

Committee: Strategic Development	Date: 9 th October 2008	Classification: Unrestricted	Agenda Item No: 7.4
Report of: Corporate Director Development & Renewal		Title: Planning Application for Decision	
Case Officer: Tim Porter		Ref No: PA/08/1215 and PA/08/1217 (Duplicate Application) & PA/08/1218 and PA/08/1238 (Duplicate Application LBA)	
		Ward(s): Blackwall and Cubitt Town	

1. APPLICATION DETAILS

Location: Wood Wharf, Preston's Road, London

Existing Use: Primarily light industrial, office and warehouse units. Also residential, indoor sporting facilities and a nursery.

Proposal: PA/08/1215 and PA/08/1217(Duplicate Application)

Hybrid application for comprehensive mixed-use redevelopment of Wood Wharf comprising:

1) Outline Application (all matters reserved, save for access & layout)

- Demolition of dwellings at Lovegrove Walk;
- Commercial floorspace (B1), up to 1668 residential units (C3), and hotel (C1) contained in fourteen buildings;
- Retail (A1), financial services (A2), restaurants & cafes (A3), drinking establishments (A4) and takeaway establishments (A5);
- Leisure & community uses (D1 & D2);
- Associated infrastructure, including the creation of structures in Blackwall Basin and South Dock;
- Principles of landscaping and public realm;
- Means of access;
- Bridge links;
- Car, motorcycle and bicycle parking spaces, servicing; and
- Electricity substation.

2) Full Application

- Creation of canal and other engineering infrastructure.

PA/08/1218 and PA/08/1238 (Duplicate Application LBA)

Partial demolition of a small section of the southern dock wall to Blackwall Basin, for the creation of a new canal between South Dock and Blackwall Basin, and the introduction of piled foundations to anchor structures within the Basin, and other associated works as part of a comprehensive mixed use redevelopment of Wood Wharf.

Drawing No's:

- Details of Layout Drawings

RSHP_A_PMP_X_P_X_1300 (Contextual Layout Plan)
RSHP_A_PMP_X_P_00_1304 (Upper Ground Level)

RSHP_A_PMP_X_P_B0_1305 (Lower Ground Level)
RSHP_A_PMP_X_P_B1_1306 (Basement Level B1)
RSHP_A_PMP_X_P_B2_1307 (Basement Level B2)
RSHP_A_PMP_X_P_00_1309 (Open Space Upper Ground Level)
RSHP_A_PMP_X_P_B0_1310 (Open Space Lower Ground Level)
RSHP_A_PMP_X_P_B3_1311 (Basement Level B3)
RSHP_A_PMP_X_P_00_1314 (Routes Plan – Upper Ground Level)
RSHP_A_PMP_X_P_B0_1315 (Routes Plan – Lower Ground Level)

- Details of Access Drawings

6400/AR/001 Access Details – Upper Ground Level
6400/AR/002 Access Details – Upper Ground Level (Cartier Circle)
6400/AR/003 Access Details – Upper Ground Level (Cartier Circle Layout)
6400/AR/004 Access Details – Upper Ground Level (Wood Wharf Square)
6400/AR/005 Access Details – Lower Ground Level
6400/AR/006 Access Details – Lower Ground Level (Preston's Road Access)
6400/AR/007 Access Details – Lower Ground Level (Preston's Road Access Layout)
6400/AR/008 Access Details – Lower Ground Level (Montgomery Street Access)
6400/AR/009 Access Details – Lower Ground Level (Montgomery Street Access Layout)
6400/AR/0010 Access Details – Basement Level B1
6400/AR/0011 Access Details – Basement Level B2
6400/AR/0012 Access Details – Basement Level B3

- Details of Canal and other engineering infrastructure drawings

118236-03-101 Issue AA Proposed Canal Layout Plan
118236-03-102 Issue AA Typical Canal Sections
118236-03-103 Issue AA W18 Bridge over Canal
118236-03-104 Issue AA W19 Bridge over Canal
118236-03-105 Issue AA W20 Bridge over Canal
118236-03-106 Issue AA Details of Canal Walls over the Utilities Drop Chamber
118236-03-107 Issue AA Southern Canal Entrance
118236-03-108 Issue AA Northern Canal Entrance
118236-03-109 Issue AA Community Park Canal Beach
118236-03-110 Issue AA Canal Capping Details
118236-03-111 Issue AA Illustrative Utilities Chamber Details
118236-03-112 Issue AA Illustrative Attenuation Tank
118236-03-101 Issue AA Eco-Island Details

- Listed Building Consent drawings

01.101 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 1
01.102 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 2
01.103 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 3
01.104 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 4
01.105 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 5
01.106 (Rev. B) Listed Dock Edge Plan as Existing – Sheet 6
01.200 (Rev. C) Site Location Plan as Proposed
01.201 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 1

01.202 (Rev. C) Listed Dock Edge Plan as Proposed – Sheet 2
01.203 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 3
01.204 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 4
01.205 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 5
01.206 (Rev. B) Listed Dock Edge Plan as Proposed – Sheet 6
01.208 (Rev. C) Listed Dock Edge Details – Sheet 1
01.209 (Rev. B) Listed Dock Edge Details – Sheet 2
01.211 (Rev. B) Listed Dock Edge Elevations – Sheet 1
01.212 (Rev. B) Listed Dock Edge Elevations – Sheet 2
01.100 (Rev. B) Site Location Plan as Existing

- Details of Layout document
- Details of Access document
- Details of Scale Parameters document
- Details of Canal and other engineering infrastructure document
- Planning Statement
- Design and Access Statement/Accessibility Strategy
- Design Guidelines Rev. A
- Environmental Statement
- Environmental Statement clarification matters
- Environmental Statement Regulation 19 Response – Sunlight/daylight
- Public Realm Context
- Water Space and Public Realm Strategy
- Transport Assessment (including additional justification for the number of car parking spaces; further information on the capacity assessments for the Preston's Road/Aspen Way roundabout and the Aspen Way/Upper Bank Street junction; an extension to the PERS audit in the vicinity of Wood Wharf to cover routes to local facilities including retail, education and public transport facilities; an audit of the bus stop facilities in the vicinity of the site)
- Travel Plan Framework
- Construction Strategy incorporating Code of Construction Practice
- Housing Statement
- Statement of Community Involvement
- Sustainability Statement
- Energy Strategy
- Daylight and Sunlight Assessment, including additional Internal Daylight Assessment
- Estate Management Strategy
- Regeneration and Sustainability Statement
- Cultural Heritage Report
- Retail Impact Assessment
- Aircraft Risk Assessment
- Noise Assessment
- Waste Strategy
- Tree Survey
- Dock Wall Survey
- Statement of Developers Contributions

Applicant: Wood Wharf (General Partner) Limited (WWP), which comprises a partnership of British Waterways, the Canary Wharf Group and Ballymore Properties Limited.

Owner: Various (Certificate C ownership certificate submitted)

- Historic Building:**
- Grade I listed Blackwall Basin
 - Grade I listed West India Export Dock (East Quay)

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) (London Plan), saved policies within the London Borough of Tower Hamlets Unitary Development Plan 1998 (Unitary Development Plan), Wood Wharf Masterplan Supplementary Planning Guidance (2003) (WWSPG), the Council's Interim Planning Guidance (2007): Core Strategy and Development Control and the Isle of Dogs Area Action Plan, and Government Planning Policy Guidance and other material considerations and has found that:

- The site is an appropriate location to secure the comprehensive redevelopment of a brownfield site within an identified Opportunity Area for a major mixed-use sustainable development of a scale and quality commensurate with Canary Wharf in accordance with Policies 3B.3, 3D.1, 5G.2 and 5G.3 of the London Plan, policy DEV3 of the Unitary Development Plan 1998, the WWSPG and policy IOD17 of the Interim Planning Guidance Isle of Dogs Area Action Plan Submission Document which seek to provide for a mix of uses.
- The proposal seeks to create a sustainable urban quarter comprising a new residential and working communities, supported by a quality environment which brings these two aspects together as a sustainable extension of the Isle of Dogs community in accordance with the WWSPG, policies CP1, CP2 and CP46 of the Council's Interim Planning Guidance, policy IOD1 of the Interim Planning Guidance Isle of Dogs Area Action Plan submission Document, PPS1 and PPS3, which require all new developments to contribute to creating and maintaining sustainable communities where people want to live, work and visit.
- The scheme will consolidate the northern part of the Isle of Dogs as an important global financial and legal centre, whilst also facilitating locally-based employment, training and local labour opportunities for the local community. The scheme therefore accords with policy 3B.11, 5C.1 and 5G.2 of the London Plan, policies EMP1 and CAZ1 of the Unitary Development Plan (1998), the WWSPG, policies CP7 and CP8 of the Council's Interim Planning Guidance (October 2007), which seek to develop London's regional, national and international role whilst safeguarding and enhancing the number and range of jobs available for local residents.
- The hotel use will help support the northern part of Isle of Dogs role as a leading centre of business activity, and in this respect will support London's world city status in accordance with policies 3D.7 and 5C.1 of the London Plan, ART7 and CAZ1 of the Unitary Development Plan 1998, the WWSPG, policies CP13 of the Council's Interim Planning Guidance (2007) and policy IOD15 of the Interim Planning Guidance Isle of Dogs Area Action Plan Submission Document.
- The provision of retail (A1), financial services (A2), restaurants & cafes (A3), drinking establishments (A4) and takeaway establishments (A5) and the social and community facilities (D1 and D2) are acceptable in line with policies 3D.1, 3D.3 and 5C.1 of the London Plan, policies DEV1 and DEV3, EMP6, SCF2 and SCF12 of the Unitary Development Plan 1998 and policies CP15, CP16, CP27, RT4 and RT5 of the Council's Interim Planning Guidance and policy IOD3 and IOD15 of Interim Planning

Guidance Isle of Dogs Area Action Plan Submission Document and PPS6 which seek to protect and enhance the major town centre status of the area, promoting a complementary mix of uses, that achieves the right balance that will help to maximise choice and accessibility to all goods and services for all users.

- The proposed location of the residential uses within the Isle of Dogs Major Centre in this instance will not have a detrimental impact upon the global financial role of the northern part of the Isle of Dogs in accordance with 3D.1 of the London Plan and PPS3 which seek to place housing in locations which offer a range of community facilities with good access to jobs, key services and infrastructure.
- The proposal provides an acceptable amount of affordable housing, mix of units and overall quality accommodation across the site in line with policies 3A.1, 3A.2, 3A.3, 3A.5, 3A.6 3A.9 and 3A.10 of the London Plan, policy DEV1, DEV2 and HSG7 of the Unitary Development Plan, the WWSPG, and policies CP21, CP22, DEV1, DEV2, DEV3, DEV4, HSG2, HSG3, HSG4 and HSG7 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to ensure that new developments offer a mix of housing sizes and types that are of the highest quality standards, whilst taking into account the housing requirements of different groups.
- The proposal is in line with the Mayor and Council's policy which seek to maximise the development potential of sites. The density of the scheme is considered appropriate for this opportunity area, where it is not considered to result in unacceptable impacts commonly associated with overdeveloped sites, in line with policy 3A.3, 3A.18 and 5C.3 of the London Plan, policies DEV1 and DEV2 of the Unitary Development Plan, the WWSPG, and policies CP5, the and policies HSG1, DEV1 and DEV2 of Council's Interim Planning Guidance (2007): Core Strategy and Development |Control, which seek to ensure development proposals achieve the maximum intensity of use that is compatible with the local context, good design principles and all infrastructure.
- The development will provides new public realm, public open space, child play space and enhanced pedestrian linkages through the site as appropriate in accordance with policies 3A.18 and 4B.1 of the London Plan, policies ST37, DEV1, DEV12, HSG16, T18 and OS9 of the 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 and PPS3 which seek to improve amenity and liveability for residents whilst creating a more attractive environment for those who live and work here.
- The proposed layout and access of the development, including the indicative building envelopes (such as height, scale, bulk and general design intent) is considered to be acceptable in accordance with policies 4B.1, 2, 3, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18; 4C.3, 6, 10, 11, 14, 20, 21, 23 and 3D.13 of the London Plan, policies DEV1, and DEV2 of the Unitary Development Plan 1998, the WWSPG, and policies CP48, CP50, DEV1, DEV2, DEV3, DEV, DEV 27, CON 1, CON2, CON3 and CON4 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control and Planning Policy Guidance 15, which seek to ensure buildings are of a high quality design and suitably located.
- The development would form a positive addition to London's skyline, without causing unacceptable harm to local or long distant views in accordance policies 4B.1, 4B.2, 4B.8, 4B.9, 4B.10, 4B.16, and 4B.18 of the London Plan, policies DEV1 of the Unitary Development Plan 1998, the WWSPG, policies CP48, CP50, DEV2, DEV27, CON3 and CON5 of the Interim Planning Guidance (2007): Core Strategy and Development Control and PPG15 which seek to ensure tall buildings are appropriately located and of a high standard of design whilst also seeking to protect and enhance important views.

- The safety and security of the scheme is acceptable in accordance with policy DEV1 of the 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.
- 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, policies DEV1 and DEV48 of the 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.
- 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 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.
- The development has adequately considered the cumulative impact upon the surrounding public transport network, in line with policy 3C.1, 3C.2, 3C.12, of the London Plan, policies T13 of the Unitary Development Plan 1998, the WWSPG, and policies CP41 Council's Interim Planning Guidance (2007): Core Strategy and Development Control, and IOD2 of the Isle of Dogs Area Action Plan, which seek to ensure there are no detrimental impacts upon the public transport network.
- Transport matters, including parking, access and servicing, are acceptable and in line with policy 3C.23 of the London Plan, policies T16, T18 and T19 of the 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 impacts upon the highway.
- Sustainability matters, including energy, are acceptable and in line with policies 4A.3 to 4A.7 of the London Plan 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.
- Contributions have been secured towards the provision of affordable housing, education, employment and training, community facilities, public transport, Crossrail, local highway network, improvements to connectivity and integration, leisure facilities, public open space improvements, social and community projects, car free agreement, health and development monitoring in line with Government Circular 05/05, policy DEV4 of the Unitary Development Plan 1998 and policy IMP1 of the Council's Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to secure contributions toward infrastructure and services required to mitigate the impact of the proposed development.
- The proposed canal and other engineering infrastructure will provide increased waterspace, water-based recreation and entertainment opportunities in accordance with 4C.11, 4C.14, 4C.21, 4A.4, 4B.1. 4B.11, 4B.12, 4B.15 of the London plan, DEV1, DEV37, DEV46 of the Unitary Development Plan 1998, the WWSPG, CP36, OSN3, CON1 and Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to provide promote the enhancement of the waterspace
- The development has appropriately considered its potential impact upon surrounding

conservation areas, archaeology assets, listed buildings, dock cranes and world heritage sites in accordance with policies 4B.10, 4B.11, 4B.12, 4B.14 and 4B.15 of the London Plan, policies DEV1, DEV37, DEV43, DEV44 of the Unitary Development Plan and CP48, CP50, CON1 to CON5 Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to minimise any impact upon London's Historic assets.

- Listed building consent application is considered to be acceptable in accordance with 4B.11, 4B.12, 4B.15 of the London Plan, policies DEV1, DEV37, DEV43, DEV44 of the Unitary Development Plan and CP48 and CON1 Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to minimise any impact upon London's Listed Buildings. The listed building consent shall not be issued until planning permission is granted.
- Vehicular, cycle and pedestrian routes to and through the site shall be secured to ensure equal and inclusive environments are maintained in accordance with policy 3C.1, 4B.1, 4B.5 of the London Plan, policy DEV1 of the Unitary Development Plan, the WWSPG, and policies CP2, CP46, DEV2, DEV3, DEV18 of the Interim Planning Guidance (2007): Core Strategy and Development Control.
- The development will operate in accordance with a number of appropriate environmental management strategies including air quality, construction management, contamination, light pollution, noise, TV reception, local infrastructure in terms of sewerage and water, flooding, waste management, car parking management, and recycling to ensure that the estate is operated sustainably with minimal impact upon the surrounding residents in accordance with policies 4A.3 4A.12, 4A.13, 4A.14, 4A.16, 4A.17, 4A.19, 4A.20, 4A.21 of the London Plan, policies DEV2, DEV50, DEV51, DEV55, DEV56, U2, U3 of the Unitary Development Plan and CP37, CP39, CP44, DEV7 – DEV12, DEV15, DEV21, DEV22 of the Interim Planning Guidance (2007): Core Strategy and Development Control.
- The development will mitigate potential impacts upon the ecology and nature conservation area in accordance with 4C.13 of the London Plan, policies DEV57, DEV61 of the Unitary Development Plan and CP31 and CP33 of the Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to protect and enhance all sites of importance for nature conservation.
- The impact of the development upon surrounding residents in terms of sunlight/daylight/shadow analysis, sense of enclosure, loss of outlook/views, privacy/overlooking, separation distances has been assessed and is considered acceptable in accordance with 4B.1, 4B.8 of the London Plan, DEV1 and DEV2 of the Unitary Development Plan and DEV1 and DEV2 of the Interim Planning Guidance (2007): Core Strategy and Development Control, which seek to protect and enhance the amenity for all residents through good design.
- Where the proposed demolition of the Lovegrove Walk houses form part of a comprehensive regeneration strategy for the Site, encompassing up to 1668 units, the proposal is considered to be acceptable in accordance with policy 3A.15 of the London Plan and policy CP23 of the Interim Planning Guidance (2007): Core Strategy and Development Control, which resist the loss of all residential dwelling, unless there are plans for full replacement or greater densities no houses shall be lost without its planned replacement at existing or higher densities.
- Consideration has been given to the objections made to the scheme, but none of these are considered sufficient to outweigh the reasons for granting planning permission and listed building consent.

3. RECOMMENDATION

3.1 That the Committee resolve to **GRANT** planning permission for PA/08/1215 and PA/08/1217 (Duplicate Application) subject to:

- A. Any **direction** by **The London Mayor**
- B. Any **direction** by the **Secretary of State** pursuant to the Shopping Development Direction
- C. The prior completion of a **legal agreement** to secure the following planning obligations:

Financial Contributions

Transport

- 1 A financial contribution of **£5,000,000** towards bus improvements.
- 2 A financial contribution of **£250,000** towards bus Infrastructure works.
- 3 A financial contribution of **£9,000,000** towards DLR improvements.
- 4 A financial contribution of **£100,000,000** towards Crossrail.

Local Highway Network

- 5 A financial contribution of **£1,750,000** towards highway junction improvements.

Improvements to connectivity and Integration

- 6 A financial contribution of **£2,000,000** towards highway improvement works to deliver the signalisation/at grade pedestrian crossings and public realm works for the Preston's Road roundabout.
- 7 A financial contribution of **£500,000** towards additional public realm works.
- 8 A financial contribution of **£250,000** towards provision of "Velib" cycle station hubs at Blackwall, Canary Wharf, South Quay and Heron Quays DLR stations and within the development itself.

Employment and Training

- 9 A financial contribution of **£5,000,000** towards local employment and training including Skillsmatch.
- 10 A financial contribution of **£3,000,000** towards East London Business Place programme.
- 11 The provision of an on-site Construction Training and Recruitment centre (equivalent value being at least **£2,275,000**).

Education

- 12 A financial contribution of **£2,221,560** towards mitigating the impact of the increased population on primary education provision.
- 13 A financial contribution of **£1,885,900** towards mitigating the impact of the increased residential population on secondary education provision.

Open Space and Leisure

- 14 A financial contribution of **£1,117,319** towards off-site leisure facilities.
- 15 A financial contribution of **£3,435,541** towards off-site open space improvements and / or capacity enhancements in lieu of on-site provision.

Community

- 16 On-site provision of 3,000sqm floor space to accommodate an Idea Store or for such other community purposes as the Council may consider appropriate.
- 17 A financial contribution of **£4,000,000** towards social and community services projects, programmes and/or initiatives.

Health

- 18 On-site provision of 2,000sqm floor space for a new PCT Health and Well Being Centre. Also, provision of a temporary health facility prior to the implementation of the PCT Health and Well Being Centre.

Monitoring

- 20 A financial contribution of **£250,000** towards planning obligation monitoring and implementation, development monitoring and planning enforcement activities, development control activities and travel plan monitoring and implementation.

Total Financial Contribution: **£153,120,030** (including the in-kind value of the on-site Construction Training and Recruitment centre, Idea Store and PCT Health Centre)

Other obligations

- 21 Affordable housing provision of 35% of the proposed habitable rooms with a 70/30 split between rented/ shared ownership.
- 22 Housing units across the site shall be provided in unit sizes of 3 bedrooms or more as follows:
 - 45% (minimum) of the Social Rented Units
 - 11% (minimum) of the Intermediate Units
 - 9% (minimum) of the Market Units (subject to market analysis at each phase)
- 23 Provision of a Residential Amenity Space Strategy
- 24 Delivery of Pedestrian Access Routes (including bridges). This will include public access, management and maintenance and ensure an east-west connection through the site is delivered and maintained.
- 25 Provision of Temporary Access Routes, and public access and management and maintenance during construction (including details and delivery of the shuttle bus service).
- 26 Provision of an Estate Management Strategy
- 27 TV Reception impact surveys and any TV reception mitigation measures
- 28 DLR radio signal impact survey and any DLR radio signal mitigation measures
- 29 Provision of a Shop Mobility Strategy and Management Plan
- 30 Delivery of High Street and Wood Wharf Square, provision of public access and management and maintenance.
- 31 Provision of an Entertainment and Events Strategy (including proposed street markets) and Management Plan
- 32 Delivery of Community Park, provision of public access and management and

maintenance.

- 33 Delivery of Temporary Community Park, provision of public access and management and maintenance.
- 34 Play Space Strategy, provision of public access management and maintenance.
- 35 Waterspace Safety, Maintenance and Management Plan
- 36 Provision of Public Art Strategy and Management Plan
- 37 Preparation, implementation and monitoring of Travel Plans.
- 38 Provision of a marketing strategy for retail units
- 39 Provision of a Construction Phase Parking Scheme
- 40 Provision of a Car Parking Management Strategy
- 41 Car free agreement to restrict occupants applying for residential parking permits.
- 42 Provision of Cycle Tracks, including public access and management and maintenance.
- 43 On-site Construction Training and Recruitment Centre Strategy and Management Plan
- 45 Montgomery Street cross-over strategy in association with the pedestrian bridge
- 46 Safeguarding and bus implementation strategy on the upper Wood Wharf Square level
- 47 The applicant will use all endeavours to assist in bringing forward the delivery of the Millennium Quarter bridge
- 48 Funds to cover the cost of monitoring the implementation of the s106 agreement

Any other planning obligation(s) considered necessary or appropriate by the Corporate Director Development & Renewal

- 3.2 That the Corporate Director Development & Renewal is delegated authority to negotiate the legal agreement indicated above, including taking account of the matters set out in paragraph 11.3 of the report.
- 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

General: Site wide

1. The development must begin within three [3] years from the date of this permission.
2. The final submission of all reserved matters in respect of each of the phases (being appearance, scale and landscaping) must be made within 10 years from the date of this permission. The development of each phase must begin within 2 years from the date of the last reserved matter(s) approved in respect of the relevant phase.
3. The development shall be carried out in accordance with the approved phasing plan, unless otherwise agreed by the LPA (Append to decision)
4. Submission of a detailed phasing programme

5. The development is to be carried out in accordance with the Details of Scale Parameters document. Quantum of floorspace to be limited to that assessed under the ES.
6. The development of Phases 2, 3 and 4 shall not commence upon until non-secured land has been tied into the s106 agreement.
7. The development shall be carried out in accordance with the following site wide strategies submitted:
 - Design Guidelines;
 - Water Space and Public Realm Strategy;
 - Play Space Strategy;
 - Resource and Waste Management Strategy;
 - Details of Scale Parameters;
 - Accessibility Strategy;
 - Energy Strategy; and
 - Estate Management Strategy.
8. The development shall not be commenced until site wide strategies addressing the following matters are submitted (to include all of the EIA mitigation measures where relevant) and the development shall be carried out in accordance with the approved strategies:
 - Cycle Facilities;
 - Environmental Construction Management incorporating Code of Construction Practice;
 - Way Finding Strategy
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk (including protection of the flood defences);
 - Construction of storage facilities for oils, fuels or chemicals;
 - Water supply infrastructure reinforcements;
 - Ecology and nature conservation (including all of the EIA mitigation measures);
 - Cultural Heritage, including archaeology investigations and a programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration;
 - Contamination (including water pollution potential);
 - Wind microclimate;
 - Air quality; and
 - Light pollution
9. Details of works to be carried out on the dock banks
10. Submission of details of the floating islands.
11. Development shall not commence until access from Cartier Circle is secured and details submitted.
12. All planting within 5 metres of the docks shall be of locally native plant species only.
13. No building or other obstruction shall be erected over or within 3 metres of any public sewer.
14. External artificial lighting within 5 metres of the bank top shall be directed away from the docks.
15. Restriction on storage of solid matter within 10 metres of the banks of the docks, locks and canal
16. Limit hours of construction to between 8.00 to 18.00, Monday to Friday and 8.00 to 13.00 on Saturdays and no working on Sundays or Public Holidays
17. Submit improvement details to the northern part of the working South Dock, including access, management/maintenance (including historic cranes) and improvement works (including any alterations/ demolition of structures).
18. Buildings to be equipped with aircraft obstacle lighting
19. Details of the proposed works and foundation arrangements (in consultation with LUL)
20. Restriction on the number of vehicular parking/motorcycle spaces on site as follows:

	Office	Retail/Public	Residential	Hotel	Total
Vehicular Spaces	270	93	443	23	829
Motorcycle Spaces	69	25	60	5	159

21. A minimum number of bicycle parking space are to be provided on-site, as follows:

Office	Retail/Public	Res	Hotel	Total
1326	50	1668	20	3064

22. Submit details of the dock water cooling system

Phase 1

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding building W01)
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):
 - Resource and Waste Management Plan;
 - Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);
 - Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk;
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;
 - Full particulars regarding the feasibility of using the docks and river for the transportation of construction materials for building;
 - Electrical charging points for vehicles, and
 - Details of sustainable design and construction measures.
3. The development shall not be commenced until the details of the associated highway works have been submitted.
4. The development shall not be occupied until the associated highway works have been carried out.

