uses of planning obligations should be that the proposed development concerned is made to accord with published local, regional or national policies.

5.3 Paragraph B4 states:

...There are no hard and fast rules about the size or type of development that should attract obligations.

5.4 Paragraph B5 then states 5 key tests which, as a matter of policy, must be met by any local planning authority in seeking planning obligations:

A planning obligation must be:

- I. relevant to planning;*
- II. necessary to make the proposed development acceptable in planning terms;*
- III. directly related to the proposed development;*
- IV. fairly and reasonably related in scale and kind to the proposed development; and*
- V. reasonable in all other respects.*

5.5 Paragraph B6 states that:

The use of planning obligations must be governed by the fundamental principle that planning permission may not be bought or sold.

5.6 Policy DEV4 of the Council's Unitary Development Plan 1998 states:

The Local Planning Authority will seek to enter into planning obligations as appropriate with developers and landowners which are reasonably related to the scale and nature of proposed development and are necessary for a development to proceed.

5.7 This policy (along with Policy 6A.5 of the London Plan) neatly encapsulates the fundamental requirements of government policy in Circular 05/05 that a planning obligation must:

1. be shown to be necessary in order to overcome some otherwise objectionable aspect of the proposed development which is the subject of the planning application; and
2. contribute no more than is reasonably necessary for that purpose.

5.8 Both the reasoned justification for Policy DEV4 in the UDP and policy IMP1 in the Council's Interim Planning Guidance provide more detailed guidance for developers and others both on the range of subject matter for which planning obligations may be sought, as appropriate in relation to any given development, and the Council's arrangements for securing and implementing planning obligations. These matters, however, do not affect the fundamental policy on the proper approach to the use of and justification for planning obligations in the control of development, which at both national, regional and local level is essentially as stated in the passages from Circular 05/05 to which was referred to above.

5.9 Turning to the Newfoundland scheme, it is considered by senior officers that:

"The case officer has followed the proper approach to the question whether and, if so,

to what extent financial contributions by way of planning obligations are required in connection with the proposed development. He has been guided by the policy set out in Circular 05/05, UDP Policy DEV4 and interim policy IMP1 and this is a view shared by Counsel.

Question 2

- 5.10 It was noted in the 28th August 2008 committee report that the grant of planning permission for the Newfoundland Scheme would be subject to a condition limiting any single occupation of a serviced apartment to a maximum of 90 days. Serviced apartments are well-established for planning purposes as a form of short-term visitor accommodation which is quite distinct in its character and impact from ordinary residential stock. It is understood that the demand for the 78 units of serviced apartments in the present scheme is likely to come from business tourists and actual or potential new recruits to businesses based in Canary Wharf, whilst they seek permanent housing.
- 5.11 A planning obligation must be justified as being both necessary and reasonably related in both scale and kind to the actual scheme of development which is proposed under the planning application in question. That being the required approach, officers are unable to see any defensible basis upon which the Council is able to justify requiring the developer of the Newfoundland Scheme to make a financial contribution either towards education or health provision in the local area.
- 5.12 With respect to education, an argument that occupation of these serviced apartments as envisaged and within the limits set by the proposed conditions is likely to make any significant demand on education services within the Borough is considered unreasonable. The Council would need to be able to produce convincing evidence to demonstrate that such demand would be likely to result from the presence and use of these apartments. However, the Council's Education Department made no request for such contribution. In the absence of such request, a refusal to grant planning permission unless such a financial contribution was forthcoming would be very difficult to sustain.
- 5.13 There is perhaps a slightly greater prospect that occupiers of the serviced apartments may call on local health services but again, in accordance with above mentioned policy, the Council would need to be able to produce convincing evidence to demonstrate that such demand would be likely to result from the presence and use of these apartments. It must be noted that, in consideration of recently approved Hotel and Serviced Apartment developments within the Borough, no contribution towards health facilities was requested.
- 5.14 There appears to be no sustainable basis for arguing that any demands future occupiers of these serviced apartments may make on the NHS would be likely to be of such a degree as to justify the need for the developer to contribute by way of planning obligation towards the cost of health service provision in the area.
- 5.15 More generally, the Committee appeared to be concerned at the apparent imbalance between the size of the recommended financial contribution for the Newfoundland Scheme and the far larger sum required in relation to the office scheme at 1 Park Place to the north of the site, which was also considered at the 28th August 2008 Committee. In relation to this proposed development, the recommended financial contributions to be secured by way of planning obligations amounted in total to some £11.75M. The Committee resolved to grant planning permission on that basis.
- 5.16 However, on a comparative analysis of the 2 schemes (in accordance with the proper approach to the use of planning obligations in the development control process), there is no such imbalance. The difference in the level of financial contribution required of each scheme results from and reflects the differing nature of the development proposed under each scheme.