Building W01

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Building W01 shall not be occupied until the foot bridge to Montgomery Street is completed.
3. Submission of a detailed access statement.
4. Samples and full particulars of all of the external materials proposed shall be submitted.
5. Details of the cycle facilities
6. Environmental Construction Management Plan
7. Flood warning system
8. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
9. Submit details of green/brown roofs
10. Submission of a Resource and Waste Management Plan
11. Submission of a security management scheme, including Secured by Design assessment
12. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
13. Submit details of renewable energy measures and carbon emissions
Light pollution assessment
14. Submit details of the CHP plant

Phase 2

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding buildings W02, W03, W07A, W07A/B, W07B and W08.
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):
 - Resource and Waste Management Plan;
 - Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);
 - Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk;
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;
 - Full particulars regarding the feasibility of using the docks and river for the

- transportation of construction materials for building;
 - Electrical charging points for vehicles;
 - Details of sustainable design and construction measures; and
 - Details of the A1 – A5 uses (including use, location, shop fronts, operating hours, sizes) within Wood Wharf Square/High Street.
3. Buildings W02 and W03 shall not be occupied until the temporary health facility has been provided.
 4. Details of the hard and soft landscaping of the temporary park(s), including child play space.
 5. Buildings W02 and W03 shall not be occupied until the pedestrian access is provided through the site connecting Preston's Road to Cartier Circle and Montgomery Street.
 6. Restrictions on development until the temporary park has been completed
 7. The development shall not be commenced until the details of the associated highway works have been submitted.
 8. The development shall not be occupied until the associated highway works have been carried out.

Buildings W02 and W03

(Commercial Buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Submission of a detailed access statement.
3. Samples and full particulars of all of the external materials proposed shall be submitted.
4. Details of the cycle facilities
5. Environmental Construction Management Plan
6. Flood warning system
7. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
8. Submit details of green/brown roofs
9. Submission of a Resource and Waste Management Plan
7. Submission of a security management scheme, including Secured by Design assessment
11. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
12. Submit details of renewable energy measures and carbon emissions
13. Submit details of the CHP plant
14. Light pollution assessment

Building W07A and W07A/B

(Hotel)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. 10% of new hotel units will be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users
3. Submission of a detailed access statement.
4. Samples and full particulars of all of the external materials proposed shall be submitted.
5. Details of the cycle facilities
6. Environmental Construction Management Plan
7. Flood warning system
8. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
9. Submit details of green/brown roofs
10. Submission of a Resource and Waste Management Plan
11. Submission of a security management scheme, including Secured by Design

assessment

12. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
13. Submit details of renewable energy measures and carbon emissions
14. Submit details of the CHP plant
15. Light pollution assessment

Building W07B

(Residential and retail)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. The residential units shall comply with the minimum space standards;
3. All residential units are to comply with Lifetime Homes standards;
4. No fewer than 10% of the total number of residential units shall be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users;
5. Submission of a detailed access statement.
6. Samples and full particulars of all of the external materials proposed shall be submitted.
7. Details of the cycle facilities
8. Environmental Construction Management Plan
9. Flood warning system
10. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
11. Submit details of green/brown roofs
12. Submission of a Resource and Waste Management Plan
13. Submission of a security management scheme, including Secured by Design assessment
14. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
15. Submit details of renewable energy measures and carbon emissions
16. Submit details of the sustainable design and constructions measures (a minimum of Code Level 3 is required unless otherwise agreed by the LPA)
17. Details of the A1 – A5 uses where applicable (including use, shop fronts, operating hours, sizes)
18. Light pollution assessment
19. Details of eastern façade treatment to achieve adequate sunlight/daylight levels

Phase 3

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding buildings W06, W07C, W08 and W09.
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):
 - Resource and Waste Management Plan;
 - Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);

- Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk;
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;
 - Full particulars regarding the feasibility of using the docks and river for the transportation of construction materials for building
 - Electrical charging points for vehicles; and
 - Details of sustainable design and construction measures.
3. Details of the hard and soft landscaping of the temporary park(s), including child play space.
 4. Restrictions on development until the temporary park has been completed
 5. The development shall not be commenced until the details of the associated highway works have been submitted.
 6. The development shall not be occupied until the associated highway works have been carried out.

Buildings W06

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Submission of a detailed access statement.
3. Samples and full particulars of all of the external materials proposed shall be submitted.
4. Details of the cycle facilities
5. Environmental Construction Management Plan
6. Flood warning system
7. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
8. Submit details of green/brown roofs
9. Submission of a Resource and Waste Management Plan
10. Submission of a security management scheme, including Secured by Design assessment
11. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
12. Submit details of renewable energy measures and carbon emissions
13. Submit details of the CHP plant
14. Light pollution assessment
15. Details of the A1 – A5 uses where applicable (including use, shop fronts, operating hours, sizes)

Building W07C, W08 and W09

(Residential Buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. The residential units shall comply with the minimum space standards;
3. All residential units are to comply with Lifetime Homes standards;
4. No fewer than 10% of the total number of residential units shall be designed to be

- wheelchair accessible or easily adaptable for residents who are wheelchair users;
5. Submission of a detailed access statement.
 6. Samples and full particulars of all of the external materials proposed shall be submitted.
 7. Details of the cycle facilities
 8. Environmental Construction Management Plan
 9. Flood warning system
 10. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
 11. Submit details of green/brown roofs
 12. Submission of a Resource and Waste Management Plan
 13. Submission of a security management scheme, including Secured by Design assessment
 14. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
 15. Submit details of renewable energy measures and carbon emissions
 16. Submit details of the sustainable design and constructions measures (a minimum of Code Level 3 is required unless otherwise agreed by the LPA)
 17. Details of the A1 – A5 and/or D1 uses where applicable (including use, shop fronts, operating hours, sizes)
 18. Details of northern façade treatment to W07C to achieve adequate sunlight/daylight levels

Phase 4

Phase Wide

1. Submission of reserved matters (comprising Scale, Appearance and Landscaping) for all development within the phase, excluding buildings W04, W05, W07D and W13
2. The development shall not be commenced until the following phase wide details are submitted (including all of the EIA mitigation measures where relevant):
 - Resource and Waste Management Plan;
 - Energy Plan;
 - Detailed Access Statement, including Way Finding Plan;
 - Landscape Management Plan;
 - Estate Management Plan;
 - Servicing and Deliveries Management Plan;
 - Details of cycle facilities;
 - Environmental Construction Management Plan, incorporating Code of Construction Practice;
 - Ecology and Nature Conservation Plan (including all of the EIA mitigation measures);
 - Archaeology Investigations;
 - Programme of recording and historic analysis;
 - Impact of construction on the listed dock walls;
 - Safety and security, including Secured by Design principles;
 - Noise and vibration limits;
 - Contamination and remediation plan;
 - Wind microclimate plan;
 - Air quality plan;
 - Surface/ foul water drainage and surface water control measures;
 - Flood risk
 - Details of the proposed works to achieve access routes for emergency vehicles to the site;
 - Details of riparian life saving equipment;

- Full particulars regarding the feasibility of using the docks and river for the transportation of construction materials for building;
 - Electrical charging points for vehicles; and
 - Details of sustainable design and construction measures.
3. Details of the hard and soft landscaping of the Community Park, including child play space.
 4. Restrictions on the commencement of development until the Community Park has been delivered.
 5. Submit details of the pavilion building within the Community Park.
 6. The development shall not be commenced until the details of the associated highway works have been submitted.
 7. The development shall not be occupied until the associated highway works have been carried out.

Buildings W04 and W05

(Commercial buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. Submission of a detailed access statement.
3. Samples and full particulars of all of the external materials proposed shall be submitted.
4. Details of the cycle facilities
5. Environmental Construction Management Plan
6. Flood warning system
7. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
8. Submit details of green/brown roofs
9. Submission of a Resource and Waste Management Plan
10. Submission of a security management scheme, including Secured by Design assessment
11. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
12. Submit details of renewable energy measures and carbon emissions
13. Submit details of the CHP plant
14. Light pollution assessment
15. Details of the A1 – A5 and/or D1 uses (including use, location, shop fronts, operating hours, sizes).

Building W07D and W13

(Residential buildings to be conditioned separately, but for this report, have been grouped together)

1. Submission of reserved matters comprising Scale, Appearance and Landscaping.
2. The residential units shall comply with the minimum space standards;
3. All residential units are to comply with Lifetime Homes standards;
4. No fewer than 10% of the total number of residential units shall be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users;
5. Submission of a detailed access statement.
6. Samples and full particulars of all of the external materials proposed shall be submitted.
7. Details of the cycle facilities
8. Environmental Construction Management Plan
9. Flood warning system
10. Any electrical and mechanical plant must not exceed 10dBA below current ambient noise level.
11. Submit details of green/brown roofs

12. Submission of a Resource and Waste Management Plan
13. Submission of a security management scheme, including Secured by Design assessment
14. Details of the means of ventilation for the extraction and dispersal of cooking smells and other fumes.
15. Submit details of renewable energy measures and carbon emissions
16. Submit details of the sustainable design and constructions measures (a minimum of Code Level 3 is required unless otherwise agreed by the LPA)
17. Details of the A1 – A5 uses where applicable (including use, shop fronts, operating hours, sizes)
18. Light pollution assessment
19. Details of northern façade treatment to W07D to achieve adequate sunlight/daylight levels

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. LBTH Ecology Department advice;
7. English Heritage advice;
8. This permission does not include consent for the indicative moored vessel locations and a separate planning application is required where proposed.
9. Environmental Health advice;
10. London Underground advice;
11. London City Airport advice
12. London Underground Limited advice
13. Environment Agency Advice;
14. Compliance with Code of Construction Practice;
15. Reference to relevant Supplementary Planning Guidance
16. Contact London Fire & Emergency Planning Authority; and

Any other informative(s) considered necessary by the Corporate Director Development & Renewal.

- 3.4 That the Committee confirms that it has taken the environmental information into account as required by Regulation 3(20) of the Town and Country Planning (Environmental Impact) Regulations 1999 (as amended).
- 3.5 That the Committee agrees that following issue of the decision the Corporate Director Development and Renewal should place a statement on the statutory register pursuant to Regulation 21 of the 1999 Regulations (as amended) containing the information required by regulation 21 and that for the purposes of Regulation 21 (1)(c) the main reasons and considerations on which the Committee's decision was based shall be as set out in this report in the summary of reasons for granting permission.
- 3.6 That, if within 3-months of the date of this committee the legal agreement has not been completed, the Corporate Director Development & Renewal is delegated power to refuse planning permission.
- 3.7 That the Committee **delegate authority** to the Corporate Director Development & Renewal to **GRANT** listed building consent for PA/08/1218 and PA/08/1238 (Duplicate Application)

subject to:

- A. Consideration of any **views** expressed as a result of the outstanding consultation with the **Statutory Amenity Societies**
- B. The prior completion of a **legal agreement** as detailed above.
- C. **Conditions** to secure the following matters:

Conditions

- 1. Full particulars of the Listed Building Works.
- 2. Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal.

4. ENVIRONMENTAL IMPACT ASSESSMENT

- 4.1 The application relates to an urban development project with a development area of more than 0.5 hectares. It thus falls within paragraph 10 of Schedule 2 to the Town and Country Planning (Environmental Impact Assessment) Regulations 1999 (as amended). As the project is likely to have significant effects on the environment, it is required to be subject to environmental impact assessment before planning permission is granted. Regulation 3 of the EIA Regulations precludes the grant of planning permission unless prior to doing so, the Council has taken the 'environmental information' into account. The environmental information comprises the applicant's environmental statement (ES), any further information submitted following request under Regulation 19 of the EIA Regulations, any other substantive information relating to the ES and provided by the applicant and any representations received from consultation bodies or duly made by any person about the environmental effects of the development.
- 4.2 An ES was submitted by the applicant with the planning application. The Council appointed consultants, Bureau Veritas, to examine the ES and to confirm whether it satisfied the requirements of the EIA Regulations. Following that exercise, Bureau Veritas confirmed their view that it was compliant, save in respect of further scoping information on the impact on certain residential properties in terms of sunlight and daylight. A Regulation 19 request was therefore served on the applicant requesting further information and the further information was submitted to the Council on 15th September 2008, following which it was publicised in the required manner. Bureau Veritas are satisfied that the further information satisfactorily addresses the position on the sunlight and daylight issues raised in the Regulation 19 request so as to complete the ES.
- 4.3 As the application is in outline (save for the canal works and other engineering infrastructure which are submitted in detail) for the purposes of the assessment of environmental impacts and to comply with the requirements of the EIA Regulations and associated European Directive, the applicant has submitted parameter plans and other information to prescribe key aspects of the development. These include, for example, quantum of floorspace and heights, widths and lengths of building to create 'building envelopes'. Further details of access and layout are submitted for determination at this stage. Should the scheme be approved, the parameters will be fixed in order to keep the development within those assessed in the ES and ensure that the scheme does not give rise to significant environmental impacts which have not been assessed through the EIA process. Should the applicant then bring forward proposals which alter the range of impacts identified and assessed in the ES and further information on which this current application has been determined they may need to be reassessed and/or a new application submitted.
- 4.4 The ES addresses the following areas of impact (in the order they appear in the ES):

- Chapter 1 Introduction 1
- Chapter 2 Approach to the Environmental Assessment
- Chapter 3 Area for Development
- Chapter 4 Description of Proposals
- Chapter 5 Planning Policy
- Chapter 6 Socio-Economic Analysis
- Chapter 7 Archaeological and Cultural Heritage
- Chapter 8 Visual Assessment
- Chapter 9 Transport
- Chapter 10 Waste
- Chapter 11 Noise & Vibration
- Chapter 12 Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare
- Chapter 13 Ecology and Nature Conservation
- Chapter 14 Wind Microclimate
- Chapter 15 Air Quality
- Chapter 16 Ground Resources and Contamination
- Chapter 17 Utilities
- Chapter 18 Water Resources
- Chapter 19 Radio and TV Interference
- Chapter 20 Residential Amenity
- Chapter 21 Sustainability Principles
- Chapter 22 Summary of Environmental Effects
- Appendix A Energy Strategy
- Appendix B Flood Risk Assessment
- Appendix C Transport Assessment
- Appendix D Sunlight and Daylight Technical Data
- Appendix E Waste Strategy
- Appendix F Cumulative Schemes
- Appendix G Construction Management
- Appendix H Operational Mitigation
- Appendix I Visual Impact Study

4.5 The ES and further information address the likely significant effects of the development, what the impacts are and their proposed mitigation. The various sections of the ES have been reviewed by officers and the Transport Assessment has been reviewed by consultants, White Young Green, who has been appointed by the Council to advise on the transportation aspects of the development. The various environmental impacts are dealt with in relevant sections of this report with conclusions given with proposals for mitigation of impacts by way of conditions and or planning obligations as appropriate.

4.6 In summary, having regard to the ES and other environmental information in relation to the development, officers are satisfied that the environmental impacts are acceptable in the context of the overall scheme, subject to conditions/obligations providing for appropriate mitigation measures.

5. PROPOSAL AND LOCATION DETAILS

Proposal

5.1 The application is a hybrid application (in duplicate) in that the applicant is seeking outline planning permission for the redevelopment of Wood Wharf for a mixed-use scheme, alongside full planning permission for the canal and other engineering infrastructure works. The proposal comprises a series of tall buildings, which will provide up to 1,668 residential units in a variety of sizes and tenures (up to approximately 200 metres in height) and over

450,000 sq m of commercial floorspace, together with hotel, retail, recreation and community uses, public open space and new access links set within a high quality public realm.

- 5.2 The outline part of the application therefore relates to all aspects of the scheme, with the exception of the canal and other engineering infrastructure. Matters for detailed approval at this stage are access and layout with all other matters, being scale, appearance and landscaping, reserved.
- 5.3 A separate application for Listed Building Consent is also submitted, for partial demolition of a small section of the southern dock wall to Blackwall Basin, for the creation of a new canal between South Dock and Blackwall Basin, and the introduction of piled foundations to anchor structures within the Basin, and other associated works as part of the comprehensive redevelopment of Wood Wharf.
- 5.4 Both applications are to be considered concurrently as a comprehensive package.

Layout

- 5.5 The application seeks approval for layout. The Town and Country Planning (General Development Procedure) Order 1995 (as amended) defines 'Layout' as meaning 'the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside of the development'.
- 5.6 Paragraph 51 of Circular 01/2006 Guidance on Changes to the Development Control System states that for Outline Applications where Layout is applied for in detail, the application should provide (for approval) 'the way in which buildings, routes and open spaces (both private and public) are provided, placed and orientated in relation to each other and buildings and spaces surrounding the development'.
- 5.7 In compliance with these requirements, the 'Details of Layout' have been submitted for approval.

Access

- 5.8 The application seeks approval for Access. In accordance with the Town and Country Planning (General Development Procedure) Order 1995 (as amended), this is defined as accessibility to and within the site for vehicles, cycles and pedestrians, in terms of positioning of treatment of access and circulation routes and how these fit into the surrounding access networks.
- 5.9 Paragraph 51 of Circular 01/2006 Guidance on Changes to the Development Control System states that for Outline Applications where access is applied for in detail, the application should cover (for approval) 'accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.'
- 5.10 In compliance with these requirements, the 'Details of Access' have been submitted for approval.

Scale, Appearance and Landscaping

- 5.11 The proposed outline application reserves scale, as well as appearance and landscaping. Circular 01/2006 Guidance on Changes to the Development Control System states that for According to paragraph 52, where scale is reserved, as a minimum, the application should provide 'an indication of the upper and lower limits for height, width and length of each

building within the site boundary', to establish a 3-dimensional building envelope within which the detailed design of the buildings will be constructed.

5.12 Maximum and minimum parameters including heights, widths and lengths of buildings have been applied for. These parameters have provided a building envelope within which the final scheme must lie within and therefore have also formed the basis of the ES. The applicant has treated all 'built form' and 'other structures' (such as boardwalks, basements and structural islands) as being included within this definition. For the purposes of approving Layout in detail at this stage, this application shows only the maximum widths and lengths of buildings.

5.13 The table below outlines the Schedule of Scale Parameters for each "building":

Building Envelope Number	Primary Use	Maximum Height*	Minimum Height*	Maximum Length	Minimum Length	Maximum Width	Minimum Width
W01	Office	134.45	126.05	81.000	58.500	57.000	47.000
W02/03	Office	194.25	188.05	69.000	59.000	135.000	124.000
W04	Office	141.85	129.25	57.000	47.000	57.000	47.000
W05	Office	125.05	116.65	45.000	35.000	57.000	47.000
W06	Office	199.90	183.85	45.000	35.000	57.000	47.000
W07A	Hotel	134.45	114.45	27.000	15.000	39.500	25.000
W07A/B	Hotel	33.00	23.00	33.500	23.500	14.500	9.500
W07B	Residential	206.02	186.02	33.500	20.000	33.500	20.000
W07C	Residential	160.25	140.25	45.000	30.000	26.000	15.000
W07D	Residential	119.30	99.30	40.000	25.000	26.000	15.000
W08	Residential	124.55	78.00	56.542	30.000	22.000	14.000
W09	Residential	69.45	23.80	21.000	14.000	99.500	93.500
W10	Amenity Deck	9.15	7.50	37.856	35.061	127.030	121.923
W11A	Retail	17.75	16.75	8.500	7.300	15.000	13.651
W11B	Retail	17.75	16.75	8.500	6.750	15.000	13.100
W11C	Retail	17.75	16.75	14.000	13.000	41.500	40.500
W11D	Retail	17.75	16.75	8.500	6.750	31.500	25.874
W11E	Retail	17.75	16.75	8.500	7.500	27.500	26.386
W11F	Retail	17.75	16.75	8.500	5.250	11.750	6.654
W12A	Retail	12.75	12.75	28.250	26.000	195.500	193.000
W12B	Retail	12.75	12.75	63.250	41.250	48.500	47.000
W12C	Retail	12.75	12.75	63.250	41.250	70.500	67.500
W12D	Retail	12.75	12.75	63.250	41.250	64.500	60.500
W13	Residential	69.45	42.70	48.432	27.000	20.000	14.000
W22	West Side Basements	12.75	5.50	240.424	238.465	305.910	295.500
W23	East Side Basements	6.00	5.50	101.700	100.211	153.250	133.973
W25	Electrical Substation	15.65	12.63	77.170	40.500	18.600	6.250
W27	Park Pavilion	12.00	9.00	18.500	12.500	12.000	6.000
Other Structures Number							
W14	Bridge	10.23	6.00	143.223	143.223	15.104	9.409
W15	Waterside Boardwalks & Island	6.00	5.00	87.623	80.498	116.411	112.648
W16	Bridge	11.50	6.00	137.570	123.301	98.264	26.094
W17	Waterside Boardwalks & Island	12.75	5.50	57.606	53.606	262.930	258.800
W18	Bridge	7.00	6.00	39.218	33.783	13.381	6.400
W19	Bridge	7.00	6.00	20.715	20.715	15.000	6.400
W20	Bridge	7.00	6.00	19.397	16.892	15.697	3.000
W21	Floating Islands	6.00	5.00	62.568	50.668	113.603	105.486
W24	High Street Canopy	28.75	21.15	23.500	15.000	230.000	109.625

Note: * Levels are National Ordnance Datum Level

As indicated above, these parameters will be fixed by condition to ensure that the

development keeps within the limits assessed for EIA purposes.

Quantum of Development

- 5.14 Paragraph 52 of Circular 01/2006 also states that where scale is reserved, 'the amount of development proposed for each use', must be provided
- 5.15 The applicant has submitted quantum figures which are based on the maximum envelopes mentioned above. The applicant has advised that not every building will be capable of being developed out to its maximum dimensions and are therefore considered to be indicative, subject to details of design to be approved at the reserved matters stage.
- 5.16 The quantum of development listed below reflects the maximum parameters and, as indicated above, these parameters will be fixed to ensure the development keeps within the parameters assessed for EIA purposes.

Use	Floorspace (sqm)(GIA)	Floorspace (sqm)(GEA)
Office (B1)	453,444	460,484
Retail (A1 – A5)	19,488	19,886
Leisure and community uses (D1 and D2)	4,984 sqm	5,086
340 bedroom hotel (C1)	26,325 sqm	26,937
1,668 residential units	-	-

- 5.17 The table below compares the estimated quantum of development established within the Wood Wharf Masterplan: Supplementary Planning Guidance 2003 (WWSPG) against the proposed quantum of development within this application:

Use	WWSPG (sqm)	Proposal (sqm)
Office	330,000	460,484
Retail		19,886
Community facilities	Area not defined	5,086
Hotel/serviced apartments	10,000	26,937
Residential	120,000 (or 1500 units)	1668 units

Phasing

- 5.17 In accordance with the WWSPG, the comprehensive re-development of Wood Wharf would be a long-term exercise that would require a phased approach. A four-phased approach was suggested over a 10-year period.
- 5.18 The following table summarises the proposed phasing and construction sequence (details of which are described in more detail later in this report):

Phase 1	<ul style="list-style-type: none"> • Building W01 • Footbridge to Canary Wharf • EDF substation
Phase 2	<ul style="list-style-type: none"> • Construction of office buildings (W02 and W03), hotel (W07A and W07A/B), residential buildings (W07B) Wood Wharf Square and Wood Wharf High Street • Vehicle bridge connecting to Canary Wharf • Temporary NHS Centre • Temporary Community Park facilities
Phase 3	<ul style="list-style-type: none"> • Construction of office building W06 • Construction of residential buildings W07C, W08 and W09 (including W13 basement and substructure construction) • Temporary Community Park facilities
Phase 4	<ul style="list-style-type: none"> • Construction of office buildings W04 and W05.

- Construction of residential buildings W07D and W13
- Construction of the new Canal and bridges, the final Community Park and the remaining Public Realm

The Site

Description

- 5.19 The Wood Wharf site is situated in the northern part of the Isle of Dogs and has a land mass area of 7.98 hectares (ha). The application site however extends to an area of 13.34 ha where it includes surrounding water space area, containing proposed infrastructure extending from existing land mass. The site lies immediately to the east of Canary Wharf and to the west of Preston's Road. Blackwall Basin defines the northern boundary of the site with the River Thames locks and South Dock forming the southern boundary.
- 5.20 Wood Wharf today comprises a number of low-rise, light industrial, office and warehouse units. The site is therefore previously developed but largely underused. The following uses are currently accommodated on the site:
- A Cable and Wireless telecommunications hub;
 - Fulton's umbrella warehouse;
 - Large shed-style buildings accommodating temporary paintball and indoor recreation activities;
 - A small amount of office space and a data centre;
 - Children's nursery;
 - Ventilation Shaft to the Jubilee Line; and
 - Residential properties along Lovegrove Walk (which lie outside of the WWSPG area).
- 5.21 The site has operated as a low density employment site and the applicant has estimated that up to 200 jobs existed on the Wood Wharf site in the recent past although there are fewer today.
- 5.22 The site contains a number of features which are considered to be of historical importance:
- Blackwall Basin is identified as Grade I listed and is located to the north of the site.
 - Part of the former West India Dock walls is Grade I listed.
 - Three cranes which are understood to have been relocated from elsewhere on the Isle of Dogs, front onto the river lock on the south-east corner of the application site.

Site Access

- 5.23 Vehicular and pedestrian access is via a private estate road to the east of the site from Preston's Road. The estate access road currently provides the only link through the site at a level which is approximately 7 metres lower than Cartier Circle to the north-west of the site. There are no direct links with the Canary Wharf Estate except via a set of privately owned and temporary pedestrian steps leading down from Cartier Circle which are narrow and poorly lit. The indirect nature of the link to Canary Wharf makes it an unattractive route for pedestrians, especially out of daylight hours. The north east of the site (Lovegrove Walk) is also accessed by vehicle and foot from a private road leading off Preston's Road.
- 5.24 The Wood Wharf site is accessible by a number of modes of public transport including the London Underground Limited services (LUL), Docklands Light Railway (DLR) and buses. The nearest underground station to the site is the Jubilee Line station at Canary Wharf which is approximately 550m from the centre of the site and using the existing road network. There are three DLR stations within one kilometre of the site, Blackwall to the north and Canary Wharf and Heron Quays to the west. There are five TfL bus services and one dedicated night bus which serves the site including the D3, D6, D7, D8 and the 277.

These bus routes provide access to the Isle of Dogs and the wider area.

Conservation Context

- 5.25 As well as the listed dock walls on site, and a number of listed buildings noted in the vicinity of the site, Wood Wharf is also surrounded by a number of Conservation Areas. The nearest Conservation Area is Coldharbour located immediately to the east of the application site. A number of listed buildings are present in the Coldharbour Conservation Area and are generally located on the Thames waterfront. The area is generally of mixed character with much new development sitting alongside remaining historic elements.

The surrounding conservation areas identified within the ES are listed below:

- 5.26
- Coldharbour;
 - Navel Row;
 - St Mathius Church, Poplar;
 - All Saints Church, Poplar;
 - West India Dock;
 - St Frideswide's;
 - Balfour Tower; and
 - Lansbury.
- 5.27 The listed buildings closest to the site boundary have been assessed within the ES and are listed below:
- 5.28
- Blackwall Basin (Grade I);
 - Quay walls, copings at buttresses to Import Dock and Export Dock, West Ferry Road (Grade I);
 - Poplar Dock, original eastern part, Preston's Road (Grade II);
 - The Gun Public House, Coldharbour (Grade II);
 - Blackwall River Police Station, Coldharbour (Grade II);
 - 5 & 7 Coldharbour (Grade II);
 - 3 Coldharbour (Grade II);
 - Isle House, 1 Coldharbour (Grade II);
 - Bridge House, 26 Preston's Road (Grade II);
 - 15 Coldharbour (Grade II);
 - Accumulator Tower, Preston's Road (east) (Grade II); and
 - Accumulator Tower, Poplar Dock (west) (Grade II)

Surrounding Area

- 5.29 Wood Wharf is situated within an area undergoing unprecedented change and redevelopment, with a number of high-density residential and commercially-led developments taking place within the Isle of Dogs.
- 5.30 The Isle of Dogs has experienced rapid growth in the past 15 years and continues to do so. One Canada Square (Canary Wharf Tower) is the focal point of Canary Wharf comprising a landmark building at 50 storeys (244m). The Canary Wharf complex comprises offices, retail malls and hotel facilities and is a thriving financial and business district. The area has become a place which is recognised globally as a focus for banking and business services and is recognised as playing a major role in enhancing London's position in the global economy.
- 5.31 Aside from commercial land use, the majority of the Isle of Dogs is residential, comprising both traditional older properties as well as new developments.

- 5.32 The surrounding area has been analysed as follows:
- 5.33 **West:** To the west of the site is the Canary Wharf Estate. The varying scaled office buildings range from low rise 10 to 15 storey buildings up to 50 storey tower buildings providing 1.2 million sq. ft. in a single building. The Canary Wharf retail mall situated below ground level provides the closest food and retail shopping to the site, within a 5 minute walking distance from Cartier Circle.
- 5.34 **North:** Two new office towers are planned along North Quay, adjacent to the new Marriott serviced apartments and hotel. Billingsgate Fish Market comprises a shed located alongside the DLR and across from the HSBC tower at North Quay. Proposals may come forward in the future to redevelop Billingsgate Market. Poplar Dock and Blackwall Basin are located to the north of the site.
- 5.35 Poplar Dock to the north of Blackwall Basin has been redeveloped into an eight storey residential apartment development. On its south western end, adjacent to Trafalgar Way a high-rise residential tower is located. In both basins, houseboats and barges are accessed by private boardwalks. On the east and to the north-east there is the historic graving dock situated between Lancaster Drive and the incomplete Lovegrove Walk both characterised by two and three storey private terraced houses, and the old lock into Blackwall Basin; this has been closed to access by boat from the River Thames by the construction of a fixed bridge on Preston's Road. These developments were part of the original residential developments constructed around the time of the dissolution of the LDDC, in the mid to late 1990's.
- 5.36 There is a small cluster of tall residential buildings to the north-east of the site along Blackwall way, including the recently approved Alberta House (25 storey residential development) and New Providence Wharf (Part 44 storey residential led development).
- 5.37 **East:** Coldharbour Conservation Area is located to the east of the site and contains a number of residential properties and Grade II listed buildings including the Gun Public House.
- 5.38 **South:** Manchester Road, to the south, across the working lock that connects the River Thames with South Dock is lined with two storey Victorian houses. Their back gardens are adjacent to the Sea Scout facilities housed in a new building that looks west across the length of the South Dock. Across the South Dock a range of residential and office buildings vary in height from 6 to 15 storeys. The lock, which the blue lifting bridge crosses, is the only access into the Isle of Dogs lock system for boat and vessels. A permanent security barrier and fence line has to be maintained separating the site from the lock along the southern edge. Within this restricted area there are three existing dock cranes which will be retained.
- 5.39 In general the character around the site is one of a mixture of commercial buildings to the west, a mid to high rise scale mix of residential and commercial buildings to the south and north, and low rise houses to the east.

Planning History

- 5.40 The planning permissions for a number of the existing buildings on site date back to the late 1970s and early 1980s and are generally for industrial and storage uses.
- 5.41 Details of the planning permissions for some of the buildings on the site are not available. Where this is the case, the applicant believes that these buildings may have been constructed prior to the commencement of the Town and Country Planning Act, 1947.
- 5.42 Most recently, planning permission was granted for the relocation of the Cable and

Wireless network facility in 2007 (PA/06/2222) to allow for the comprehensive redevelopment of the Wood Wharf site. The permission related to the relocation of the Cable & Wireless Network facility presently at the western end of the site, to a new site adjacent to the Jubilee Line ventilation shaft. This relocation will allow Cable & Wireless to continue to operate and provide their services.

- 5.43 Notably, the proposal has evolved from the Wood Wharf Masterplan: Supplementary Planning Guidance Document (WWSPG), adopted in 2003 by the Council. The WWSPG recognises Wood Wharf as one of the few significant sites on the Isle of Dogs capable of securing a major mixed-use sustainable development of a scale and quality commensurate with Canary Wharf and which is able to contribute to the regeneration of the wider area. The WWSPG identifies development opportunities across the site and outlines the broad development principles that will guide its redevelopment. It is to be noted that the boundary of the WWSPG did not include the Lovegrove Walk properties as proposed within this development.
- 5.44 As is discussed elsewhere in this report, the developer does not yet control all of the land comprised within the application site. To facilitate the comprehensive development of Wood Wharf and the appropriate regeneration of the site, the WWSPG acknowledges that it may be necessary for the developer to ask the Council to use its powers of Compulsory Purchase, subject to the developer providing funding to underwrite acquisition and all associated costs. The WWSPG requires the developer to work closely with all landowners, the Council and other relevant agencies to achieve, as far as possible, a negotiated solution.

6. POLICY FRAMEWORK

6.1 For details of the status of relevant policies see the front sheet for “Planning Applications for Determination” agenda items. The following policies are relevant to the application:

6.2 **Spatial Development Strategy for Greater London Consolidated with Alterations Since 2004 (London Plan February 2008)**

2A.1	Sustainability criteria
2A.5	Opportunity areas
2A.8	Town centres
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.15	Loss of housing
3A.17	Addressing needs of diverse population
3A.18	Protection and Enhancement of social infrastructure and community facilities
3A.20	Health objectives
3A.21	Locations for health care
3A.28	Socio-economic analysis
3B.1	Developing London’s economy
3B.2	Office demand and supply
3B.3	Mixed use development
3B.11	Improving Employment Opportunities

3C.1	Integrating transport and development
3C.2	Matching development to transport capacity
3C.3	Sustainable Transport
3C.12	Crossrail
3C.23	Parking strategy
3D.1	Supporting town centres
3D.2	Town centre development
3D.4	Promotion of arts and culture
3D.7	Visitor Accommodation and Facilities
3D.8	Open space infrastructure
3D.13	Children and Young People Play Strategies
3D.14	Biodiversity and nature conservation
4A.1	Tackling climate change
4A.3	Sustainable Design and Construction
4A.4	Energy assessment
4A.5	Heating and cooling networks
4A.6	Decentralised energy: heating, cooling and power
4A.7	Renewable energy
4A.9	Adaptation to climate change
4A.10	Overheating
4A.11	Living roofs
4A.12	Flooding
4A.13	Flood risk management
4A.14	Sustainable drainage
4A.16	Water supply and resources
4A.17	Water quality
4A.19	Air quality
4A.20	Noise
4A.21	Waste
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.6	Safety, security and fire prevention
4B.8	Respect local context and communities
4B.9	Tall buildings - location
4B.10	Large-scale buildings – design & impact
4B.11	London's built heritage
4B.12	Heritage conservation
4B.13	Conservation-led regeneration
4B.14	World heritage sites
4B.15	Archaeology
4B.16	London view management framework
4B.18	Assessing impact on designated views
4C.3	Natural value of the Blue Ribbon Network
4C.6	Priorities for the Blue Ribbon Network
4C.8	Freight uses on Blue Ribbon Network
4C.10	Sport and leisure on the Blue Ribbon Network
4C.11	Access alongside the Blue Ribbon Network
4C.13	Moorings on the Blue Ribbon Network
4C.14	Structures over the Blue Ribbon Network
4C.20	Development adjacent to canals
4C.21	New canals
4C.23	Docks
5C.1	The strategic priorities for North East London
5C.3	Opportunity areas in North East London
5G.2	Strategic priorities for CAZ and the northern part of the Isle of

5G.3 Dogs
 Central Activities: Offices
 6A.4 Planning Obligation Priorities

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

Proposals: Flood Protection Area
 Central Area Zone
 Water Protection Area
 Site of Nature Conservation Importance
 Residential (Plan ref.150: Jamestown Harbour).

Policies: ST12 Provision of recreational, cultural and leisure facilities in CAZ
 ST15 Facilitate expansion of Local economy
 ST15 High quality work environments
 ST23 High Quality Housing
 ST25 Housing to be adequately served by all infrastructure
 ST28 Restrain unnecessary use of private cars
 ST30 Improve safety and movement for all road users
 ST34 Improved provision of shopping facilities
 ST37 Enhancing Open Space
 ST41 Arts and Entertainment Facilities
 ST43 Public Art
 ST47 Provision of training Initiatives
 ST49 Provision of social and community facilities
 ST50 Provision of medical services
 DEV1 Design requirements
 DEV2 Environmental requirements
 DEV3 Mixed Use development
 DEV4 Planning obligations
 DEV8 Protect local views
 DEV37 Proposals to alter listed buildings
 DEV42 Ancient monuments
 DEV43 Archaeological heritage
 DEV44 Preservation of archaeological remains
 DEV46 Protection of water corridors
 DEV50 Noise
 DEV51 Contaminated Land
 DEV55 Development and Waste Disposal
 DEV56 Waste recycling
 DEV57 Nature conservation areas
 DEV61 Management of nature conservation areas
 DEV69 Efficient use of Water
 CAZ1 Location of central London core activities
 EMP1 Encouraging new employment uses
 EMP6 Needs of local people
 EMP7 Work environment
 HSG4 No net loss of housing
 HSG6 Separate Access
 HSG7 Dwelling Mix
 HSG13 Internal residential space
 HSG15 Residential Amenity
 HSG16 Residential amenity Space
 T3 Additional bus services
 T16 Impact of Traffic
 T18 Pedestrian Safety and Convenience
 T19 Pedestrian Movement In Shopping Centres
 T21 Existing Pedestrians Routes

S7	Special uses (A3, A4 and A5 uses).
S9	Street markets
S10	New shopfronts
OS9	Child Play Space
ART1	Entertainment uses
ART7	Hotel developments
SCF2	Day care facilities
SCF12	Library services
U2	Consultation Within Areas at Risk of Flooding
U3	Flood Defences

6.4 **Supplementary Planning Guidance/Documents**

Wood Wharf Masterplan
 Archaeology and development
 Designing out crime
 Canalside development
 Landscape requirements
 Residential space
 Shop front design
 Sound insulation

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

Proposals:

- Major Centre
- Major Centre – secondary frontage
- Flood risk area
- Blue ribbon network
- Site of importance for nature conservation
- Crossrail boundary
- Jubilee Line
- Strategic cycle route
- Development Site ID5: Employment (B1 and B2), Retail and Leisure (A1, A2, A3, A4 and A5), Residential (C3) and Public Open Space

Core Strategies:

IMP1	Planning obligations
CP1	Sustainable communities
CP2	Equality of opportunity
CP3	Sustainable environment
CP4	Good design
CP5	Supporting infrastructure
CP7	Job creation and growth
CP8	Tower Hamlets global financial and business centre and the central activities zone
CP13	Hotels and serviced apartments
CP15	Provision of a range of shops
CP16	Vitality and viability of town centres
CP17	Evening and night-time economy
CP19	New housing provision
CP20	Sustainable residential density
CP21	Dwelling mix
CP22	Affordable housing
CP23	Retention of existing housing
CP25	Housing amenity space
CP27	Community facilities
CP29	Improving education and skills

CP30	Improving the quality and quantity of open space
CP31	Biodiversity
CP33	Site of nature conservation importance
CP36	Water environment and waterside walkways
CP37	Flood alleviation
CP38	Energy efficiency and production of renewable energy
CP39	Sustainable waste management
CP41	Integrating development with transport
CP44	Sustainable freight movement
CP46	Accessible and inclusive environments
CP47	Community safety
CP48	Tall buildings
CP49	Historic environment
CP50	Important views

Policies:

DEV1	Amenity
DEV2	Character & design
DEV3	Accessibility & inclusive design
DEV4	Safety & security
DEV5	Sustainable design
DEV6	Energy efficiency & renewable energy
DEV7	Water Quality and Conservation
DEV8	Sustainable drainage
DEV9	Sustainable construction materials
DEV10	Disturbance from Noise Pollution
DEV11	Air quality
DEV12	Management of Demolition and Construction
DEV13	Landscaping
DEV14	Public art
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
DEV21	Flood risk management
DEV22	Contaminated land
DEV25	Social impact assessment
DEV27	Tall buildings
EE2	Redevelopment of employment site
RT4	Retail development and the sequential approach
RT5	Evening and night-time economy
HSG1	Determining residential density
HSG2	Housing mix
HSG3	Affordable housing
HSG4	Social and Intermediate Housing ratio
HSG7	Housing amenity space
HSG9	Accessible and Adaptable Homes
SCF1	Social and Community Facilities
OSN3	Blue ribbon network
CON1	Listed buildings
CON2	Conservation areas
CON3	Protection of world heritage sites
CON4	Archaeology and ancient monuments
CON5	Protection and management of important views
IOD1	Spatial strategy
IOD2	Transport and movement

IOD3	Health provision
IOD4	Education provision
IOD5	Public open space
IOD6	Water space
IOD7	Flooding
IOD8	Infrastructure capacity
IOD10	Infrastructure and services
IOD13	Employment Uses in the Northern sub-area
IOD14	Residential uses in the Northern sub-area
IOD15	Retail and Leisure Uses
IOD16	Design and Built Form in the Northern sub-area
IOD17	Site allocations in northern sub-area

6.6 Government Planning Policy Guidance/Statements

PPS1	Delivering sustainable development
PPS3	Housing
PPG4	Industrial and commercial development and small firms
PPS6	Town centres
PPS9	Biodiversity & conservation
PPS10	Waste
PPG13	Transport
PPG15	Planning & the historic environment
PPG16	Archaeology
PPG17	Sport and recreation
PPS22	Renewable energy
PPS23	Planning and pollution control
PPG24	Noise
PPS25	Development and flood risk

6.7 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

7. CONSULTATION RESPONSE

7.1 The views of officers within the Directorate of Development & Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

7.2 The following were consulted regarding the application:

LBTH Access to Employment

7.3 Support in principle, subject to a financial contribution towards access to employment initiatives as follows:

- £5,000,000 towards Skillsmatch
- £3,000,000 towards East London Business Place programme.
- Provision of on-site Construction Training and Recruitment centre (equivalent value£2,275,000)

(Officer Response: The applicant has agreed to the financial contribution towards Skillsmatch and East London Business Place programme. With respect to the on-site Construction Training and Recruitment centre, the applicant is proposing to operate the centre on-site in-kind, which the Employment and Training Officer has agreed to in principle, subject to the submission of a strategy to be secured by s106 agreement to

ensure the needs of the community are met by this proposal. The centre must be offered at an equivalent value to that requested by the Council).

LBTH Cultural Services

7.4 The scheme is supported in principle where significant advances have been made in relation to public open space and child play space. However, in order to ensure the cultural sustainability and to mitigate its impact on existing facilities, a s106 agreement should be entered into to secure the following:

- Play Space - provision within the site should be available when the first residential phase is occupied. Further play areas, should be provided as further phases are occupied.
- Publicly accessible open space – to be provided on-site to meet the recreational and non-recreational needs of the residents. Where the on-site provision does not meet the minimum requirement, a contribution of £3,435,541 is required towards improved capacity, quality or access to existing public open space or laying out of new open space in line with the Council's Open Space Strategy.
- Idea Store - The relocation of the facility to the Wood Wharf site will increase the capacity and improve access to services for existing communities to the south of Canary Wharf and in the wider Isle of Dogs area. A shop unit of 3,000sqm ground floor active frontage retail space should be secured by s106 agreement. However, given the timescales of the phase in which this unit would be delivered and the fact that the Idea Store strategy is presently under review, a clause should be inserted to ensure the unit is capable of being used for alternative community uses for the public.
- Leisure facilities - The development will place additional pressure on existing indoor sports and recreation facilities. A total contribution of £1,117,319 is required towards improvements to the capacity of indoor sport or recreation facilities or towards the provision of new indoor sport or recreation facilities in line with the emerging leisure centres strategy.

(Officer Comment: The applicant has agreed to the proposed contributions. These are discussed in more detail later in this report).

LBTH Ecology

7.5 The Black Redstart and Bat surveys, have been carried out correctly. It is accepted that, according to the findings, this development will not have a negative effect on these species. The inclusion of new trees, living roofs and green walls, will provide a positive enhancement, in terms, of foraging and nesting. Consideration of Bat Bricks within the development would also be a positive enhancement.

7.6 The developer should be directed to a publication 'Design for Biodiversity' and ensure where possible, that shrubs and plants have berries and are rich in nectar. This should also apply to the proposed tree planting.

(Officer Comment: Landscaping is a reserved matter. Notwithstanding, this matter can be addressed by condition).

LBTH Education

7.7 The proposed dwelling mix of up to 1688 units has been assessed for the impact on the provision of school places in the borough. Using the Council's standard approach for new residential developments. This shows that the total number of proposed units would lead to the need to contribute towards the provision of 180 additional primary school places @ £12,342 = £2,221,560.

- 7.8 The Council projects that a new secondary school will be required by 2014, by that time all existing unfilled capacity will be taken up and a new 8 form of entry school will be required. This requirement is well within the implementation timescale of the Wood Wharf development. The Council is in the process of identifying a suitable site. (The need for a new secondary school was identified in the IPG). The child yield calculation gives a lower yield for secondary need than primary, based on customary patterns of roll retention in schools (100 additional places). The cost per place (£18,859) results in the need for a contribution of £1,885,900.

(Officer Comment: The applicant has agreed to contribute towards all of the requested contributions).

LBTH Energy Efficiency Unit

- 7.9 Concerns had been raised over the proposed network system rather than a single energy centre. However, given the scale and complexity of the proposed development, the energy department has advised that they will accept the GLA's final position in support of the scheme.

LBTH Environment Health

Air quality

- 7.10 The results of the air quality assessment are accepted. However further clarification on the following was requested:

- 7.11
- Detailed modelling of the emissions from the boiler plants.

(Officer Comment: The applicant has advised that a full modelling assessment, will be provided at the reserved matters stage when the nature of the boilers, fuel type & source, size of boiler plant, location of flue, stack height, flue diameter, velocity, temperature and pollutant emission rates (g/s) are known. The Council's air quality officer has confirmed that this matter can be dealt with by condition).

- 7.12
- Detailed modelling of the emissions from the boiler plants.

(Officer Comment: The applicant has advised that the air quality assessment recommends that the car park ventilation system would need to be appropriately designed at the detailed design stage. The Council's air quality officer has confirmed that this matter can be dealt with by condition).