- 5.17 1 Park Place is an office development. About £10.7M of the £11.7M required contribution relates to two elements, the provision of off-site affordable housing and specified public transport infrastructure, which are justified under relevant London Plan policies and to accommodate the impact of that scheme, but which simply do not arise in relation to the Newfoundland Scheme.
- 5.18 The Committee may also be concerned that the relatively modest sum required in respect of the Newfoundland Scheme risks setting an unfortunate precedent which developers in the area may seek to rely upon to justify reduced levels of contribution in relation to future schemes. However, it must be noted where the development is located within the Canary Wharf Estate, the scheme represents a unique use class in an area where the predominant form of commercial development is office and retail development. Negotiations about the required financial contributions in relation to such schemes are unlikely to be informed by those which are merited in respect of a hotel and serviced apartment block.
- 5.19 More generally, central to the proper approach to the use of planning obligations is the need to focus on the impact and characteristics of the proposed development. It follows that, an argument that the financial contribution required for a particular development should be based upon a rate or tariff derived from earlier schemes will only carry weight where it can be demonstrated that those schemes are comparable. For that reason, in this case one would tend to look to the financial contributions which have been required by way of planning obligation on the grant of planning permission for hotel or serviced apartment schemes, rather than for office use (and vice versa).

Question 3

- 5.20 In considering if there was any justification for seeking additional financial contributions in respect of the Newfoundland Scheme, officer advise is that the Council would be justified in seeking additional sums in respect of cycle route improvements, access improvements to Canary Wharf Pier and towards social and community facilities. Subject to that, in the light of the principles of law and policy it is officers opinion that the financial contributions which the case officer has advised should be required in connection with the Newfoundland Scheme are both lawful and appropriate. In officers view, they are both justified and defensible as being necessary in order to enable the proposed development to proceed; and fairly and reasonably related in scale and kind to that development.
- 5.21 The case for seeking an increase for cycle route improvements and access improvements to the Canary Wharf Pier to the west of the site (in line with Council's request previously rejected by the developer), is appropriate where it is considered that the developer has underestimated the degree to which clients of the hotel and serviced apartments are likely to use these facilities and the associated impacts. Both the improvement of the local cycle network and of the Pier are likely to be of direct benefit to the development and its clientele and well related in scale and kind to the proposed scheme.
- 5.22 Officers consider Council would be able to justify seeking a further contribution of £50,000 in respect of each of these matters. Additionally, regarding the contribution towards social and community facilities, given the scale of the Newfoundland Scheme, an increase in the sum proposed under this head seems to be justifiable. As such, an appropriate contribution is considered to be £100,000.
- 5.23 Otherwise, there appears to be no justification for seeking additional funding to that proposed by the planning officer in his report to the Committee
- 5.24 In response, the developer has agreed to contribute an additional £200,000 towards the following heads in line with Counsel advice:

- An additional financial contribution of **£50,000** towards cycle route improvements within the surrounding area;
- A financial contribution of **£50,000** towards access improvements to the Canary Wharf Pier, including improved signage; and
- An additional financial contribution of **£100,000** towards the Isle of Dogs Community Foundation.

5.25 The total financial contribution will therefore increase from £915,284 to £1,115,284.

6.0 AMENDMENTS

6.1 The applicant has submitted seven additional plans to supersede the associated drawings considered by the Strategic Development Committee on the 28th August 2008.

6.2 The substitution is required to facilitate the development of a pedestrian bridge to link the Newfoundland building with Riverside South, which is currently under pre-application discussions with the Council. The pedestrian bridge will be the subject of a separate planning application, which is to be submitted next month.

6.3 The substitute drawings do not materially alter the scheme described in the planning application or materially alter the floor areas previously proposed, but provide a potential landing point for the bridge at the Newfoundland building. They don't prejudice the bridge proposal, as the amendments have been designed to work with or without a bridge. This substitution also addresses internal amendments that are necessary so that should the bridge be built pedestrians from the Riverside site can easily and efficiently access the subterranean pedestrian link to the Jubilee Place Retail Mall and the Jubilee Line Station, as proposed within the Newfoundland application. The only external change proposed is to the west elevation where masonry in the south west corner of the building is to be replaced by glazing.

6.4 The substitute drawings to form part of the application are as follows:

<i>Drawing Title</i>	<i>Drawing reference</i>	<i>Drawing Revision</i>	<i>Drawing Amendment</i>
Level -02 Plan (Basement)	368-10-098	Rev PL2	Relocation of escalators, lifts to ground floor and fire escape core. Reconfiguration of plant area reconfigured. Retail accommodation revised, but with no change in retail area;
Level 00 Plan (Ground)	368-10-100	Rev PL3	Relocation of escalators, lifts from basement and to first floor and fire escape core. Introduction of additional Class D1 entrance from dockside walkway and Class D1 core relocated. Café area relocated to southern side of building (with no change in retail area). Glazing to café unit increased to improve street animation. Reconfiguration of hotel lobby area. Revised entrance locations to suit new layout;
Level 01 Plan	368-10-101	Rev PL2	Escalator and lifts from ground floor relocated to suit potential bridge link. Class D1 core relocated to suit new layout;
Level 02 Plan	368-10-102	Rev PL2	Class D1 core relocated to suit new layout, but no change in Class D1 area;
Level 03 Plan	368-10-103	Rev PL2	Class D1 core and toilet block relocated to suit new layout, but no change in Class D1 area;
Section AA	368-10-200	Rev PL2	Escalators repositioned to suit new layout;
West Elevation	368-10-303	Rev PL2	Masonry to south-west corner replaced with glazing to café unit at ground floor to improve street animation.
East Elevation	368-10-302	Rev PL2	Relocation of doors. External elevation maintains