- 7.13
- All mitigation measures for dust and emissions during the construction/demolition phase must be conditioned with an EMP.

(Officer Comment: The applicant has advised that dust monitoring will be undertaken throughout the duration of the construction works as recommended within the air quality assessment. This will be addressed by condition through the implementation of a Construction Environmental Management Plan).

- 7.14
- A D1 stack height calculation to be done to determine the exit point of the flue.

(Officer Comment: The air quality assessment recommends that the D1 stack height calculation should be undertaken at detailed design stage. The air quality officer has confirmed that this matter can be dealt with by condition).

Contamination

- 7.15 The Environmental Health department is satisfied with the outline proposals for the management of contaminated land in the pre-construction, construction and operational phases and that all potential receptors on and surrounding the site has been accounted for.
- 7.16 Although some intrusive works have already been carried out (*Concept 2005*), in which only slight contamination was identified, these are by no means comprehensive (due to a lack of access) and proposals for additional works are appropriate.
- 7.17 The proposal to submit a desk study report and agree the scope of proposed ground investigation pre-construction is sensible.

(Officer Comment: This matter can be appropriately dealt with by condition).

Noise

- 7.18 The assessment of the calculated/predicted traffic noise levels within the proposed scheme is acceptable. Further clarification was requested the following matters:

- 7.19 • Details of acoustic ventilation that could be used with mechanical ventilation.

(Officer Comment: The applicant has advised that the acoustic performance of any ventilators will relate directly to the building design and the location of the plant. Each building will need to achieve an acoustic performance suitable for its use, its location and the impact internally and externally on its neighbours and its occupants/tenants. The performance of the ventilators will be specified to suit both their position and the eventual NR specification once the building design has developed. Council's noise officer has confirmed that the applicant's response is acceptable).

- 7.20 • An assessment of the impact of the mixed noise sources on the open space.

(Officer Comment: The applicant has advised that the scheme offers a range of open spaces from highly active to tranquil. Appropriate conditions can deal with any residual concerns and the Council's noise officer has confirmed that this is acceptable.

- 7.21 • The impact of building services noise.

(Officer Comment: The applicant has advised that the acoustic performance of any building services will relate directly to the building design and the location of the plant. Each building will need to achieve an acoustic performance suitable for its use, its location and the impact internally and externally on its neighbours and its occupants/tenants. The acoustic performance of the plant will be specified to suit both their position and the eventual NR specification once the building design has developed. Council's noise officer has confirmed that the applicant's response is acceptable).

Sunlight/Daylight

- 7.22 The applicant's sunlight/daylight report was reviewed by an external consultant, Bureau Veritas, on behalf of the Council. In summary, the findings of the report indicate that, as expected with a development of this size and massing, there will be some negative impact on the surrounding buildings and areas. However, they have advised that the scheme on balance is considered to be acceptable. The sunlight/daylight assessment is considered in detail later in this report.

Microclimate

- 7.23 The Council's wind officer was concerned where the wind assessment did not provide final design details, including landscaping. In response, the applicant confirmed that wind tunnel

tests were undertaken with no landscaping. Given that the proposals will include landscaping, it is likely to improve the impact on the microclimate, which will be addressed at the detailed design stage. The Council's wind officer has confirmed that this matter can be dealt with by condition in consideration of the outline proposal).

LBTH Landscaping and Recreation

- 7.24 The officer was concerned that there appears to be a lack of on-site space for 'organised' or team sporting activity for older children/youths.

(Officer Comment: The proposals provide adequate on-site child play space in accordance with Council policy, particularly for younger children. The final design of these areas will be subject to condition to be addressed at the reserved matters stage. With respect to older children, the applicant is making a significant financial contribution towards off-site open space and indoor sports and recreation facilities. Whilst it is acknowledged that on-site provision is preferred, the site constraints limit the capability to achieve this. It must be noted that the proposed open space and play space strategy is an improvement upon the strategy identified within the WWSPG. This matter is discussed in detail in the report).

- 7.25
- Concerns were raised over the management of the public open space and how it could conflict with 'free' play and recreation for children

(Officer Comment: Where Landscaping is a reserved matter, public access and management and maintenance of the Community Park and public realm areas will be secured by condition or planning obligation).

- 7.26
- The scheme could benefit from additional trees.

(Officer Comment: Landscaping is a reserved matter and will be addressed by condition).

LBTH Highways

- 7.27 The Transport Assessment was reviewed by an external consultant, White Young Green (WYG), on behalf of the Council. In summary, based on the information available and subject to the imposition of conditions and mitigation secured through planning obligations, WYG consider the development to be acceptable in transport terms. This matter has been discussed in detail under the highways section of this report.

LBTH Waste Management

- 7.28 The Waste department has advised that the Resource and Waste Management Strategy appears to be very comprehensive and forward looking in its approach and is acceptable subject to planning condition.

British Broadcasting Corporation (BBC)

- 7.29 No response.

British Waterways (Statutory Consultee)

- 7.30 British Waterways (BW) has no objection to the scheme. BW are of the opinion that the proposals will set a new standard for waterfront design and development in the heart of the dock complex and will be recognised both nationally and internationally as an exemplar for the rest of the Thames Gateway. They also expect Wood Wharf to be at the forefront of world class, waterfront development as the Docks evolve in accordance with a revised Waterspace Strategy for the Isle of Dogs.

BT Cellnet

- 7.31 No response.

Commission for Architecture & Built Environment (CABE)

- 7.32 CABE are generally supportive of the proposals, however they have raised some concerns, which are summarised as follows:

- 7.33
- The treatment of the operational lock area on the north side of South Dock and the edge condition adjacent to buildings W08 and W09 needs to be resolved.

(Officer Comment: BW has confirmed that it is not possible to permit public access to the Southern Dock area for safety reasons and where all the land is required for operation of ships into and out of the docks. Notwithstanding, improvements to the visual relationship of this area of the site will be safeguarded by condition).

- 7.34
- The spatial potential of the commercial heart has yet to be achieved.

(Officer Comment: This matter is addressed in detail later in this report. Notwithstanding, where Landscaping and Appearance are reserved, this matter can be addressed in detail at the reserved matters stage, in consultation with CABE).

- 7.35
- More work needs to be done to ensure that living conditions in the eastern end of the development will be of a sufficiently high quality).

(Officer Comment: The applicant has provided further information within the Design Guidelines regarding the treatment of this area, which was found to be acceptable by the Council's housing and design departments. Where Landscaping and Appearance are reserved matters. This matter can be addressed in detail at the reserved matters stage, in consultation with CABE).

- 7.36
- Concerned with the quantum of affordable housing and family units within this location and the resulting community.

(Officer Comment: This matter is addressed in detail later in this report).

- 7.37
- There appears to be a lack of detail for community provision planned to support the needs of families.

(Officer Comment: This is addressed in detail later in this report).

- 7.38
- More account should be taken of specific places along the existing dockside and of the accumulated history of the waterfront if this landscape is not to seem an entirely synthetic new creation.

(Officer Comment: A conservation-led approach has been devised in order to preserve as much of the existing fabric as possible, and to retain the industrial character of the dock edge. Marine artefacts will also be retained and reused as much as possible to preserve the detailed character and appearance of the dock edge. English Heritage has advised that they are supportive of the dockside walkways).

Corporation of London

- 7.39 The proposed development will be seen in views from the City of London as an integral part of the cluster of towers at Canary Wharf and therefore it will not raise any new view protection issues. In particular, in London View Management Framework Protected View

11 (River Prospects, Assessment Point 11B.1, London Bridge: the downstream pavement – at the centre of the bridge – looking towards Tower Bridge and the Tower of London) the proposed development would be read as part of the established cluster to the left of Tower Bridge. In addition the proposed development does not directly impact on the existing views of Tower Bridge. Therefore we have no objection to the application.

Cross Rail

7.40 No comment to make.

Cross River Partnership

7.41 No response.

Docklands History Group

7.42 No response.

Docklands Light Rail

7.43 No direct response. Integrated as part of TFL's response.

EDF Energy Networks Ltd

7.44 No response.

English Heritage (Statutory)

7.45 English Heritage (EH) support the approach taken with regard to the restoration and repair of the existing quay walls to the Blackwall Basin and South Dock. Also, the boardwalk type structures proposed on the southern and western edges of the Wood Wharf development are considered acceptable.

7.46 Notwithstanding this, EH are of the opinion that the 'Eco Islands' may significantly detract from the historic character of Blackwall Basin.

(Officer Comment: This matter is addressed in detail later in this report).

English Heritage (Archaeology) (Statutory)

7.47 Acceptable subject to condition.

English Partnerships

7.48 No response.

Environment Agency (Statutory)

7.49 EA Objected to the proposed development for the following reason:

- No evidence has been provided that the flood risk Sequential Test has been adequately demonstrated in accordance with PPS25

(Officer Comment: In response to the submission of further evidence, the EA has since removed their objection regarding this matter. The EA have confirmed that they are satisfied with the information submitted and have no objection to the scheme subject to appropriate planning conditions).

Government Office for London (Statutory)

7.50 No comment to make.

Greater London Authority (Statutory)

7.51 The GLA Stage 1 report notes that the application complies with a number of the London Plan policies, such as:

- Economic development/world city role: the London Plan supports the promotion of the northern part of the Isle of Dogs opportunity area as a competitive, integrated and varied business location. This proposal delivers these aspirations and therefore complies with the London Plan.
- Mix of uses: the London Plan promotes mixed use development where increases in office floorspace are proposed. As this proposal comprises a mix of use it complies with the London Plan.
- Retail: the provision of retail floorspace within this development in a town centre complies with the London Plan.
- Biodiversity: the habitats that are lost through development have been mitigated by the provision of additional informally-managed space.

7.52 However, the Stage 1 report also identified deficiencies that needed to be resolved before the scheme could be considered compliant with the London Plan. The report goes on to state that the following changes might remedy the deficiencies, which could lead to the application becoming compliant with the London Plan:

- 7.53
- Hotel use: the provision of a hotel in this opportunity area is in compliance with the London Plan. However, the percentage of bedrooms which are wheelchair accessible needs to be confirmed before it can be stated that the proposal is in compliance with the London Plan.

(Officer Comment: The scheme will be conditioned to ensure 10% of new hotel units will be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users).

- 7.54
- Design: the design approach is well conceived and is broadly in line with London Plan policy. However, a number of detailed issues need to be addressed. Reconsideration of the alignment of block W13 and the form of W09; development of more detailed design guidelines giving commitments on accessibility and environmental performance in particular; provision of detailed indicative block layouts.

(Officer Comment: The applicant has submitted further evidence to address these issues, which were considered by the Council to be acceptable and will be conditioned appropriately).

- 7.55
- Access: the proposal does not provide 100% of residential units that meet 'Lifetime Homes' standards or 10% of all units, across all tenures, as wheelchair accessible housing. The design guidelines do not make it clear how level changes will be dealt with across the site. 100% of units should meet 'Lifetime homes Standards' and 10% of all housing should wheelchair accessible housing or easily adaptable to be wheelchair accessible. Design guidelines should incorporate standards for inclusive design and should set out how changes in level will be dealt with across the site.

(Officer Comment: The applicant has confirmed that 100% of residential units will meet 'Lifetime Homes' standards and 10% all units, across all tenures, will be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. In addition, the applicant has submitted further evidence to address standards of inclusive design within the Design Guideline, which are considered acceptable and will be conditioned appropriately).

- 7.56
- Children's playspace: whilst the formal play space provision does not meet the benchmark figure of 10 sq.m. per child, the overall quantum of space capable for use for play and the quality of spaces provided means that the amount of play space is adequate. However, the proposal does not comply with the London Plan as there is no formal provision of facilities for young people. Formal provision of play facilities for young people, either in one of the open spaces or in the ground floor of one of the buildings. Seating should also be provided in the central park.

(Officer Comment: A financial contribution towards off-site public open space and indoor sports and recreation facilities has been secured which is considered appropriate in addressing the needs of youth, given the constraints of the site. This matter has been addressed in detail later in this report. With regards to the seating arrangement, this is a reserved matter and should be addressed at the detailed design stage).

- 7.57
- Blue Ribbon Network: in general, the proposal provides opportunities for increased access to the waterside. The provision of the new canal link offsets the area of water lost where structures have been built out into the river. However, on balance, the proposal does not comply with the London Plan as there is little provision for active use of the docks area for waterbourne recreation. The development should include provision for active use of the docks area for waterbourne recreation, such as boat or canoe hire, water taxis and visitor moorings

(Officer Comment: The Wood Wharf scheme allows for significantly increased activity levels around the water space. Also, the scheme provides indicative opportunities for boating and entertainment activities on the water, which are considered appropriate opportunities in addressing the London Plan policies).

- 7.58
- Affordable housing: Concerns have been raised over the viability assessment, where the GLA are of the opinion that the scheme may be able to provide a greater proportion of affordable housing above the 35% proposed.

(Officer Comment: The applicant has submitted further information to the GLA to justify their position of 35% affordable housing. Where the scheme is proposing 35% affordable housing in accordance with the Council's policy, the scheme is considered acceptable. The GLA has advised that an update on the discussions with the applicant will be given prior to Stage 2 referral if the members mind to approve the scheme.).

- 7.59
- Housing: the proposed indicative mix complies with the London Plan however the level of social rented family housing should be addressed by conditions or s106 agreement.

(Officer Comment: The level of social rented family housing will be addressed by conditioned or s106 obligation).

- 7.60
- Climate change mitigation: in general, the approach is in line with the London Plan. Further work is needed on design guidelines and the dock water cooling system, as well as further justification of the approach to the energy strategy for the office element of the development.

(Officer Comment: Further information has been submitted within the Design Guideline addressing sustainable materials which was found to be acceptable and has been

conditioned accordingly. Regarding the dock water cooling system and the energy strategy for the office buildings, these has also been condition appropriately)

- 7.61
- Climate change adaptation: the overall approach to climate change adaptation is welcomed but further work and conditions are needed before the application can be said to comply with London Plan policy. more detailed design guidelines are needed; Code for Sustainable Homes level 3 for water should be secured by condition; and further work should be undertaken on the flood strategy

(Officer Comment: This has been conditioned accordingly)

- 7.62
- Social infrastructure and community facilities: in general the provision of these uses is welcomed. Mechanisms to ensure their delivery need to be included in the legal agreement. Mechanisms should be included in the s106 agreement to restrict the occupation of a set proportion of the residential units until the community facilities, including the community park, have been constructed. Consideration should be given to provision of a childcare contribution.

(Officer Comment: Community facilities are to be provided on site and will be addressed by s106 agreement. The provision of the Community Park will also be addressed by conditions or s106 agreement, including the provision of temporary facilities during the phased development. Regarding childcare contribution, a significant financial contribution toward social and community service projects, has been agreed which could be allocated towards services and activities for younger people. This will be addressed by s106 agreement. The scheme also provides a replacement child care facility for the loss of the existing facility on the site).

- 7.63
- Transport: the development will have a significant impact on the transport network and the effects of this and possible mitigation need further investigation. On balance, the application does not comply with the London Plan. However, further work is needed on the transport assessment; levels of car parking should be reduced; mitigation for the impact on the road network should be investigated and part-funded; a contribution to increased bus stands is requested; a contribution to enhancing capacity on DLR is requested; a contribution to Crossrail is needed; further work is needed on improving conditions for pedestrians; the possibility of using the waterways for delivery of freight and refuse collections should be investigated.

(Officer Comment: The applicant has submitted further information on these matters which are addressed in detail later in this report. IWYG has advised that the transport assessment is acceptable subject to conditions and appropriate mitigation measures. It is understood the TFL now agree with this position).

Inland Waterways Association

- 7.64
- No objection. However, details of the individual bridges across the new canal, especially with regard to headroom beneath them for boats, are required.

(Officer Comment: This matter will be addressed at the reserved matters stage).

Isle of Dogs Community Foundation

- 7.65
- No response.

Lea side Regeneration

- 7.66
- No response.

London Borough of Greenwich

7.67 No objections.

London Borough of Lewisham

7.68 No objections.

London Borough of Newham

7.69 No observations to make.

London Borough of Southwark

7.70 No comment.

London City Airport

7.71 No safeguarding objection subject to conditions.

London Development Agency (Statutory)

7.72 LDA comments are addressed within the body of the Deputy Mayors Stage 1 response as raised above.

London Fire & Emergency Planning Authority (Statutory)

7.73 No objection. Water supplies and vehicular access for the emergency services are to comply with Approved Document B sections 15 and 16.

(Officer Comment: This matter will be addressed by condition).

London Regional Transport

7.74 No response.

London Thames Gateway Development Corporation

7.75 The following considerations need to be taken into account:

1. Impact of the development as to traffic generation and the capacity of the public transport network, especially the Jubilee Line, bearing in mind what else is under construction or permitted in the Canary Wharf area
2. Securing good connectivity for pedestrians and cyclists through the site and beyond
3. Effects of the development on sunlight and daylight both for existing and proposed residential developments
4. Impact on the ecology of the water areas
5. Provision of, and/or funding towards, social and community facilities.

(Officer Comment: All of these matters have been considered and are addressed in detail in the body of this report, and were found to be acceptable. However, regarding point 1, the TA notes that the proposed scheme was assessed against future baselines that include traffic and travel movements associated with known committed and planned developments in the Isle of Dogs and Leamouth areas. A cumulative assessment for Wood Wharf also includes traffic associated with these sites. A total of 36 committed development schemes have been included in the future baseline asset).

London Underground Ltd

- 7.76 No objection subject to conditions.

Maritime Greenwich World Heritage Site/ Greenwich Society

- 7.77 The relationship of tall buildings with the symmetrical layout of the Old Royal Naval College has been of concern since the creation of Canary Wharf in the 1980's. Since this first tower there have been a number of proposals for towers of comparable height. Some of these have been built so that a cluster of tall buildings has emerged.
- 7.78 The view from Wolfe statue in Greenwich Park was recognised in the GLA London View Management Framework and given the status of London Panorama. The view from Wolfe statue is of particular concern. Observations on planning applications to LB Tower Hamlets have consistently expressed the concern that quality of the panorama is being threatened. A small cluster of buildings in the distance may be acceptable but a skyline dominated by tall buildings is not.
- 7.79 Such a skyline is not acceptable as a setting for Maritime Greenwich World Heritage Site. Such proposed domination of the view from Maritime Greenwich challenges the Outstanding Universal Values of the World Heritage Site. The proposals to develop Wood Wharf are therefore unacceptable and this note should be taken as an objection to the scheme.

(Officer Comment: This matter is addressed in detail later in this report and found to be acceptable).

Metropolitan Police

- 7.80 Generally the proposals sit well with the idea of Crime Prevention and Secured by Design. The layout, and particularly the access through the development to/from Canary Wharf and Preston's Road is open, allowing good observations by users of the proposed development, as well as passers by.
- 7.81 Security is the key issue, including good lighting, CCTV and a managed environment at least to the same standards as Canary Wharf. This will be an important issue for the whole of this development. A decent level of managed security for residents, visitors and workers is required to ensure they will both be and feel safe on this site.

(Officer Comment: This matter is addressed appropriately by condition of s106 agreement).

National Air Traffic Control Services

- 7.82 No safeguarding objection subject to condition.

National Grid (formerly TRANSCO Ltd)

- 7.83 With respect to National Grid's operational electricity transmission network and operational national gas transmission network, the scheme will result in negligible risk.

Natural England (Statutory)

- 7.84 Overall Natural England is satisfied that any ecological issues associated with the site are being handled effectively and overall they are supportive of the proposals that are being put forward to enhance the natural environment and increase people's access to and interaction with it. All of the proposed enhancements should be implemented, maintained and managed into the future, through the use of planning conditions and obligations as

appropriate.

(Officer Comment: Suitable conditions and s106 obligations will be secured).

Port of London Authority

- 7.85 Due to the location of the development and the proposed heights of the buildings, the PLA consider that it is necessary for the applicant to investigate whether there would be any potential 'in combination effects' on the PLA navigational aids from the Wood Wharf development with the proposed development on Greenwich Peninsular. The PLA are objecting to the development until this work is carried out.

(Officer Comment: The applicant is currently in discussion with the PLA and it is understood that this matter can be resolved by a suitable condition).

- 7.86 The scheme should be conditioned to secure the proposed use of the water for the transport of materials. It is also suggested that a condition be imposed requiring the submission and approval of details relating to loading/unloading locations, means of securing barges to moorings, methods of transfer of materials and emergency measures for spillage.

(Officer Comment: The development will be conditioned appropriately).

- 7.87 The planning statement makes reference to 'potential river taxis', however no further details are provided. If they are proposed, further details are required.

(Officer Comment: The applicant has advised that river taxis are not proposed).

Statutory Amenity Societies (Statutory)

- 7.88 Response awaited, provision made in the recommendation.

Thames Water (Statutory)

Surface Water Drainage

- 7.89 In respect of surface water the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water.

(Officer Comment: The scheme will be conditioned appropriately).

Water Infrastructure

- 7.90 The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Notwithstanding, impact studies have identified the reinforcements which would be required to support this development. Thames Water therefore recommends that the scheme be conditioned to ensure the development does not commence until these reinforcements are agreed by the developer with Thames Water. Provided that this is agreed to and implemented, there is no objection.

(Officer Comment: The scheme will be conditioned appropriately).

Waste water

7.91 Peak discharge to combined sewer system should not exceed historic peak discharge from the site; this should be achieved by SUDS / surface water retention.

(Officer Comment: The scheme will be conditioned appropriately).

Sewerage Infrastructure

7.92 With respect to sewerage infrastructure, Thames Water has no objection to the proposed scheme.

The London Wildlife Trust

7.93 No Comment.

Tower Hamlets Primary Care Trust

7.94 In accordance with the HUDU model, the PCT indicated that the development would generate a required contribution of £9,364,979 towards primary care needs of residents as follows:

Revenue Planning Contribution	Capital Planning Contribution	Total
£7,215,409	£2,149,571	£9,364,979

7.95 It has previously been reported to the committee that recent appeal decisions determined that current requests for financial revenue contributions within the Borough were unreasonable in accordance with Circular 05/05. Conversely, requests for capital contributions were found to be reasonable.

7.96 The applicant is proposing to provide a 2000sqm (shell and core) PCT health facility on-site in-line with PCT and policy direction. Further, the applicant is proposing to provide a temporary PCT health facility (shell and core and fit-out) at the request of the PCT, prior to the implementation of the Health Centre to mitigate any impact from the development upon existing facilities.

7.97 The PCT envisage that this Health Centre would be categorised as a network hub. Its prime location within the Wood Wharf development, and dense local and commuter population make it an ideal site for an urgent care centre, pharmacy and GP Practice and Dental Practice to support the new housing developments planned for the site. The PCT has indicated that the following services should be provided from Wood Wharf site:

Services	Anticipated Delivery	Comments – approximate estates of space requirements
GP Practice	GP Consultation and treatment rooms	Estimate based upon 1 consulting room per 1,000 patients and Minor surgery suite and Nurse consulting room space 650sqm
Wider Services TBC	Consult /Interview Rooms	220sqm
Pharmacy	Automated service	120m ²
Dentist	General Dental Practitioner	100sqm
Urgent Care Centre	GP/ Nurse Consultation Room space	Based on 200 patients per day 7 consulting rooms plus 250sqm
Staff services, waiting, circulation space, storage space, utility rooms, IT hub rooms etc.		400sqm
Shared office space		160sqm
Training and Group Room space		100sqm
Total		2,000sqm

7.98 The applicant contends that the proposed non-cash contribution far exceeds the value of the capital planning contribution. Whilst discussions are on-going with the PCT as part of the s106 agreement process, it is understood that the PCT have accepted the non-cash obligation proposed as the total health obligation for this scheme.

Transport for London (Statutory)

7.99 TFL comments are addressed within the body of the Deputy Mayors Stage 1 response as raised above. TFL's comments are addressed in detail within the Highways section of this report.

8. LOCAL REPRESENTATION

8.1 A total of 13,965 neighbouring properties within the area shown on the map appended to this report were notified about the application and invited to comment (this included 13,905 within Tower Hamlets and 60 within Greenwich). 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:

No of individual responses: 18 Objecting: 18 Supporting: 0
 No of petitions received: 0

8.2 The following local groups/societies made representations:

- Coldharbour Residents Association

8.3 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:

8.4 Land Use

- The proposed density is high (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Public crèche facilities are required (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);

- The varying retail needs of the local community are required, not just expensive chain stores currently located in Canary Wharf (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Opposed to the long jetty on the western side of the Graving Dock and the mooring of boats in this area for its impact upon the amenity and safety of surrounding residents (Officer Comment: Addressed in detail later in this report, notwithstanding, the provision of mooring facilities within the scope of this outline application were indicative only. Where moorings are proposed, separate planning applications to be assessed against the relevant policies will be required. An informative will be placed on any planning permission as such); and
- Change in design from the Wood Wharf SPG (Officer Comment: Addressed in detail later in this report, and was found to be acceptable).

8.5 Design

- The height, bulk and scale of the development will have a negative impact upon the context of the surrounding area, particularly the Coldharbour Conservation Area (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- The historic cranes will be obscured from view when travelling south along Preston's Road (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- The tall, dense buildings are inappropriate for affordable housing, particularly family housing (Officer Comment: This is not an accurate statement particularly where London Plan policies seek to maximise development potential and affordable housing provision on urban sites across London. In such circumstances, it is important to implement good design principles as is proposed. The Design Guidelines state that all family units will be dual aspect or south facing, large family units will be located at lower levels and principle open space will be focused to family dwellings. The approach is considered acceptable to the Council's housing department);
- Inadequate open space for the family housing (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Concern over the safety and security of the development, particularly east-west link through the site during night-time hours and the Community Park (Officer Comment: This matter will be appropriately addressed through the implementation of a security management plan, including secure by design principles, as well as an estate management plan, which will be secured by condition);
- Do not want to see all glass buildings (Officer Comment: Appearance is a reserved matter and will be addressed at the detail design stage. Notwithstanding, the Design Guideline states that a mixture of steel, glass and stone are the desired primary materials for all facades);
- Repositioning of the canal (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Disruption to TV reception (Officer Comment: TV reception surveys and any mitigation measures will be secured by s106 agreement);
- Concern over the sustainability of the development (Officer Comment: Addressed in detail later in this report, notwithstanding, the scheme has been designed in accordance with the principles of creating a sustainable community and was found to be acceptable);
- The construction of eco-islands and residential buildings within the dock will result in the loss of water space and impact upon navigation of boats (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Safety concerns where children can access water, particularly along the eco-islands (Officer Comment: Addressed in detail later in this report, however the scheme has been designed with regards to pedestrian safety. Furthermore a Waterspace Safety, Maintenance and Management Plan should be secured by condition or s106

- agreement to ensure safety matters are implemented, managed and monitored);
- Impact upon the historic dock edge from construction (Officer Comment: Addressed in detail later in this report, however, a condition has been imposed to ensure construction activities will not have a detrimental impact upon the dock wall);
 - The development should be revised to allow for an increase in height of WO5 to at least the equivalent height of the adjacent buildings (Officer Comment: There appears to be no reasonable justification to this objection in planning terms. The objector seeks a revision to increase the height of WO5 based on the WWSPG/IPG rationale for decreasing heights from Canary Wharf to the scale of local buildings to the east. It is claimed that a staggered pattern of building heights as proposed is unacceptable where WO5 is lower in height than WO4 to the east. It must be noted however, the height of WO5 cannot be viewed in isolation. Where WO5 forms part of a comprehensive strategy, where neither CABE, GLA or Council's design officer has objected to the scheme on these grounds, where the ES assessment was found to be acceptable, and where the western aspect of Canary Wharf adopts a staggered building pattern, it is considered that there is no reasonable justification for imposing an increase of height to WO5 within the context of this application);
 - Building W07D should be removed, and the residential accommodation displaced provided elsewhere, as the building is too close to WO5, spoils the aspect from WO5, and detracts from the setting and panoramic view of WO4, WO5 and WO6 as a group (Officer Comment: Specific separation distances are only controlled where the both of the opposing windows are habitable (DEV2 of the UDP). In considering the submitted environmental information, the relationship between these two buildings does not result in any detrimental impacts that cannot be mitigated. Furthermore, the Design Guideline provides appropriate design strategies to minimize overlooking and maximize privacy at the detail design stage. With respect to the matters of aspect and views, neither CABE, GLA or Council's design officer raised concern over the design of the scheme on these grounds. It is difficult to understand how the southern aspect of WO5 could be compromised where there is no existing situation, nor is it a protected view. The design of WO5 was created as part of a comprehensive strategy, which included the proposed siting of W07D. As such, there appears to be no reasonable justification to refuse the scheme on these grounds); and
 - Additional linkages are needed from WO5 to the High Street level to facilitate permeability (Officer Comment: Access matters were considered as part of this application and were found to be acceptable. Further, details of design regarding individual building access will be addressed at the reserved matters stage. Notwithstanding, where this objection raised is primarily focused around land ownership dispute, it must be noted that the outline application is for the comprehensive development of the site. To ensure this is achieved, the development of Phases 2, 3 and 4 shall not commence upon until non-secured land has been tied into the s106 agreement).

8.6 Amenity

- Loss of daylight and sunlight (Officer Comment: Addressed in detail later in this report, and was found on balance to be acceptable);
- Overshadowing (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Light pollution (Officer Comment: Addressed in detail later in this report, and was found to be acceptable subject to condition);
- Loss of privacy/overlooking (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Increased noise and dust pollution from construction work and traffic (Officer Comment: Any potential impacts will be mitigation by an Environmental Construction Management Plan, to be conditioned);
- The construction of eco-islands and residential buildings within the dock will have a

detrimental visual and physical impact upon the character and nature of the historic dock system and Blackwall Basin (Officer Comment: Addressed in detail later in this report, and was found on balance to be acceptable);

- Sense of enclosure/ loss of outlook/ views (Officer Comment: Addressed in detail later in this report, and was found to be acceptable);
- Potential for water pollution resulting from increase activity on the water (Officer Comment: Addressed in detail later in this report, though it must be noted that a Waterspace Safety, Maintenance and Management Plan will be secured by condition or s106 agreement).

8.7 Highways

- The travel model is flawed (Officer Comment: Addressed in detail later in this report, however WYG determined that the Transport Assessment (TA) was acceptable subject to conditions and mitigation measures);
- The proposal does not encourage the use of sustainable vehicles, ie electric cars (Officer Comment: The scheme has been conditions to include electric charging points to encourage the use of electric vehicles);
- Lack of parking for day commuters to Wood Wharf, as is currently done at Canary Wharf (Officer Comment: Addressed in detail later in this report, notwithstanding, the level of car parking was considered to be acceptable subject to appropriate mitigation measures);
- No incentive for car free agreement (Officer Comment: A car free agreement to restrict occupants applying for residential parking permits will be secured by s106 agreements);
- Congestion will be created by increased parking numbers, particularly along Preston's Road (Officer Comment: Addressed in detail later in this report, however WYG determined that the TA was acceptable subject to conditions and mitigation measures);
- Recycling services are required (Officer Comment: The applicant's Waste Strategy advised that a recyclable target between 10% and 30% of household waste is proposed. A Resource and Waste Management Plan will be secured by condition or s106 agreement, which will address the detailed recycling facilities. Councils waste officer advise that the approach taken within the submitted waste strategy was acceptable);
- Insufficient car parking provision (Officer Comment: Addressed in detail later in this report, notwithstanding, there are policy caps on the amount of parking permitted for a scheme. The level of car parking was considered to be acceptable subject to appropriate mitigation measures);
- Concern over the impact on public transport (Officer Comment: Addressed in detail later in this report, however WYG determined that the Transport Assessment (TA) was acceptable subject to conditions and mitigation measures, which includes substantial financial contributions towards public transport infrastructure);
- No direct route to the proposed Crossrail Station (Officer Comment: The access route to the Crossrail Station will be over establish high quality public access within the Canary Wharf Estate);
- Access to existing public transport infrastructure needs to be improved, including buses and DLR (Officer Comment: Addressed in detail later in this report, though it must be noted that the scheme is proposing substantial financial contributions towards mitigating impacts upon public transport infrastructure, including access); and
- Allocation and management of parking spaces should be made in an equitable manner (Officer Comment: Comprehensive car parking will be provided and managed under an Car Parking Management Plan, which shall be submitted to and approved by the Council); and
- Public permeability by all forms of transportation should not be restricted by the change in access provisions to the Wood Wharf Estate via the privately owned Cartier Circle (Officer Comment: The WWSPG was proposing vehicular access from Cartier Circle.

Notwithstanding, access details from Cartier Circle and public access will be addressed conditions and/or s106 agreement).

8.8 Other

- Concern over potential overload of rainwater and sewerage systems (Officer Comment: Appropriate conditions have been secured to ensure any potential impacts are mitigated);
- Alternative transport routes are required for transportation of building materials to mitigate the impact upon the existing road network, such as the use of water transport (Officer Comment: Appropriate conditions have been secured that seek to secure the use of water transport during construction);
- Oppose the demolition of Dwellings along Lovegrove Walk (Officer Comment: Addressed in detail later in this report, however in accordance with policy, the development will not result in any net loss of residential dwellings. Furthermore, where a Certificate of Ownership (Certificate C) was submitted with the application, land ownership disputes are not considered to be material to the application); and
- The single construction phasing lacks sensitivity to different rates of development (Officer Comment: The outline application is for the comprehensive development of the site. To ensure this is achieved, the development of Phases 2, 3 and 4 shall not commence upon until non-secured land has been tied into the s106 agreement).

8.9 The following issues were raised in representations, but they are not material to the determination of the application:

- Legal use rights to moor boats within the Graving Dock; and
- The siting of WO5 should be adjusted to fully take account of Hammerson ownership boundary (Officer Comment: The outline application is for the comprehensive development of the site. To ensure this is achieved, the development of Phases 2, 3 and 4 shall not commence upon until non-secured land has been tied into the s106 agreement. Notwithstanding this, where a Certificate of Ownership (Certificate C) was submitted with the application, land ownership disputes are not considered to be material to the application).

9. MATERIAL PLANNING CONSIDERATIONS

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

1. Land Use

- Mix of uses
- Economic development/world city role
- Hotel
- Retail and related town centre uses.
- Community uses
- Residential
 - Housing mix
 - Affordable housing
 - Social rented/intermediate mix
- Quantum of development
- Open space and leisure
 - Public open space
 - Indoor sport and recreation facilities
 - Child play space assessment
- Residential Amenity Space

2. Design and Access

- Layout
 - Grid
 - Canal
 - Open space
 - Wood Wharf Square/High Street
- Accessibility and inclusive design
- Tall buildings
- Archaeology and built heritage
 - Conservation areas
 - Listed buildings
 - Cranes
 - Maritime Greenwich World Heritage Site
 - Archaeology
- Blue Ribbon Network

3. Amenity

- Sunlight and daylight
 - Sunlight assessment
 - Daylight assessment
 - Shadow analysis
 - Solar glare
 - Light pollution
- Privacy and overlooking
- Sense of enclosure and loss of outlook/views
- Wind microclimate
- Noise and vibration
 - Demolition and construction noise
 - Demolition and construction vibration
 - Road traffic noise
 - Mechanical plant noise emissions
- Air quality
- Television and radio reception

4. Transport, highways and access

- Parking
 - Car parking
 - Cycle parking
 - Motorcycle parking
- Road network
 - Cartier Circle
 - Preston's Road access junction
 - Aspen Way/Upper Bank Street junction
 - Aspen Way/Preston's Road junctions (Preston's Roundabout)
- Public transport
 - Crossrail
 - Jubilee Line capacity analysis
 - Jubilee Line Station capacity analysis
 - DLR capacity analysis
 - Bus service capacity analysis
- Access
 - Vehicle access
 - Pedestrian access

- Cycle access
- Construction traffic
- Travel plan
- Servicing and deliveries
 - Deliveries and servicing vehicles
 - Refuse

5. Other

- Ecology and nature conservation
- Energy and renewable technology
 - Power, heating and cooling infrastructure
 - Renewable energy
 - Sustainable design and construction
- Climate change adaptation
 - Overheating
 - Living roofs and walls
 - Flooding
 - Sustainable drainage
 - Water use
- Aircraft
- Construction and phasing

6. Listed building consent application

1. Land Use

- 9.2 This section of the report reviews the relevant land use planning considerations against national, strategic and local planning policy as well as the adopted Supplementary Planning Guidance (2003) for Wood Wharf (WWSPG).
- 9.3 As mentioned earlier, the principle of re-developing the Wood Wharf site for a high density mixed-use purposes, including a new community park, canal and means of access, has already been established through the adopted WWSPG. The development not only seeks to create a sustainable community that creates benefits for local community, but will also provide regeneration benefits that will reinforce the UK economic position globally.
- 9.4 The London Plan identifies Opportunity Areas within London which are capable of significant regeneration, accommodating new jobs and homes and recognises that the potential of these areas should be maximised. The Isle of Dogs is identified within the London Plan as an Opportunity Area (Policy 2A.5). Policies ST15, ST17 and CAZ1 of the UDP and policy CP8 of the IPG seek to create promote the strategic and international role of the northern part of the Isle of Dogs as a global financial and business centre within a high quality environment.
- 9.5 In addition to this, it is essential that development is carried out sustainable manner, securing social, environmental and economic objectives (Policy 2A.1). PPS1 seeks to promote urban regeneration subject to the principles of sustainable development.
- 9.6 The IPG seeks to promote sustainable communities by creating places where people want to live, work and visit. The principles of sustainable development of PPS1 are adopted within policy CP1 which requires all development to contribute to creating and maintaining sustainable communities by:
- Facilitating growth;
 - Providing highest quality design; and

- Implementing environmentally sustainable measures

9.7 Policy IOD1 of the Isle of Dogs Area Action Plan (IODAAP) seeks to reinforce the northern part of the Isle of Dogs as a location of London-wide strategic importance. Notwithstanding this, new development must contribute to the creation of sustainable communities to reflect better integrated, compact, mixed-use communities on the Isle of Dogs.

9.8 The WWSPG seeks to ensure that the development of Wood Wharf will be a sustainable process promoting excellence in design, both architecturally and environmentally. The Vision set out within the WWSPG includes:

- Creating a Place to work;
- Creating a Place to live;
- Creating a place to enjoy; and
- Creating a place to value

9.9 The Wood Wharf proposals seek to create a new community in the heart of a growing commercial district, whilst providing opportunities to integrate with the existing community. PPS3 advises that housing should be developed in locations with a range of community facilities with good access to jobs, key services and infrastructure. Also, PPG4 advises that businesses in locations that minimise trips and are accessible by more energy efficient modes of transport should be promoted.

9.10 CABE advised that they:

"applaud the interest in using spaces and landscape to provide a sense of place for the community. The intention to bring in more of the existing character and community of East London, including community retail outlets is welcomed and will help to avoid a mono culture of transient office workers".

9.11 It is acknowledged from the outset, particularly where concern has been raised by the public, that the proposals greatly exceed the parameters put forward within the WWSPG. However, in accordance with policy 2A.5 and 5C.3 of the London Plan, development within opportunity areas will be expected to maximise residential and non-residential densities, but also they will be expected to give rise to substantial planning obligations. The acceptability of the proposals to regenerate the Wood Wharf site and to bring forward a sustainable community will be analysed in detail through the body of this report.

9.12 To assist the reader, the applicant has provided a summary of the substantial regeneration and sustainability 'benefits' that are proposed with this development:

9.13 a. Improving the Local Environment

- A new wetland nature area around Blackwall Basin;
- The creation of an integrated water space;
- A new community built around a town centre;
- The creation of a sequence of spaces with varying character, linked streets and walkways;
- High quality open space for amenity and play for all members of the community;
- Waterfront access – including floating islands and nature trails; and
- New high quality public realm and public access and squares.

b. Public services and facilities

- A NHS health centre;
- A crèche;

- Idea Store;
 - High Street and Wood Wharf Square; and
 - Range of shops and professional services.
- c. Good transport links, infrastructure and accessibility
- New pedestrian connection to Canary Wharf;
 - Introduction of a new canal from Blackwall Basin through to South Dock;
 - Enhancements to bus and DLR routes and services;
 - Provision of a network of pedestrian and cycle routes connecting with wider area.
- d. Investing in the local economy
- An integrated living and working community;
 - High quality offices to build on the success of Canary Wharf;
 - Approximately 25,000 new jobs, including jobs for local people; and
 - Financial contributions towards the provision of affordable housing, education, employment and training, community facilities, public transport, local highway network, improvements to connectivity and integration, leisure facilities, public open space improvements, social and community projects, health and development monitoring.
- e. Community focussed recreation
- Active waterfronts, including eco-islands;
 - A community park, including child play space areas;
 - New mooring opportunities;
 - Entertainment and events opportunities;
 - An area for that could be used for a new outdoor market; and
 - Environment for informal recreation and dining.
- f. New Homes

The proposals will create up to 1,668 new homes, including a range of sizes and types to meet the needs of the community. Affordable housing will be provided including new family sized homes.

g. High quality buildings

This will be addressed in detail through the reserved matters application and conditioned appropriately.

h. Education and learning

- An ideas store; and
- The introduction of job training and employment initiatives.

i. A safe place

- Active 24 hour mixed use environment to promote natural surveillance;
- CCTV and effective management and policing;
- Safe and secure facilities for access and parking;
- Good lighting; and
- Secure by design principles.

Mix of Uses

- 9.14 Policies 3B.3, 5C.3 and 5G.3 of the London Plan state that within the Central Activities Zone (CAZ) and the north of the Isle of Dogs Opportunity Area, wherever increases in office floorspace are proposed, they should provide for a mix of uses including housing, unless such a mix would demonstrably conflict with other policies in the London Plan.
- 9.15 According to DEV3 of the Councils Unitary Development Plan 1998 (UDP), mixed use developments are encouraged subject to the following considerations:
- The character and function of the surrounding area;
 - The scale and nature of the development;
 - The physical constraints of the site; and
 - The other policies & proposals of the plan.
- 9.16 As mentioned above, the Wood Wharf site is already identified within the WWSPG as an appropriate location to secure a major mixed-use sustainable development. Further to this, according to policy IOD17 of the IODAAP the preferred uses for the site are being Employment (B1 and B2), Retail and Leisure (A1, A2, A3, A4 and A5), Residential (C3) and Public Open Space.
- 9.17 Where the proposals are providing office, retail, hotel, housing, public open space and community uses, the mix of uses is considered to comply with both London Plan and Council policies.

Economic development/World City role

- 9.18 Policy 1.1, 3B.1, Policy 5C.1 of the London Plan, seeks to promote the contribution of the Isle of Dogs to London's world city role.
- 9.19 Policy 3B.2 of the London Plan indicates that the Mayor will seek a significant increment to current office stock through changes of use and development of vacant brownfield sites. A variety of type, size and cost of office premises is also sought to meet the demands of all sectors. Paragraph 5.74 of the London Plan states that development in the Isle of Dogs opportunity area should complement the international offer of the Central Activities Zone and support a globally competitive business cluster.
- 9.20 The redevelopment of Wood Wharf will firstly bring back into beneficial use an underused and semi-derelict employment site, in accordance with policy EE2 of the IPG. Secondly, in accordance with the WWSPG and the abovementioned policies, it will complement the existing commercial floorspace within Central London and Canary Wharf and would further enhance and strengthen London's global role as a global financial centre and European Leader.
- 9.21 The proposed commercial buildings provide up to 460,484sqm (GEA) of floorspace within 6 buildings. They have been positioned so that they are grouped together in a business core area around the High Street/Wood Wharf Square, and in accordance with the WWSPG, are predominantly located at the western side of the Wood Wharf site.
- 9.22 According to the GLA Stage 1 report,

“Policy 5G.2 of the London Plan recognises that the Central Activities Zone (CAZ) and the northern part of the Isle Of Dogs Opportunity Area are the heart of London's world city offer and seeks to promote and coordinate their development so that together they provide a competitive, integrated and varied business location. Therefore, the principle of an office development in this location complies with the London Plan”.

- 9.23 The IPG recognises that the Borough makes a large contribution to London's status as a global financial and business centre. Interim policy CP8 seeks to promote the north of the Isle of Dogs as a leading global financial and business centre contributing to the provision of employment opportunities for London and the surrounding regions. However, IPG and the London Plan both recognise the importance of not only supporting the Isle of Dogs London's world city role, but also job opportunities for local people must be safeguarded (policy 3B.11 of the London Plan and CP7 of the IPG).
- 9.24 The development would provide significant employment opportunities for the local and wider populations, during both the construction and operational phases. The applicant's Environmental Statement (ES) in support of this scheme forecasts the number of jobs that the development would generate. It considers that the construction phase is expected to generate approximately 1,700 jobs and the post-construction, operational phase is expected to generate approximately 25,000 jobs.
- 9.25 The jobs created from the commercial area are expected to range from highly skilled jobs to entry level jobs such as secretarial, clerical, administrative and ancillary roles, including cleaning, security and maintenance. Jobs within the retail and hotel areas create further employment opportunities for local people and also include many opportunities that are suitable for people without high level qualifications.
- 9.26 Notwithstanding, there is currently major contrast between the globally successful economic hub at Canary Wharf and the local area in the rest of the Isle of Dogs, much of which suffers from severe deprivation. Despite the borough having accommodated rapid growth in jobs, the resident population of the Borough has extremely low employment rates, with high levels of economic inactivity and unemployment. While the area has a high proportion of people with degree-level qualifications, it also has a large number with no qualifications at all. The challenge therefore is also to ensure maximum impact from the redevelopment of Wood Wharf, in terms of reconnecting the local area, and offering opportunities to address employment and housing deprivation.
- 9.27 According to the applicant's regeneration strategy, although offices in this location are likely to attract a significant proportion of employees from all over London and beyond, the scale of the development means that in absolute terms, local employment can be expected to be very substantial.
- 9.28 The applicant states that currently around 1 in 13 people who work at Canary Wharf (7.5%) live in Tower Hamlets. Of these over half (61%) live in one of the four wards in or adjacent to the Isle of Dogs. Assuming that a similar ratio applies at Wood Wharf then the completed development could provide approximately 2,000 jobs for Tower Hamlets residents and around 1,200 for residents of the immediate area. This will include opportunities at the full range of levels from highly skilled posts attracting employees from a global talent pool, to a wide range of entry level employment.
- 9.29 In addition to this, the applicant is providing a substantial contribution towards the employment and training initiatives for local residents including:
- £5,000,000 towards local employment and training including Skillsmatch.
 - £3,000,000 towards East London Business Place programme, which links local businesses to contracts offered through major developments.
- 9.30 Also, in response to Council's initiative, the applicant is proposing an in-kind on-site Construction Training and Recruitment centre (with a corresponding value of **£2,275,000**). The centre will include highly skilled posts as well as a wide range of entry level training and employment opportunities, which will be secured by s106 agreement.
- 9.31 Whilst the proposals at Wood Wharf will strengthen London's role as a world city and

financial centre, the regeneration benefits resulting from the proposals is expected to provide significant employment and training opportunities for the local community.

Hotel

- 9.32 A 340 room hotel is proposed on the western portion of the site. Policy 3D.7 of the London Plan relates to the provision of visitor accommodation and facilities. It sets a strategic target of 40,000 net additional hotel bedrooms by 2026; seeks to focus strategically important provision in town centres and Opportunity Areas with good public transport access to central London; and supports the provision of a range of tourist accommodation, including apart-hotels, and an increase in the quality and quantity of fully wheelchair accessible accommodation.
- 9.33 PPS6 promotes the vitality and viability of town centres and seeks to ensure that communities have access to a range of main town centre uses. The WWSPG identifies the site as acceptable for accommodating a hotel.
- 9.34 According to policy ART7 and CAZ1 of the Unitary Development Plan (UDP), the Council will normally give favourable consideration to major hotel developments within the CAZ, which the proposed hotel will partially straddle. In addition to this, policy CP13 of the IPG states that large scale hotel developments and serviced apartments will be supported in areas of high public transport accessibility and close proximity to commercial development, such as the Canary Wharf major retail centre, business and conference facilities and public transport.
- 9.35 Policy IOD15 of the Isle of Dogs Area Action Plan (IODAAP) states tourism uses, in particular the development of business tourism, will be promoted in and around Canary Wharf and the northern sub-area to take full advantage of opportunities arising out of the 2012 Olympic and Paralympics games.
- 9.36 The Mayors Stage 1 report states that the provision of a hotel in this opportunity area is welcomed and complies with London Plan policy. 10% of new hotel units will be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users, which is condition appropriately.
- 9.37 In conclusion, the provision of hotel accommodation in this location is supported. It would generate further employment opportunities, serve the substantial business communities in and around Canary Wharf, and also function as a facility for tourists. The hotel would be a natural addition to the area's ability to be part of the 24 hour global financial city.