			glazing.
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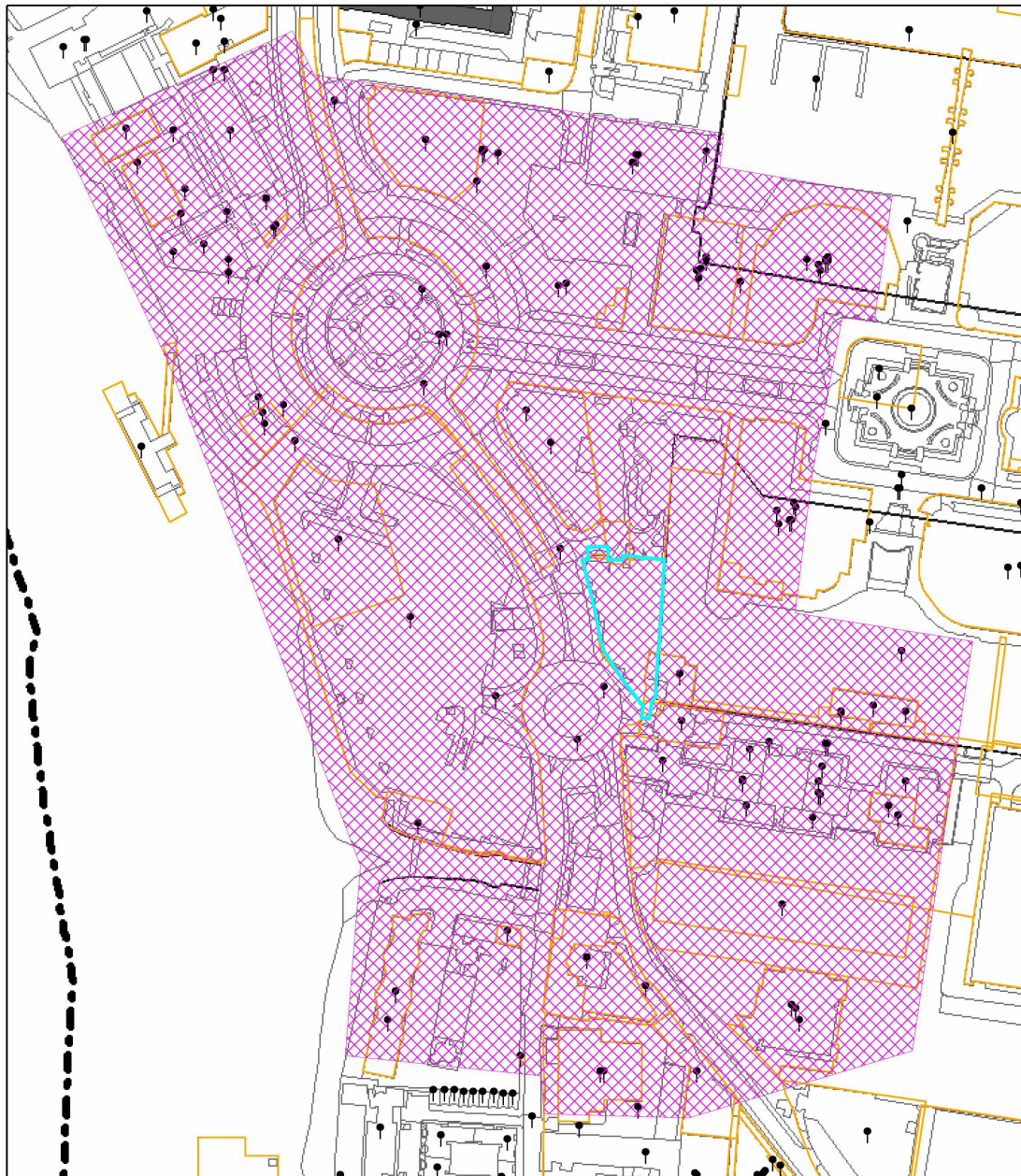
6.5 The following drawings, which were previously presented to the members have therefore been superseded and no longer should be considered as part of this application: 368-10-098revPL1; 368-10-100revPL2; 368-10-101revPL1; 368-10-102revPL1, 368-10-103revPL1, 368-10-200revPL1; 368-10-302revPL1; 368-10-303revPL1

6.6 The substitute drawings reflect these proposed minor amendments, but in all other respects the design is the same as outlined in the plans as previously presented to the members.

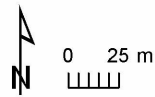
7.0 CONCLUSIONS

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.

Planning Application Site Map



-  Planning Application Site Boundary
-  Other Planning Applications
-  Consultation Area
-  Land Parcel Address Point



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 Stationary Office (c) Crown Copyright. London Borough of Tower Hamlets LA086568

Newfoundland, Canary Wharf, London