Retail and Related Town Centre Uses

- 9.38 The proposals include Wood Wharf Square (which includes public realm and retail square at ground level) and a new high street through the heart of the scheme (including retail units at lower ground level). Also, A3 units are proposed along the Southern Esplanade, a café at the base of residential tower W08 and a retail unit is proposed at the base of residential tower W09. In total, the scheme is proposing up to 19,886 sq.m (GEA) of new floorspace for retail (A1), financial services (A2), restaurants & cafes (A3), drinking establishments (A4) and takeaway establishments (A5).

London Plan policies 3D.1 and 3D.3 seek to encourage retail and related uses in town centres and to maintain and improve retail facilities. Map 5C.1 identifies the network of strategically designated town centres in the north east London sub-region, in which Canary Wharf is designated as a major centre.

9.39 The GLA Stage 1 report states:

“In line with Canary Wharf’s designation as a major centre, the expansion of retail provision in this highly accessible location is supported in strategic planning terms. The new retail provision is located in a high street arrangement running between the office blocks and aligning with the main access across the site and through to the main Canary Wharf development. Small scale retail units and provision for a weekend market are also included within the proposal. The proposal complies with the London Plan in this regard”.

9.40 Policy ST34 of the UDP seeks to support improved provision in the range and quality of shopping within the borough.

9.41 The IODAAP states that the Isle of Dogs Major Centre is the largest town centre in Tower Hamlets and contains (in 2005) 19,300 sq m retail floorspace and an additional 31,220 sq m of service floorspace. Policy IOD15 states that the Isle of Dogs Major Centre will be the focus for new retail and recreation uses to protect and enhance the major town centre status of the area. It advises that retail uses may be appropriate outside of the Isle of Dogs Major Centre where they help to create vibrant mixed-use areas. Policy IOD15 states that the extent of provision in these areas must not compromise the viability and vitality of the Isle of Dogs Major Centre and should be primarily focused on serving the needs of the immediate residential and worker populations.

9.42 According to schedule 4 of the IPG (in support of policy CP15), the western portion of the Wood Wharf site is located in the Isle of Dogs Major Centre. Furthermore, this part of the site is identified as accommodating a future secondary frontage, in accordance with the layout of the WWSPG. Whilst the proposed layout of the high street is on an east-west axis (the design philosophy of which is explained under the design section), the principle of a secondary frontage as proposed is supported in this location. The proposal is designed to promote integration with Isle of Dogs Major Centre and complement the existing uses of the site; the proposal is therefore considered to be an extension of an existing Town Centre.

9.43 Also, policy RT4 of the IPG states that retail and related town centre uses will be supported in the boroughs major town centres. As discussed earlier, the land use designation for the site in the IODAAP includes retail and leisure (A1, A2, A3, A4 and A5). Also, where the proposed development comprises up to 1,668 residential units, the need for retail uses at the base of the affordable housing, is supported by policy 3A.7 of the London Plan, subject to appropriate amenity conditions.

9.44 In accordance with PPS6, a Retail Impact Assessment was submitted by the applicant in support of the planning application. It concludes that the proposals at Wood Wharf would considerably enhance accessibility to the site and linkages with surrounding land uses, including the existing retail at Canary Wharf. The proposals at Wood Wharf would therefore help achieve the objectives of PPS6 by promoting the vitality and viability of town centres by promoting them as the focus for new development.

9.45 The applicant has advised that the retail element of the development proposals provide for local needs and will offer a range of everyday local retail and service facilities such as chemist, dry cleaners, opticians and florists in line with policy EMP6 of the UDP. The comparison retailers would be supplemented with a range of bars and restaurants and community facilities to consolidate its role as a Major Centre.

9.46 The public have raised concern regarding uncertainty over the ability of the proposed High Street to meet the needs of the local community. In accordance with Policy CP15 of the IPG and policy 3D.1 of the London Plan, it would seem reasonable that a strategy addressing the needs of the local community, including a consumer needs assessment

and provision for marketing of retail units, should be conditioned.

- 9.47 Also, concern was raised by the Council's policy department over the impact of the future night time economy uses upon the residential units. However, given this is an outline planning application, the applicant has advised that at this stage it is unclear what mix the A3/4/5 uses will be, how many units they will comprise and the exact locations of evening and night time facilities. As such, the details of proximity from residential uses, impact and level of disturbance, hours of operation and mitigation measures will be dealt with at the reserved matters stage when points of detail are finalised. Appropriate conditions should therefore be imposed.
- 9.48 It is to be noted that the High Street and Wood Wharf Square is currently proposed to be implemented prior to the occupation of buildings W02 and W03 of Phase 2. Adequate access will be provided to ensure existing and new residential communities will be able to access the retail provision easily, which should be secured by condition or s106 agreement.

Community Uses

- 9.49 In support of its objective of creating mixed and sustainable communities, PPS3 seeks to ensure that housing is developed in suitable locations which offer a range of community facilities. Community facilities should be accessible by a range of travel modes including public transport.
- 9.50 Policy 3A.18 of the London Plan seeks to ensure that local planning policies address the need for social infrastructure and community facilities in their area, such as primary healthcare facilities, childrens play and recreation facilities, services for young, old and disabled people, as well as libraries, sports and leisure facilities, open space etc. Further, the London Plan policies seek to ensure that the objectives of the NHS Plan and the delivery of health care in the Borough are promoted (policy 3A.20).
- 9.51 Policy CP16 of the IPG states that the Council will enhance functions of the town centre hierarchy by promoting a complementary mix of uses in town centres, including social and community infrastructure. According to policy CP27 social and community facilities should be designed and located to maximise accessible and inclusive access. Also social and community facilities should be collocated. Policy SCF1 seeks to ensure that social and community facilities are situated within appropriate locations, based on the likely catchment area, accessibility and needs of the area.
- 9.52 According to the WWSPG, *"The provision of community facilities that benefit existing residents as well as future occupiers is vital. Facilities may include a crèche, library, health or community centre, depending on local need and viability"*. Further, *"the provision of community facilities may be located at either Wood Wharf West or East depending on the nature of the use"*.
- 9.53 The proposals allocates up to 5,086sqm (GEA) of floor space for community uses including a NHS Health Centre and an Idea Store to be located in building W04. A crèche is also proposed in the base of residential tower W08. The proposed community park and child play space will also act as a community benefit, although this is addressed in more detail under separate heading within the body of this report.
- 9.54 Policy IOD3 of the IODAAP seeks to ensure adequate healthcare facilities are situated within appropriate locations to meet the needs of the community. The policy identifies Wood Wharf as an appropriate location to serve the existing and growing employment and residential communities. The applicant is proposing approximately 2000sqm (shell and core) of floorspace towards the provision of a new PCT health centre. Also, where the health centre will not be delivered until Phase 4, the applicant is proposing a temporary

health facility to mitigate the potential impacts caused by the development. The temporary facility will be located on the high street, the details of which shall be secured by s106 agreement.

9.55 According to Policy SCF12 of the UDP, the Council is obliged to provide adequate library services. 3000sqm of floor space is to be provided within BO4 at Phase 4 of the development to accommodate the relocation of the nearby Idea Store from Canary Wharf which is currently at capacity, which will serve all of the Isle of Dogs. This Idea Store is expected to deliver the following services:

- Adult Library (incorporating the Local History Library)
- Children's library
- Soft play area
- Surfing space providing free public internet access
- 12 learning spaces, of which some will be specialist teaching spaces.
- Specialist arts spaces potentially including fashion studies, a multimedia lab and a design studio
- Meeting and activity space for community groups
- Display areas for local artists
- Two interview rooms for advice and guidance to local residents
- Café
- Public and staff toilets
- Archive Storage

9.56 Given that the residential uses are to be located primarily to the east of the site, the location of the facility is considered to meet the aspirations of the IODAAP which encourages better accessibility of library and health services for the local community. It should be noted that the Idea Store at Canary Wharf will continue to operate until a new facility is available. In the event that the Idea Store strategy is made redundant before the delivery of the facility, the facility shall be utilised for an alternative public community use to be determined by the Council.

9.57 SCF2 of the UDP states that day care facilities will be supported where they are located within a residential area, does not result in unacceptable disturbance on adjacent residential occupiers, the site is located close to shops and the site is located close to public transport. The proposed crèche is located within WO8 and is considered to meet all of the relevant criteria.

9.58 The public has raised concern that additional crèche facilities were not provided on site. It must be noted however that the applicant has agreed to a substantial financial contributions totalling £4,000,000 towards social and community development projects and initiatives procured by local voluntary and community sector organisations, including, but not restricted to the Isle of Dogs Community Foundation, for the following purposes:

- a capacity building the voluntary sector,
- b safety and security initiatives,
- c community cohesion and integration projects
- d services for older people, and
- e services and activities for younger people (which could include childcare facilities)

9.59 Despite concerns raised by CABE regarding the provision of community facilities, the on-site provision of community facilities and off-site financial contribution are considered reasonable for this scheme and will be secured by conditions or s106 agreement.

Residential

- 9.60 In accordance with policies 3A.1, 3A.3 & 3A.5 of the consolidated London Plan, the Mayor is seeking the maximum provision of additional housing in London.
- 9.61 Further, as mentioned above, the IODAAP designates the site for residential uses. The WWSPG indicated that the site could accommodate at least 1500 units in a mixed-use environment.
- 9.62 The need for additional new homes is a key strategic and local objective. The proposal comprises the redevelopment of a brownfield site to create a mixed-use scheme that includes residential uses, making effective use of the land. The site will provide up to 1,668 units. According to the Environmental Statement the residential component will generate a population of approximately 2,750 people.
- 9.63 The quantum of housing proposed will assist in increasing London's supply of housing and meeting the Council's housing target of 31,500 new homes from 2007/8 to 2016/17, as outlined in policy 3A.1 and 3A.2 of the London Plan. The proposal will therefore make a significant contribution to meeting local and regional targets and national planning objectives.
- 9.64 Whilst the principle of residential development on this site is supported by policy, careful consideration must be given to the location of the residential buildings. According to the WWSPG and the IODAAP spatial policies, residential units are to be located to the east of the canal. Both of these policies essentially seek to separate the office and residential floorspace.
- 9.65 As proposed, residential buildings and the subsequent housing tenures are mixed across the site. It is proposed that the family affordable housing is concentrated along the eastern portion of the site, with the most convenient access to facilities such as the community park, which includes play facilities. Equally, the proposed family housing is within easy access of the proposed community hub and retail High Street and public transport. The smaller open market units are proposed along the western portion of the site and will be closer to the restaurants and bars on the southern edge of the site. A description of the proposed location and tenure of each of the buildings is set out below:
- W07B is located on the south western part of the masterplan. The tenure of the housing is private;
 - W07C, located adjacent to W07B, is located on the south western part of the masterplan along the southern esplanade. The tenure of the housing is private;
 - W07D is also located within the southern part of the masterplan, along the southern esplanade, adjacent to W07C. The tenure of the housing is a mix of private and intermediate;
 - W08 is located in the south eastern part of the masterplan. The tenure of the housing is a mix of social rented and intermediate; and
 - W09 is also located within the far south eastern part of the masterplan. The tenure of the housing is social rented.
 - W13 is located in the eastern part of the site, to the south of the park and comprises private accommodation.
- 9.66 Whilst residential uses are usually welcomed within town centres, the Canary Wharf Major Centre has generally excluded residential uses due to its role as a business and financial centre. However, it must be noted that the site generally falls outside of the CAZ designation within the UDP, which restricts residential development in favour of central London core activities that will foster the business and financial role of these areas (CAZ1 of the UDP).

9.67 According to the WWSPG, the spatial layout was determined by the socio-economic context of the surrounding area. The SPG states that:

“Commercial development is most appropriate at Wood Wharf West, adjacent to Canary Wharf and closest to the vital transport links at the Jubilee Line and DLR stations. This part of the site should be occupied primarily by business uses within Planning Use Class B1(a) (office), supported by a lively ground level regime of cafés, bars and restaurants (Use Class A3), together with convenience shopping (Use Class A1).

The eastern half of the site, Wood Wharf East, should be primarily residential (Use Class C3), tying in with the existing residential areas at Prestons Road”.

9.68 According to policy IOD14 of the IODAAP, residential uses will not be supported within the area defined as the Isle of Dogs Major Centre. As mentioned above, W07B, W07C and W07D will be located within the Major Centre. According to paragraph 4.9, the Northern sub-area will primarily serve an employment function, and the Council will protect the area defined by the Isle of Dogs Major Centre for non-residential uses only. As is noted within this paragraph, the Council, in doing this, is making a specific exception to the provisions of the London Plan (in particular Policy 3B.4 which seeks a mix of uses, including housing, where increases in office floorspace are proposed) on the basis that the overriding strategic direction of the Northern sub-area is to protect and provide for significant employment uses and globally competitive businesses.

9.69 The inclusion of a significant proportion of residential development along the south western part of the site, directly alongside a major new commercial heartland, will allow for a new sustainable community to develop, whilst building on the existing Isle of Dogs business and residential areas. This is in direct accordance with PPS3 which advises that housing should be developed in locations which offer a range of community facilities with good access to jobs, key services and infrastructure. Also, policy 3D.1 of the London Plan supports a wide role for town centres, including housing.

9.70 As has been detailed earlier in this report, the comprehensive development of the site will complement the strategic global financial role of this area. Further, where the proposed residential buildings are to be constructed into the water space, there is essentially no net loss of developable commercial land resulting from the proposed residential development. Also, the environmental information submitted confirms that the residential development will not have a detrimental impact upon the commercial nature of this area, rather it will result in a more inclusive and vibrant 24 hour environment in accordance with the sustainable principles within PPS1 and the global status of the area.

9.71 Given the unique location of the proposal, and where the residential layout will not have a detrimental impact upon the strategic commercial designation of this area, the proposed locations of the residential uses are considered on balance to be acceptable.

Housing Mix

9.72 The proposals provide a mix of unit types, taking account of the site’s characteristics and context. The appropriateness of this mix is considered against the policy below.

9.73 Paragraph 20 of Planning Policy Statement 3 states that

“key characteristics of a mixed community are a variety of housing, particularly in terms of tenure and price and a mix of different households such as families with children, single person households and older people”.

9.74 Pursuant to policy 3A.5 of the London Plan the development should:

“offer a range of housing choices, in terms of housing sizes and types, taking account of the housing requirements of different groups, such as students, older people, families with children and people willing to share accommodation”.

- 9.75 The GLA housing requirements study identified within the Mayor’s Housing SPG provides a breakdown of housing need based on unit mix. However, according to the Mayors SPG, it is inappropriate to apply the identified proportions crudely at local authority level or site level as a housing mix requirement. Rather, they should be considered in preparing more detailed local housing requirement studies.
- 9.78 Policy HSG7 of the UDP states that new housing development should provide a mix of unit sizes where appropriate including a substantial proportion of family dwellings of between 3 and 6 bedrooms. On developments of 30 dwellings or more, family dwellings should normally be in the form of family houses with private gardens. The UDP does not provide and prescribed targets however, exceptions to the policy apply where family housing is proposed in locations where physical conditions are unsuitable for family dwellings;
- 9.79 At this stage, where scale is a reserved matter, the applicant has advised that it is not appropriate to specify an exact residential mix. However, an illustrative mix is summarised below compared to that of policy HSG2 of the IPG, which seeks to reflect the Boroughs current housing needs:

		affordable housing						market housing		
		social rented			intermediate			private sale		
Unit size	Total units in scheme	units	%	LDF %	units	%	LDF %	units	%	LDF %
Studio	170	0	0	0	0	0	0	170	14.35	25
1 bed	644	73	23.17	20	82	48.81	37.5	489	41.27	25
2 bed	586	99	31.14	35	67	39.88	37.5	420	35.44	25
3 bed	181	95	30.16	30	19	11.31	25	67	8.94	25
4 bed	67	28	8.89	10	0			39		
5 Bed	20	20	6.35	5	0			0		
TOTAL	1668	315	100	100	168		100	1185	100	100

- 9.80 The illustrative mix for Wood Wharf includes a total provision of 16% family accommodation (3+ bedrooms) with 45.4%, 11.31% and 8.94% family units within the socially rented, intermediate and the private / market elements respectively.
- 9.81 In assessing the residential mix, a key consideration is what is the most appropriate level of family accommodation to be provided on the Wood Wharf site. In terms of social rented housing, policy HSG2 of the IPG identifies that family housing is needed mostly within this tenure. The scheme was proposing 43% family housing, however, in response to Council’s concerns regarding policy HSG2, the applicant has amended the scheme to provide 45% family housing inline with IPG policy targets.
- 9.82 THE GLA Stage 1 report states that *“the level of social rented family housing should be conditioned as part of this outline application. Provided this condition is included, the proposal will comply with the London Plan in this regard”*. The s106 agreement will address this.

- 9.83 In respect of the market housing, whilst the mix does not meet policy targets for family housing, the applicant states that the exact mix should ultimately be for the market to decide. It is to be noted that the Mayor's Housing SPG states that it is inappropriate to crudely apply their *"housing mix requirements especially in relation to market housing, where, unlike for social housing and most intermediate provision, access to housing in terms of size of accommodation is in relation to ability to pay, rather than housing requirements"*.
- 9.84 The GLA's Stage 1 report accepts that *"the eventual mix for the private units will depend upon market conditions prevailing at the time individual buildings are brought forward at the time of detailed submissions"*.
- 9.85 In consideration of the above, and where the Council has approved schemes with a similar provision of family housing within the private unit mix, this is not considered to be a sustainable reason for refusal. Notwithstanding this, where the current mix is indicative only and is to be phased over a period of circa 10 years, it would seem reasonable to condition the scheme to provide further evidence of the market conditions at the time each building is brought forward at the detailed design stage.
- 9.86 In terms of the intermediate housing, 11% of units are provided as family housing which the applicant acknowledges does not meet the desired local targets. The applicant states that affordability of having large quantities of larger flats for shared ownership in a high value area must be taken into account. The applicant states that the level of service charges in high density mixed use tenure schemes can be unacceptably high for residents in social rented and intermediate housing and can undermine the degree of affordability that has otherwise been secured.
- 9.87 According to policy, the site has potential to deliver a high-quality, high-density scheme, that is of mixed-use character. However, the proposed development must ensure that high density does not mean a trade-off in terms of quality and residential amenity. To comply with local, strategic and national policy, a sustainable high density scheme must also be supported by appropriate infrastructure, for example, appropriate child play space and also public open space. Further to the affordability argument raised by the applicant, if additional family accommodation was to be included in the proposals, there would be greater requirements on associated amenity space.
- 9.88 According to policy HSG7 of the UDP, as mentioned above, exceptions to the family housing policy apply in locations where physical conditions are unsuitable for family dwellings. High density, central urban locations are generally not considered to be the most suitable areas for family housing, particularly where the quantum of family housing proposed will result in a significant child population. The Council's housing department has raised concern over the child densities resulting from the scheme, estimated at 550 child bed spaces. Whilst the scheme has been designed to accommodate the proposed child densities, any further increase of family housing could have a negative impact on the social and physical infrastructure and is considered unsuitable for this location.
- 9.89 CABE's has expressed reservations regarding the quantum of affordable housing, particularly 3 - 5 bedroom family units, where they state:
- "Despite meeting the London Borough of Tower Hamlets' immediate needs, we question whether this housing mix is appropriate for the nature of this development as currently envisaged, or for the intended residents. We are concerned that the potential exists for a ghetto to develop in the eastern end of the site, if this section is developed with the high proportion of the affordable accommodation that is currently proposed"*.
- 9.90 Notwithstanding this, the scheme exceeds the amount of family housing otherwise

achieved across the borough based on the most recently published LBTH Annual Monitoring Report 2006-7. The table below demonstrates that the proposed development is a significant improvement upon what has been achieved across the borough and in terms of aspiration, is a positive step towards LBTH achieving key housing targets and better catering for housing need.

Tenure	Borough-Wide %	Proposal %
Social-rented	17.5	45
Intermediate	2.5	11
Market	4.1	9
Total	7.1	16

9.91 It must also be noted that on the 24th April 2008, the Council approved a residential-led development at New Providence Wharf, Blackwall Way (PA/06/2101) with a similar mix to the proposed scheme. The site is located approximately 400 metres to the north-east of the site. The approved mix for this development provides a total of 15% family accommodation with 59%, 0% and 9% family units within the socially rented, intermediate and the private / market elements respectively.

9.93 It is clear that the proposed scheme does not comply fully with the housing mix targets identified within policy HSG2 of the IPG. However, whilst housing mix is clearly capable of amounting to a valid reason for refusal, in the circumstances of this case it is unlikely that this would on balance be sustainable, for the following reasons:

- The proper application of the housing policy is not to regard the percentages as rigid criteria but as guidelines to be considered in the context of other material considerations. It is significant in this regard that policy CP21 refers to the percentages as targets. Furthermore, such an approach accords with the general approach to making planning decision in which competing factors must be weighed against each other. An approach which treats these policies as providing guidelines as opposed to rigid criteria sits more comfortably within the wider policy matrix in which the decision has to be taken;
- The family housing provision complies with the IPG social rented housing targets, which is identified as the priority need in the borough;
- The scheme represents the sites maximum capacity for family housing and any more is likely to result in social behaviour and management problems;
- Due to the particular site's suitability for high density development, the scheme satisfies the exception criteria for the provision of larger 'family sized' units, as set out by policy HSG7 of the adopted LBTH UDP.
- The Council has previously approved developments much smaller in nature with smaller percentages of family sized accommodation in the market and intermediate elements, which confirms that the Council has adopted a flexible interpretation of these policies in the past; and
- Any harm arising from the shortfall of family housing in the market and intermediate segments is outweighed by the benefits of bringing a significant urban brownfield site into use for a major mixed-use development that meets national, regional and local objectives, particularly employment, housing and regeneration objectives.

9.94 The planning system is about achieving the right balance of uses to ensure maximum benefits. On balance, the proposal is considered to comply with the broad principles of national, regional and local planning policy by providing an appropriate residential mix in terms of small and larger units within tall buildings on a constrained site that is located in a central location.

Affordable Housing

- 9.95 Policy 3A.9 of the London Plan sets out a strategic target that 50% of the new housing provision should be affordable. In addition, Policy 3A.10 encourages councils to have regard to the need to encourage rather than restrain residential development, and to the individual circumstances of the site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements.
- 9.96 PPS3 states that the Government is committed to providing high quality housing for people who are unable to access or afford market housing. Policy CP22 of the IPG document states that the Council will seek to maximise all opportunities for affordable housing on each site, in order to achieve a 50% affordable housing target across the Borough, with a minimum of 35% affordable housing provision being sought.
- 9.97 The WWSPG states that the proposals for Wood Wharf should include 25% affordable housing units, however at the time that the document was prepared, that was the Council's minimum target in its UDP.
- 9.98 The toolkit assessment states that the scheme can only viably provide 18% affordable housing (based on habitable rooms). However, the applicant is proposing to provide 35% affordable housing subject to the availability of grant funding.
- 9.99 According to policy HSG3 of the IPG, in seeking to negotiate the maximum reasonable amount of affordable housing, the Council will have regard to the economic viability of the proposal and the availability of public subsidy to support affordable housing on site.
- 9.100 An evaluation of the schemes viability was prepared by the applicant using the GLA Affordable Housing Development Control Toolkit, where the scheme is proposing less than 50% affordable housing, in line with policy 3A.10 of the London Plan. The toolkit assessment has been scrutinised independently by the Valuation Office, who have sought additional information from the applicant where the Valuation Office are seeking uplift from the proposed 35% provision currently proposed. The applicant has confirmed that the scheme cannot provide any more than 35% affordable housing. Talks between the GLA and the applicant are ongoing. Notwithstanding, where the scheme is compliant with the Council's affordable housing target of 35%, the scheme on balance, is considered acceptable.
- 9.101 According to paragraph 18.6 of the Mayors Housing SPG, where the availability of grant is not known, S106 agreements should include a cascade agreement, based on financial appraisal, which links the required affordable housing output to the availability of grant. This should set the requirement for affordable housing should no grant be available, and the output required should grant be available at a specified level or levels. Cascade agreements should allow for affordable housing output to be increased if additional grant is made available. An appropriate cascade agreement should be written into the s106 agreement if the committee are minded to approve the scheme.

Social Rented/ Intermediate Ratio

- 9.102 Against London Plan policy 3A.9 affordable housing target of 50%, 70% should be social rent and 30% should be intermediate rent.
- 9.103 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.
- 9.104 The scheme was proposing a housing ratio split of 69:31 rented/ intermediate (by habitable room). However, following concerns raised by the Council the applicant has amended to scheme to provide a 70:30 rented/ intermediate split.

- 9.105 Where the tenure split is now in line with the London wide 70/30 split referred to in the London Plan, the scheme is considered on balance to be acceptable.

Quantum of Development

- 9.106 It was noted above that the proposals greatly exceed the parameters put forward within the WWSPG. However, in accordance with policy 2A.5 and 5C.3 of the London Plan, development within opportunity areas will be expected to maximise residential and non-residential densities.
- 9.107 Further, Policies 3A.2 and 3A.3 of the London Plan encourage Boroughs to exceed the housing targets and to address the suitability of housing development in terms of local context, good design principles and public transport capacity. Policies CP20 and HSG1 of the IPG seek to maximise residential densities on individual sites taking into consideration the local context and character, residential amenity, site accessibility, housing mix and type, achieving high quality, well designed homes, maximising resource efficiency, minimising adverse environmental impacts, the capacity of social and physical infrastructure and open spaces, and to ensure the most efficient use of land within the Borough.
- 9.108 The site has a PTAL level 4 (in a range of 1-6). The supporting paragraph to policy IOD13 of the IODAAP states that for the purposes of determining housing density, the site is considered central in character and is within the range of 650 – 1100 habitable rooms per hectare. The scheme is proposing up to 1668 units.
- 9.109 With respect to commercial densities, the London Plan set a maximum plot ratio of 5:1. However, plot ratios may be maximised depending on local context, including built form, character and existing or potential public transport etc. The WWSPG makes it clear that 1 Canada Square and Canary Wharf in general significantly exceed this ratio.
- 9.110 The principle of a high density development has been established through the adopted WWSPG. The location of Wood Wharf, within an area designated as an appropriate location for tall buildings and with good public transport accessibility, is considered entirely suitable for a high density development including residential use.
- 9.111 Strategic planning policy makes clear that the potential of brownfield sites must be maximised. Also, where the site is identified as forming part of the Isle of Dogs Opportunity Area, the site is capable of accommodating substantial new jobs and/or homes which the London Plan states should be maximised. In fact, the northern part of the Isle of Dogs has changed significantly in character over recent decades and it is now seen as a key strategic location for achieving densities beyond what had previously been achieved elsewhere.
- 9.112 Given the mixed-use, integration and comprehensive nature of the proposal, it is difficult to arrive at a specific housing density calculation. To apply the total habitable room count (4415 hr) over the site area (7.98 hectares) results in a density of just 553 hr/ha which is well below the limits. Or alternatively, you subtract the maximum commercial footprints (6 office buildings and the hotel) from the total site area and include the public realm only as the site area, you get a figure of 790 hr/ha (4415hr/5.59ha). Again, the scheme is well below the maximum density limit for housing.
- 9.113 According to section 8.1 of the WWSPG, *“the masterplanning exercise indicates that Wood Wharf could accommodate at least”* 460,000sqm of floorspace. Further, according to section 5.5 of the SPG, the density figures are provided as a guide. The scale and form of any new buildings at Wood Wharf, both commercial and residential, will be subject to a detailed appraisal at the planning application stage

9.114 Also, the density policies within the London Plan and the IPG are guidelines and not rigid benchmarks. In fact, the London Plan seeks to maximise the potential of sites, taking into account the local context and London Plan design principles, as well as public transport provision. Moreover, 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;
- Loss of privacy and outlook;
- Small unit sizes
- Lack of open space and amenity space;
- Increased sense of enclosure;
- Increased traffic generation; and
- Impacts on social and physical infrastructure;

9.115 These issues are all considered in detail later in the report and were considered on balance to be acceptable.

9.116 On review of the above issues, in accordance with the WWSPG a high density residential-led mixed use development is supported in this location. Whilst the proposed density may exceed the policy targets, the proposal is considered to satisfy the relevant policy exception tests where the proposal:

- Integrates effectively within the local context and character;
- Seeks to protect and enhance residential amenity;
- Incorporates good design principles;
- Provides range of housing choice and employment opportunities;
- Integrates with Isle of Dogs Major Town Centre;
- Benefits from good accessibility;
- Provides publicly accessible open space high quality public realm areas;
- Provides other non-residential uses on-site;
- Mitigates likely cumulative impact on local services and infrastructure; and
- Maximises resource efficiency.

Open Space and Leisure

9.117 There is an existing deficiency in the supply of both indoor sport and recreation facilities and public open space across the Borough as evidenced by the Council's Open Space Strategy and the emerging Leisure Facility Strategy. The Council considered it appropriate to seek contributions towards both sport and recreation facilities and public open space, as explored below:

1. Public Open Space

9.118 Whilst landscaping is a reserved matter, the application seeks permission for layout and as such, open space areas and landscaping principles have been defined and incorporated within the scheme. The application includes a strategy on how public realm and open space will be incorporated into the scheme, including a community park.

9.119 The principal issues with respect to the provision of open space centre around the quantity, quality and accessibility of the proposed open space provision and how this will be secured and managed.

- Proposed Open Space Provision

9.120 For clarity, the size and typology of open space and residential amenity space in the proposed Wood Wharf scheme has been categorised below:

CATEGORY	AREA REQUIRED BY LBTH (SQ M)	PROPOSED SCHEME (SQ M)
1. OPEN SPACE		
a. Land		
(i) Public Realm Areas	25,000 (site specific policy for Wood Wharf)	28,249
(ii) Community Park		9,767
(iii) High Street		3,312
(iv) Shared surfaces		7,842
Sub Total:		49,170
b. Water		
(i) Canal	-	5,134
(ii) Graving Dock, Docks & Blackwall Basin	-	40,063
(iii) Floating Eco Islands	-	474
Sub Total:		45, 671
2. RESIDENTIAL AMENITY SPACE (PRIVATE & COMMUNAL)		
(i) Ground Level	15,620	7,000
(ii) Above ground level		
GRAND TOTAL:	40,620	101,841

- Open Space Definition

9.121 Concerns have been raised by the Council over the definition of open space as applied by the applicant. In particular, concerns centre around the applicant inclusion of dock side public realm areas, shared surfaces, water space and the high street within their open space calculations. Accordingly, it is important to identify how open space is defined by National, Regional and Local policy and guidance.

9.122 Planning Policy Guidance (PPG) 17: Planning for Open Space, Sport and Recreation (2002), provides national guidance on planning for open space, sport and recreation. It states that *“open space should be taken to mean all open space of public value, including not just land, but also areas of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and recreation and can also act as visual amenity”*.

9.123 Further, PPG17 also states that local authorities should recognise that most areas of open space can perform multiple functions, as they may be passive and/or active in nature.

9.124 The London Plan (2008) defines open space as *“all land in London that is predominantly undeveloped. This definition covers a broad range of types of open spaces within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted”*.

- 9.125 Central and regional governments are directing local authorities to take a strategic approach to the development of open space. PPG17 requires Local Authorities to set local open space standards, including quantitative, qualitative and accessibility thresholds and that these should be incorporated into development plans. In accordance with Policy 3D.11 of the London Plan, London Boroughs are required to prepare Open Space Strategies (OSS) to understand the supply and demand of open spaces and identify ways of protecting, creating and enhancing them and improving the quality through better management.
- 9.126 The Mayor's Best Practice Guidance on Preparing Open Space Strategies requires boroughs to identify and analyse all open space, whether or not it is publicly accessible or has a defined recreational role. In considering the types of open space, the Mayor's guidance defines both Public and Private forms of open space.
- 9.127 Public Open Space is defined as "*public parks, commons, heaths and woodlands and other open spaces with established and unrestricted public access and capable of being classified according to the open space hierarchy, which meets recreational and non-recreational needs*". Private open space is defined as "*open space to which public access is restricted or not formally established but which contributes to local amenity or wildlife habitat or meets or is capable of meeting recreational or non-recreational needs, including school and private playing fields*". The guidance also states that private residential gardens or incidental areas such as road verges or streets (unless these form part of a link in the open space network) should not be included.
- 9.128 An OSS for the London Borough of Tower Hamlets (2006 – 2016) has been prepared and adopted. Whilst the strategy adopts the definition of open space set out in the London Plan, a key issue for the strategy was determining what open space provision standard was appropriate for an inner London Borough like Tower Hamlets.
- 9.129 The Council compared actual provision with the National Playing Field Association (NPFA) Standard 2.4 hectares per 1000 population, which was developed to quantify the amount of open land required for the sports and play needs of local communities. This is in accordance with other Borough strategies. It therefore focuses on green space that is fully accessible to the public and that can be used for these purposes. Therefore, not all types of open space were counted as contributing towards this type of provision.
- 9.130 Based on NPFA Standard, the Council's OSS identifies an open space provision standard of 1.2 hectares per 1,000 population which has been adopted within policy CP30 of the IPG. In accordance with the NPFA Standard, certain types of open space are excluded from the Council's standard, including canals, docks, and basins since this standard has been adopted to measure the provision of open space suitable for the outdoor sports and play needs of local communities.
- 9.131 According to the Open Space Strategy, only the following typologies of open space (which come from PPG17) with the asterisk (***) were identified as contributing to the open space standard of 1.2 hectares per 1000 population:

PPG 17 & GLA Typology	Local Typology	Number of sites
Parks and gardens	Major parks ***	3
	Local parks ***	53
	Square or garden ***	42
Provision for children and teenagers	Playground ***	14
Natural and semi-natural urban green space	Ecological (equating to semi-natural spaces), where a site's primary function is wildlife habitat; none of these sites in Tower Hamlets is publicly accessible	8
Amenity green space	Housing open space	6
Green corridors	The canals function as green corridors but are classified here as civic / water front (see below) since these are particularly important in Tower Hamlets	Nil
Accessible countryside	None in Tower Hamlets	Nil
Outdoor sports facilities	Outdoor sports facilities (all in school grounds, therefore not fully accessible to the public without specific agreement)	7
Brownfield land	Brownfield land (note no sites >0.3 ha. were found; there are operational open spaces such as car parks and gas works which have not been included)	Nil
Churchyards and cemeteries	Burial grounds ***	20
Allotments, community gardens and city farms	Allotments / city farms ***	7
Civic space	Civic space / water front	31
	Total	191

9.132 This position was fully adopted within policy CP30 of the IPG.

9.133 Further, policy IOD5 of the IODAAP states that at least 2.5 hectares of the Wood Wharf site should be provided as 'public' open space, and that:

1. *At least one large contiguous green space should be provided which primarily serves the green space needs of the proposed residential population. This should be large enough to cater for a range of experiences within the open space from passive to active.*
2. *Other spaces can be orientated to the docks and provision along key pedestrian routes.*

9.134 The 2.5 hectare provision was based on the Council's open space standard and the population expected from the 1500 units identified in the WWSPG land-use allocation.

9.135 As mentioned above, the development is proposing to increase the number of units identified in the WWSPG to 1,688 units. According to the applicants socio-economic analysis within the Environmental Statement, the proposal for 1,688 units is expected to accommodate around 2,750 people. As such, a total of 3.3 hectares of the Wood Wharf site should in fact be dedicated to open space, in accordance with the open space of policy CP30.

9.136 In considering the above policy justification, the Community Park (9,767 sqm or approximately 0.98 hectares) is considered to contribute towards meeting the open space

standard, but, all of the alternative open space areas are not considered to comply with the open space standard where they do not provide for the recreational green space needs of the proposed residential population as defined. Therefore there is a shortfall of 23,233sqm (or approximately 2.32 hectares) of open space that should be provided on-site in accordance with the open space standard.

- 9.137 Where there is a shortfall, according to circular 05/05 (planning obligations), it is reasonable for the Council to secure financial contributions towards the provision of off-site open space to mitigate any potential impact arising from the development. The applicant has agreed to contribute £3,435,541 towards off-site improved capacity, quality or access to existing public open space or laying out of new open space in line with the Council's Open Space Strategy.
- 9.138 In accordance with the OSS, civic spaces were not considered to attribute to the borough wide open space target identified within CP30 of the IPG. However, CP30 does state that the Council will *"seek to improve upon the open space standard on 1.2 hectares per 1000 population"* and will *"promote the use of new innovative design measures to achieve high quality open space"*.
- 9.139 In considering the 'public realm' areas (particularly the dock side edges), the applicant is proposing innovative design measures to create high quality passive recreation areas. Given the urban context of the locality, and the high-density nature of the proposed development, these areas are considered particularly important in meeting the needs of the transient workers. Officers are of the opinion that these areas should be considered as contributing over and above the borough wide open space target, particularly given that the open space standard does not take into account the transient populations of workers, students and visitors who also use Borough open spaces. The total area of these spaces is 28,249sqm (or approximately 2.8 hectares).
- 9.140 In accordance with PPG17, the amenity value created by opening up the site to Blackwall Basin, the eco-islands, the graving dock and the south dock, as well as the creation of a new canal, must be factored in when considering the total open space contribution created by the development.
- 9.141 It is to be noted that there are a number of approved high density schemes in the borough that do not make a contribution towards on-site publicly accessible open space. Where the application will provide significant contributions to both on-site and off-site public open space, in addition to the provision of high quality public realm, the scheme is considered on balance to comply with regional and local policy .

2. Indoor sport and recreation facilities

- 9.142 The Council is currently developing a leisure facility strategy to address existing capacity issues and future demand growth. Initial capacity research for this strategy (due to be formally adopted later in the year) has demonstrated that at present, based on the relatively low population projections provided by Office of National Statistics (ONS), the borough has a shortfall of both swimming pools and sports halls with a specific geographical deficiency of water space identified in the Poplar area and a shortage of sports halls on the Isle of Dogs. The capacity research concludes that on the basis of the low ONS population growth statistics, this shortfall will grow over the coming years to 2018. When taking into account the much higher GLA statistics, demand is projected to be even higher. The proposed development will contribute to this increased shortfall and a contribution is therefore justified.
- 9.143 National planning guidance in PPG17 explains that local governments will be justified in seeking planning obligations for sport and recreation facilities where new development increases existing demand.

- 9.144 The Council's Interim Planning Guidance policy CP27 seeks to resist the loss of existing sports and recreation facilities unless there are acceptable plans for their full replacement. Also, the policy seeks to secure improvements for the provision of new, or improvements to, sports and recreation facilities.
- 9.145 The proposed development will involve the loss of two indoor private sports facilities (circa 7000 sq.m.). The loss of these facilities will increase demand on existing public and private facilities in the Borough. The WWP is not proposing to provide alternative or replacement indoor sports and recreation facilities as part of the development. This is a significant concern where the proposed development will increase the local residential population by 2,750 and the daytime working population by approximately 25,000 people.
- 9.146 Where on site provision is not provided for, the applicant has agreed to pay a contribution of £1,117,319 towards off-site improvements to the capacity of indoor sport or recreation facilities or towards the provision of new indoor sport or recreation infrastructure in line with the emerging leisure centres strategy. This contribution is considered acceptable in mitigating any impacts created by the development upon existing infrastructure.

3. Child Play Space Assessment

- 9.147 London Plan Policy 3D.13 requires developments that include residential units to make provision for play and informal recreation, based on the expected child population. Using the methodology within the Mayor's SPG 'Providing for Children and Young People's Play and Informal Recreation, the GLA stage 1 report anticipates that the development will generate a child population of approximately 555 children. The Mayor's SPG sets a benchmark of 10sq.m of useable child playspace to be provided per child, with under 5 child play space provided on site. As such, in accordance with the SPG the development should make provision for 5,550 sq.m of playspace.
- 9.148 The development is proposing 2,522sqm of formal child place space:
- There is a dedicated under 5's play area of 233sqm within the gated private open space for the buildings W08 and W09, which will include a variety of playable features and equipment.
 - An area of 213sqm is dedicated to play for under 5's on the main island along the south esplanade.
 - A docked barge will be located in the south-western corner of the park. This play area will cater for children up to 11 years and has an area of 163sqm
 - The central play area, 1913sqm to the north of the main pedestrian route through the site is a neighbourhood playable space that caters for all ages. The space is divided into three parts: an informal play area that uses nature for play; a central area that contains play equipment for all ages and abilities; and a hard surfaced space that could be used for informal ball games and a market space at weekends or for special events.
- 9.149 All of the above are publicly accessible except the area under point one.
- 9.150 Further to this, the community park is surrounded on three sides by water. The proximity to the water could provide opportunities for informal water based activities such as pond dipping.
- 9.151 The high street area includes opportunities for seating and gathering places for young people. Similar opportunities could also be provided in the central park and throughout the development, which should be addressed through the reserved matters stage.

9.152 The GLA stage 1 report states:

“Whilst the formal play space provision does not meet the benchmark figure of 10 sq.m. per child, the overall quantum of space capable for use for play and the quality of space provided means that the amount of play space is adequate. However, in order to comply fully with the requirements of the London Plan in this regard, formal provision should be made for facilities for young people...either in one of the open spaces or integrated into the ground floor of one of the buildings”.

9.153 It must be noted that in both UDP and IPG policy sets a benchmark of 3sq.m of useable child playspace to be provided per child. Using the Mayors SPG density figure of 555 children, the development would be required to provide 1665sqm of useable playspace, which it clearly exceeds. In consideration of the stage 1 comments, it must be noted that the developer has agreed to contribute financially to off-site open space and indoor recreation facilities which would address the indoor and outdoor recreational needs of young people. Further, the concerns raised by the Council's parks department regarding seating provision within the development, will be addressed at the detailed design stage, where landscaping is a reserved matter.

9.154 In considering the acceptability of a financial contribution towards addressing the play needs of young people off-site, London Plan Policy 3A.18 seeks to enhance social and community infrastructure, including child play and recreation facilities, which can be provided within easy reach by walking and public transport of the population that use them.

9.155 Also, paragraph 11.8 of the Mayors SPG for Housing, states that when assessing needs of children and young people, *“full account should be taken of their need for play and informal recreation facilities within walking distance of their home”.*

9.156 The applicants Play Space Strategy identified that the Isle of Dogs contains a significant amount of playable spaces although some of these require upgrading and further maintenance. The financial contribution secured towards open space could also be used to improve these areas in accordance with the Council's open space strategy.

9.157 Accordingly, the proposed child play space strategy is considered acceptable in accordance with regional and local policy objectives.

Residential Amenity Space.

9.158 As mentioned above, the private residential gardens have not been included within the strategic open space targets in accordance with the Mayor's Best Practice Guidance on Preparing Open Space Strategies. There are separate planning policies for assessing residential amenity space provision.

9.159 According to paragraph 16 of PPS3, matters to consider when assessing design quality of housing developments include the extent to which the proposed development *“provides, or enables good access to, community and green and open amenity and recreational space (including play space) as well as private outdoor space such as residential gardens, patios and balconies”.* Paragraph 17 of PPS3 states that *“where family housing is proposed, it will be important to ensure that the needs of children are taken into account and that there is good provision of recreational areas, including private gardens, play areas and informal play space”*

9.160 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	SPG Requirement	Total (m ²)
Family Units	244	50sqm of private space per family unit	12200
Non-family units	1424	50sqm plus an additional 5sqm per 5 non-family units;	1474
Child Bed spaces Child Bed spaces	555	3sq.m per child bed space	1665
Total	1668		15339

9.161 Applying IPG policy in respect of residential amenity space (policy HSG7) produces the following indicative provision of amenity space would be sought:

UNIT TYPE	NO. OF UNITS	LBTH AMENITY SPACE REQUIREMENT	REQUIRED PROVISION OF AMENITY SPACE
Private Ground Floor			
3 bed+	12	50 sq m	1,708 sq m
		Total:	600 sq m
Private Above Ground Floor			
Studio	170	6 sq m	1,020 sq m
1 bed	642	6 sq m	3,852 sq m
2 bed	600	10 sq m	6,000 sq m
3 bed	173	10 sq m	1,730 sq m
4 bed	59	10 sq m	590 sq m
5 bed	12	10 sq m	120 sq m
		Total:	13,312 sq m
Communal			
	1668	50 sq m for first 10 units plus 5 sq m for every additional 5 units	1,708 sq m
TOTAL PROVISION OF AMENITY SPACE SOUGHT:			15,620 sq m

9.162 According to the above table, and the public realm strategy, the applicant has indicated that the scheme is expected to provide 7000sqm of private residential amenity space in accordance with the following typology:

- 1779sqm of communal amenity space (which will primarily serve the social and intermediate units within buildings W08 and W09); and
- 5,221sqm of private amenity space above ground level in the form of balconies and terraces.

9.163 In accordance with the IPG policy, the scheme would exceed the minimum standard for communal amenity space but fails to meet the standard for private amenity. It is clear that the development does not meet the residential amenity space standards of both the UDP and the IPG. Notwithstanding, it must be noted here that scale and appearance are reserved matters. Accordingly, in consideration of the proposed scale parameters, there maybe opportunity to increase the provision of private amenity space above ground within the proposed building envelopes at the detailed design stage which the applicant acknowledges.

9.164 The applicant has advised that in providing tall residential buildings, they have sought to provide the optimal outcome for the site in its entirety realising that private amenity space

at higher levels in buildings, may not always be successful and useable due to microclimate conditions. In order to overcome this, the scheme seeks to provide amenity space elsewhere in the site.

- 9.165 Also, the applicant has stated that residential units which contain balconies are generally sold at a premium. Where not all purchasers are able to pay for this premium, they rely on the availability of a range of unit types to choose from, including residential units which do not include balconies. The applicants design guideline advise that private amenity space will principally be focused towards family housing.
- 9.166 Whilst lack of amenity space provision is a reasonable ground for refusal, it would be difficult to sustain in consideration of the PPS1 references mentioned above which places substantial value upon the provision of a new community park, substantial on-site child play space and private communal amenity space, to mitigate the developments impact upon existing open space infrastructure and to meet the recreational needs of children. Also, it would be difficult to sustain where the Council has recently approved schemes that do not meet the policy targets in providing private amenity space and do not make an on-site contribution towards the provision of public accessible open space.
- 9.167 Notwithstanding this, given that appearance is a reserved matter and detailed design has not been provided, including microclimate studies to these facades, as well as the absence of any viability studies to validate the applicant affordability claim, it is reasonable to secure a s106 obligation upon each residential building to seek to comply with the residential amenity policies, subject to the provision of further evidence to justify any deficit.

Design and Access

- 9.168 The scale and appearance of the scheme are reserved matters, however, the outline development has considered how the design will come forward in the context of the proposed layout, taking account of the site's characteristics and contextual location.
- 9.169 A Design Guidelines document was submitted that builds on the Wood Wharf Design and Access Statement and the Accessibility Statement. The Design Guidelines are a set of specific rules or requirements intended to guide the development of the site. The objective is to ensure that a high quality design of buildings and public realm is achieved across the site, pursuant to the outline application. The Guidelines regulate the character and appearance of landmark buildings with a particular emphasis on tall buildings. Reserved matters applications following the issue of the outline planning permission will follow the key principles in the design guidelines. The Design Guidelines will be conditioned appropriately.
- 9.170 PPS1 promotes high quality and inclusive design, creating well-mixed and integrated developments, avoiding segregation, with well planned public spaces. The PPS recognises that good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. Good design should;
- Address the connections between people and places by considering the needs of people to access jobs and key services;
 - Be integrated into the existing urban form and the natural and built environments;
 - Be an integral part of the processes for ensuring successful, safe and inclusive villages, towns and cities;
 - Create an environment where everyone can access and benefit from the full range of opportunities available to members of society; and
 - Consider the direct and indirect impacts on the natural environment.
- 9.171 Policy 4B.1 of the London Plan sets out the design principles for a compact city stating that developments should inter alia, seek to ensure that developments maximise the potential

of sites, create or enhance the public realm, are accessible, provide for or enhance a mix of uses, usable and permeable for all users and are attractive to look at and, where appropriate, inspire, excite and delight.

- 9.172 Policy 4B.2 of the London Plan states that the Mayor seeks to promote world class high quality design. Policy 4C.3 seeks a high quality of design for all waterside development. All development, including intensive or tall buildings, should reflect local character, meet general principles of good design and improve the character of the built environment.
- 9.173 Policy DEV1 of the adopted UDP sets out the general principles that the Council will promote. This is further established within the IPG. Policy CP4 states that the Council 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 states that developments are required to be of the highest quality design, incorporating the principles of good design including;
- Taking into account and respecting the local character and setting of the development site, including the surrounding;
 - scale, height, mass, bulk and form of development;
 - building lines and setbacks, roof lines, streetscape rhythm and other streetscape elements;
 - building plot sizes, plot coverage and street patterns;
 - design details and elements;
 - building materials and external finishes; and
 - natural environment, including watercourses or waterbodies.
 - Enhancing the unique characteristics of the surrounding area to reinforce local distinctiveness and contribute to a sense of place;
 - Protecting and enhancing the historic environment, in particular Listed Buildings and Conservation Areas, and their settings;
 - Ensuring design of the public realm is integral to development proposals;
 - Creating visual interest in the urban environment, including building articulation;
 - Contributing to the legibility and permeability of the urban environment; and
 - Ensuring the use of high quality building materials and finishes.
- 9.174 Policy DEV2 also states that development should contribute to achieving the future desired character for the area, where this character has been identified in the AAP.
- 9.175 Policy IOD1 of the IODAAP states that design will be managed by ensuring that development, considers, reflects and responds to the waterside location of the Island and contributes to making a unique location in the London context; preserves and enhances heritage assets and tall buildings will be clustered around 1 Canada Square with building heights reducing from this point. The AAP further recognises that design has an important role in creating accessible, well connected, safe and secure environments that people can enjoy being in.
- 9.176 The WWSPG outlines the broad principles and design parameters that will guide future developments on the site. It identifies the site as a pivotal development, a transitional link between the immense scale and commercial environment of Canary Wharf and the lower scale of residential areas that lie to the east and south of Wood Wharf. The establishment of development and design principles within the WWSPG emerged from the necessity to address this transition in scale and land-use.
- 9.177 The framework establishes principles with regard to site layout, land-use, building density, building height and desire lines for movement and circulation. It also outlines the character and quality of the 'place' envisaged to be created.

9.178 The framework is based upon four key concepts

1. Establishing a layout that maximises the potential of the site compatible with local context.
2. Creating a permeable development that strengthens east-west links and improves connectivity across the Isle of Dogs.
3. Integrate public spaces and active waterfronts to establish vibrant, safe and enjoyable areas and create a focus to the site around the central basin.
4. Incorporating gateway / landmark buildings and focal points that create a 'sense of place' and identity for a new Wood Wharf.

9.179 In the context of the above issues regarding design, the following area will be explored below:

1. Layout
2. Accessibility and Inclusive Design
3. Tall Buildings
4. Archaeology and Built Heritage
5. Safety and Security
6. Blue Ribbon Network

Layout

9.180 According to the WWSPG, the three principal factors that will determined the layout of the development at Wood Wharf are:

1. The existing pattern of development in respect of axial views established by the grid geometry of Canary Wharf;
2. The proposal to introduce a new canal link; and
3. The constraints imposed by the Jubilee Line tunnels.

Grid Layout

9.181 CABE has raised concern that the orthogonal grid arrangement of the towers in the commercial section of the development is very rigid. However, according to the WWSPG, the grid layout of Canary Wharf establishes a clear pattern of building alignments and a strong building line running east to west. The development of the western section of Wood Wharf should therefore seek to reflect this configuration of development. The influences acting upon the east of the site, principally the character of the adjoining residential areas and the Jubilee Line tunnels, are more varied, which may result in a less constrained geometry.

8.182 The Wood Wharf site itself is dominated by the large form of the warehouses reflecting its industrial heritage and the light industrial uses that now exist here. The proposed continuity of urban grain and grid into the Wood Wharf site allows the large scale buildings to better relate to those of Canary Wharf. The proposed disaggregation of the grid at the Wood Wharf site edges with its looser fit residential pattern, non-orthogonal dock edges and boundaries play against the formal grid to better integrate with the more ad hoc arrangement of the residential setting to the east and the various on-site public realm opportunities at the water's edge.

9.183 The Design and Access Statement identifies that the proposed layout was selected against a number of options where it best responded to site constraints, the continuation of the Canary Wharf grid, a central east west space creating a strong visual corridor, full use of the surrounding water context, a strong commercial core, good connectivity to the east and west, an eastern canal placement, a large park to the east of the site integrating Lovegrove Walk and the Graving Dock within the design approach and good residential locations the

southern part across the site.

- 9.184 The nature of the site and the inclusion of residential accommodation generates a mixed scale and individuality of the site which differentiates it from Canary Wharf. The site also differentiates itself from Canary Wharf by the nature of its quaysides and form - surrounded on three sides by water. However, to ensure this differentiation would not result in isolation of the Wood Wharf site from Canary Wharf, a continuity of skyline with Canary Wharf is maintained.
- 9.185 Having adopted an urban grid continuity and urban footprint scale for commercial buildings similar to those at the adjoining Canary Wharf, the packing and density of the grid becomes critical in terms of urban space and street scale. According to CABI, the detailed design of the central square will be the key aspect in achieving this. It is important that the potential drama of this central space, where it is flanked by tall buildings which themselves are flanked on their opposite faces by waterside public spaces of a completely different character, is maintained.
- 8.186 The GLA stage 1 report states that, *“the layout is well thought out and will create a high quality urban development”*.

Canal

- 9.187 Policy 4C.21 of the London plan seeks opportunities for the creation of new canals and the restoration of the network including former links and basins, as part of major development proposals and regeneration projects.
- 9.188 British Waterways has a requirement for a new canal to enhance navigation between Blackwall Basin and South Dock. The WWSPG proposals incorporate a centrally located canal which divides the site into two parts. The applicant has identified that a canal placed centrally on the site raises a number of key strategic issues:
- A centrally located canal will substantially compromise the provision of a fully functioning service basement.
 - A single unified basement serving all the commercial buildings is required for operational and security reasons. The provision of a commercial basement dramatically reduces vehicular impact on the public realm above.
 - Issues around the phasing of the construction of the development also raise concerns. A central canal will provide a major constraint to construction and phasing of the scheme over time.
 - A central canal will also impose an inevitable separation, where continuity is mostly required. The navigational approach from the south to a central canal cuts across the main lock mouth.
- 9.189 Therefore the applicant investigated alternate arrangements in order to ensure that the canal position will be the best possible option in terms of phasing and delivery and to provide maximum benefits to the overall design. The placement of the proposed canal to the east was considered to be the best strategic placement for the following reasons:
- An eastern canal location will integrate best with the most likely location for public open space.
 - An eastern canal has least construction and phasing impact on the scheme.
 - An eastern canal location avoids residual non listed underground infrastructure.
 - An eastern canal allows better connectivity opportunities across the site.
- 9.190 The profile of the canal has been designed to meet several requirements. British Waterways (BW) has requested that the canal has a clear navigable channel width of 16m, with an additional allowance of 350mm for fendering on each side, and a depth of 5.0m

below the nominal dock water level. The canal was also designed for one way traffic for a design vessel of 45m x 6m. The majority of vessels using the canal are likely to be Dutch barge houseboats. Swept path alignments for the canal have been analysed.

- 9.191 The Jubilee Lines (JL) below the site has a 6m exclusion zone above the tunnels where construction is not permitted without concession from London Underground Ltd (LUL). The canal walls will not enter into the JL exclusion zone.
- 9.192 Three bridges will cross the canal. The bridges are anticipated to be for pedestrian use, with one bridge designed for vehicle loading for emergency and maintenance use. The detailed design of the bridges is yet to be completed and the details are to be addressed through the reserved matters stage. Maximum and minimum envelopes for all the building structures (including bridges) have been considered as part of the application process. Bridges will have to be lifted to allow vessels to pass through the canal.
- 9.193 The canal along the eastern edge of the Community Park is proposed to have a sloping beach to provide opportunities to engage with the water from the Community Park. The beach will consist of a canal wall with a concrete pile cap which varies in level along the canal to create beach areas along the length of the Community Park. A clear line of closely spaced timber fendering is proposed along the line of the canal to prevent boats impacting on the submerged canal wall and separate vessels from pedestrians in the park. A series of chains will also be strung across the fenders to prevent pedestrians from passing beyond the beach into the canal.
- 9.194 An 'island' is proposed behind the canal wall on the western side of the community basin. The island will be surrounded by a shallow pond. A double level of basement will be located behind the canal wall, and the canal wall will be effectively a continuation of the double basement canal wall. Again, fendering will be provided along the canal along with fencing to prevent pedestrians entering the canal.
- 9.195 Two options for capping details are proposed to be used along the canal to match the architectural design behind the wall. Option 1 utilises a timber capping to maintain the appearance of the existing timber walls along Blackwall Basin. Option 2 utilises granite capping stone finish similar to the main Canary Wharf Estate. Further, due to the canals deep water and potential for people to congregate, subsequently permanent fencing, grab chains and ladders are proposed for safety measures. These should be conditioned.
- 9.196 In addition to the canal and main development basement and buildings, additional engineering structures will be required onsite, which form part of the detailed planning application. These will include the Utilities Chamber, providing a connection of utilities (gas, power, fibre optics etc) between the two sides of the development below the canal, and attenuation tanks for stormwater storage and re-use onsite. The Utilities Chamber and attenuation tanks will be buried structures and will not be visible from ground level.
- 9.197 British Waterways will be responsible for the canal maintenance; including the clearing of any canal siltation, which shall be addressed by s106 agreement. A thorough assessment of all shipping risk will be completed during the detailed design stage as well as construction techniques and materials which must be considered and agreed with the Council planning condition.
- 9.198 In principle there are no concerns with the proposed canal design and layout particularly where the applicant has sought to provide three bridge links across the canal to ensure there is no segregation between the east and west banks, which improves upon the WWSPG connectivity principles.

Open Space

- 9.199 The east-west Canary Wharf scaled organising grid has resulted in the provision of small, local scale urban squares and park spaces that run along the entire length of the central east west axis of Canary Wharf. This green axis naturally continues into the Wood Wharf site. The WWSPG concludes that a continuation of this should result in the formation of a central public recreational space at Wood Wharf as well as creating a green route from Prestons Road to Canary Wharf and the public transport interchange.
- 9.200 In considering the WWSPG spatial plan, a central open space and axis on the site would naturally become a town square fronted by tall buildings. This space would be essentially urban in feel, and unlikely to provide the requirement for substantial open green recreational space. Also, the WWSPG massing approach places the highest densities on the western part of the site. The applicant has advised that open space in this location would be problematic as it would compromise overall development potential, which would conflict with London Plan policies.
- 9.201 Given the necessity for a substantial open space on the site in accordance with planning policy, the applicant sited the proposed community park to the east where it was considered that it would provide a buffer and an appropriate transition between the large scale development on the site and the smaller scale existing residential community to the east.
- 9.202 An open space created to the east would not only be able to connect directly to Blackwall Basin, but it would also benefit directly from the eastern flanking graving dock. This eastern location for an open space allows better utilisation by the wider neighbouring community, as well as the residents and office workers on-site. In order to be able to achieve this holistic design approach with maximum benefits and overall site balance, the applicant considered that the buildings in Lovegrove Walk, which did not form part of the original WWSPG area, will need to be removed in order to achieve a location for a substantial public open space. There are currently 29 dwellings at Lovegrove Walk, consisting of 10 town houses and 19 flats. The applicant has confirmed that to achieve the proposal, they have currently acquired 16 units and 7 houses. A further 2 units will be exchanged shortly. They are currently seeking to purchase the remaining dwellings.
- 9.203 It is to be noted that where the applicant does not have freehold and/or leasehold ownership for every parcel of land that makes up the site, the Council will impose a condition to prevent the commence of development for Phases 2, 3 and 4 until non-secured land has been tied into the s106 to secure the comprehensive redevelopment of this site. If the committee are minded to approve the scheme, and the applicant has been unsuccessful in acquiring the full ownership of the site, they may ask the Council to use its powers of Compulsory Purchase, in line with the WWSPG direction. The powers are provided to be used, inter alia, by securing comprehensive redevelopments such as this.
- 9.204 According to policy 3A.15 of the London Plan and CP23 of the IPG, no houses shall be lost without its planned replacement at existing or higher densities. Where the applicant submitted a Certificate C (Cert) and where the proposed demolition of the Lovegrove Walk houses form part of a comprehensive regeneration plan for the Site encompassing up to 1668 units, the proposal is considered to be acceptable within the scope of this application.
- 9.205 The proposed Landscaping and Public Realm Strategy for Wood Wharf identifies that a high quality public realm is especially important in the context of a high density development. The development seeks to achieve this by making best use of the site's natural features and particularly its waterside location and in doing so, the scheme identifies five new character areas within the Wood Wharf site including:

- Western Quarter and Basin – A gateway to Wood Wharf from the west, the built edges of the Western Basin create a water filled ‘Square’ that could accommodate floating structures for events or performances.
- Southern Esplanade – The south-facing aspect allows the best exposure to sunshine making it an ideal area for recreation. The Southern Esplanade could contain marina-type activity with mooring of boats, a promenade and links to the High Street.
- Easter Quarter and Basin – This part of the site comprises residential buildings. The landscaping in this area links the central space between the residential buildings with the canal.
- Blackwall Quarter and Community Park – This character area seeks to create a natural feel, providing a green backdrop to the overall scheme comprising a series of eco islands, Blackwall Dock and a new park.
- Central Quarter – The Central Quarter is located in the heart of the development and comprises the commercial buildings. The landscaping includes two interacting levels, the lower level contains the entrances to retail and community facilities and the higher one includes the High Street and links to the south and north.

9.206 The GLA Stage 1 report states:

“The quality of the public realm is generally of a high quality and allows for the use of imaginative elements and increased access to the water’s edge. The development includes five new bridges. These are crucial to integrate the scheme into the surroundings and their delivery should be conditioned.

The strategy to provide different character water edges and in particular the plans to provide softer and more variegated water edges is line with objectives of the Blue Ribbon Network to provide a varied water environment and to stimulate active use of the water area. The application requires further evidence to guarantee the proposed variety of types of space”.

- 9.207 Where the scheme is in outline, landscaping details have been reserved. As such, a condition will be imposed to guarantee the proposed quality and variety of types of space is secured. Further, the applicant has identified that weekend and seasonal markets could be provided within the community park or within the western basin, as a floating market, which would benefit the proposed and existing communities. Further details of this are required at the detailed design stage, subject to a market strategy to be conditioned, to ensure any impacts on surrounding residents are minimised.
- 9.208 The applicant has also advised that the Arts Strategy for Canary Wharf will be extended to cover Wood Wharf, and to include the Community Park. This strategy should also be a condition of development.
- 9.209 According to the WWSPG, the central landscape area to Wood Wharf east will consist of a densely planted public park and private communal gardens for the exclusive use of residents. Where the proposed open space strategy proposes 5 distinct public realm areas that are greater in size, quality and accessibility than the scheme proposed by the WWSPG, the proposal is considered to be acceptable.
- 9.210 The applicant has also advised that significant entertainment and event functions would be part of the overall experience of the development. The landscape strategy facilitates this need by providing a number of spaces which could accommodate such events, including temporary floating stages within the western basin and southern esplanade, as well as a pavilion within the Community Park. Whilst landscaping is a reserved matter, given the residential nature of the development and surrounding areas, an events and entertainment strategy should also be submitted to ensure any impacts on these residents will be mitigated.

High Street/Wood Wharf Square

- 9.211 According to the WWSPG, at the centre of Wood Wharf West, the development should incorporate a landscaped urban public plaza, which will lead to the proposed new canal basin, which will form the visual hub of the site and a focus for recreational activity around the waters edge.
- 9.212 The evolution of a central open space was influenced by the reservation required for the Jubilee underground line which generated a need for an east-west axial public space at the heart of the development. This layout sets a framework for development and creates a visual link east-west through Canary Wharf and across to the Isle of Dogs.
- 9.213 The Central commercial space also provides the opportunity to resolve the transition between the two principal levels of the site, with the main High Street facilities at the lower public realm level and the Wood Wharf Square, with cafes, bars, some retail space and green space, at the upper level.
- 9.214 The High Street would provide a principal route through the heart of the site and would link to north south routes and surrounding quaysides. The High Street route network would assure good permeability through the heart of the site and a central focus to the whole urban development.
- 9.215 A central unifying space would provide links to all buildings, could create a central heart and 'Wood Wharf Square' identity, could offer individual addresses and identities to the major commercial buildings, would provide open public space, would provide links to Canary Wharf and its public transportation infrastructure and would connect all secondary spaces to the central public open space at the heart of the scheme.
- 9.216 The GLA stage 1 report states that *"the central quarter comprise generally well-designed open spaces although there is concern that the 'high street' does not allow for easy navigation or future growth of users"* (it is to be noted that Council's design and access officers have not raised the navigation matter raised by the GLA as a concern).

Accessibility and Inclusive Design

- 9.217 The applicant's design and access statement sets out that all homes, except those on split levels, will comply with 'Lifetime Homes' standards, and that 10% of all market housing will be wheelchair accessible. In order to comply with London Plan and Council policies, all the units should comply with lifetime homes standards. The applicant has since confirmed that this can be achieved and will be conditioned appropriately.
- 9.218 In addition, 10% of all housing, across all tenures, including the Hotel development, must be wheelchair accessible or capable of being adapted to be wheelchair accessible. The applicant has confirmed that this can be achieved and will be conditioned appropriately.
- 9.219 The GLA and Council's access officer have advised that the design guidelines should incorporate standards for inclusive design and set out how changes in level are dealt with across the site. This matter has subsequently been addressed in the Design Guideline to be conditioned.

Tall Buildings

- 9.220 As mentioned above, where the proposal reserves Scale, an indication of the upper and lower limits for height, width and length of each building within the site boundary to establish a 3-dimensional building envelope within which the detailed design of the buildings will be constructed, has been provided. The building envelopes proposed are significantly taller than what currently exists on the Wood Wharf site. The appropriateness

and their acceptability is considered against the relevant policy tests below.

- 9.221 Policy 4B.9 of the London Plan states that tall buildings will be promoted where they create attractive landmarks enhancing London's character, help to provide a coherent location for economic clusters of related activity or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings. Policy 4B.10 of the London Plan provides detailed guidance on the design and impact of such large scale buildings, and requires that these be of the highest quality of design.
- 9.222 Policies CP4, CP48 and DEV27 of the IPG states that the Council will, in principle, support the development of tall buildings, subject to the proposed development satisfying a wide range of criteria, which are provided in detail later below.
- 9.223 Policy of the IOD AAP states that the Northern sub-area of the Isle of Dogs will continue to be a location for new buildings and will form a cluster of the tallest buildings found on the Isle of Dogs. New tall buildings should help to consolidate this cluster and provide new landmarks consistent with the national and international role and function of the area. Policy IOD16 states that building heights will respect and complement the dominance of One Canada Square. Heights should be progressively reduced from this central landmark through to the periphery of the Northern sub-area. An effective transition should be made between established buildings and new buildings. Further, the supporting paragraphs to policy IOD16 states that the dominance of the Northern sub-area on the skyline over other areas on the Isle of Dogs should be maintained.
- 9.224 The WWSPG identifies the significance of the iconic 50-storey tower of One Canada Square within the Canary Wharf Estate and Isle of Dogs, creating a landmark building and a high point in massing terms for the surrounding area.
- 9.225 The WWSPG recognises the potential of the Wood Wharf site to accommodate tall buildings and states that the western part of the Wood Wharf site presents the opportunity to consolidate the culture of building heights established at Canary Wharf and complete the outer cluster of tall buildings. The WWSPG emphasises that the scale of commercial development should be compatible with the Canary Wharf estate rather than competing with it.
- 9.226 Distinct building heights are identified within the WWSPG across the site. Within Wood Wharf West, the scale of the development should be compatible with Canary Wharf rather than compete with it, a maximum of 35 storeys will be acceptable stepping down to 16-20 storeys to front the new canal. Within Wood Wharf East, the development should range in scale from 20, 16 and down to a maximum of 6-7 storeys close to Prestons Road to respect the existing low rise residential properties. There is also opportunity for landmark buildings of up to 35 storeys at key positions to act as visual markers.
- 9.227 The maximum heights of the buildings at Wood Wharf range from 33.00m to 206.02m in height. The minimum heights of the buildings at Wood Wharf range from 23.00m to 188.05m in height. The heights of the buildings have been established with regard to the site's context with the taller buildings located to the west of the site towards Canary Wharf and the shorter buildings located to the east of the site. The maximum heights of the proposed towers exceed the indicative heights within the WWSPG.
- 9.228 CABE has raised concern where a scheme of the scale proposed was lodged in outline form. Notwithstanding this, CABE and English Heritage's Guidance on Tall Buildings (2007) states that outline planning applications for tall building proposals are appropriate only when the principle of a tall building is considered to be an important element within a robust and credible masterplan. The principle of tall buildings at Wood Wharf has been accepted in the adopted WWSPG for the site.

9.229 The GLA stage 1 report states:

“The site is in an established cluster of tall buildings and therefore the proposal for tall buildings (on the western side of the site) is fully supported subject to good design, in line with the principles of policy 4B.10 of the London Plan. The concept of design guidelines is supported but they need to be more detailed in order to give certainty of the design quality at the detailed stage.

The strategy for lower heights towards the east is supported, as is the strategy for a finer grain development to the east to allow a gradual transition from the Canary Wharf towers to the existing residential properties west and east of Prestons Road”.

9.230 However, the both the GLA and the Council's design officer raised concerns regarding the design of the eastern residential blocks. In particular, block W13 did not appear to benefit from any semi-private or communal space and is oddly placed within the public realm, resulting in awkwardly shaped space at the southern end of the park. Also, Block W09 was considered to be relatively long (maximum 100 metres), needing to be appropriately designed to minimise the formation of a bland facade. There was also a concern over the relationship of W09 to the Cold Harbour Conservation Area to the east.

9.231 The applicant has submitted further information to address these concerns, which address the following issues:

- Relationship of the residential buildings to the Cold Harbour Conservation Area;
- The design of building W09, including layout and scale
- The treatment of the public realm and amenity related issues, in the context of the building W09 and W13.

9.232 The information submitted was found to be acceptable in addressing the Council's concerns and has been amended to the Design Guidelines to be conditioned.

9.233 Within the body of the ES, a detail views analysis was also undertaken. The ES concludes that the effect of the proposal on the view in long, mid and close range views is generally beneficial. The scale and layout of buildings proposed at Wood Wharf relate well to the existing cluster in the Docklands. The addition of contemporary development was considered to reinforce the character and identity of the Docklands, adding strength to, and reinforcing the existing buildings as a compelling cluster.

9.234 Given the existing cluster of buildings in the Docklands and at Canary Wharf, it is apparent that there is a significant level of existing night time light and illumination in the immediate vicinity. Whilst the Wood Wharf proposal would result in an increase in the level of night time light/illumination, the effect has been assessed at neutral within the ES (the impact upon surrounding residential amenity has been assessed under separate heading).

9.235 In the context of the existing and consented schemes, the scheme does not detrimentally affect the setting of the majority of the conservation area or listed buildings, which form an integral part of the character of the area. Where adverse effects have been identified, these were considered to be slight and mitigation measures have been outlined to minimise these effects (which has been addressed under separate heading within this report, though these generally include high quality design and materials to be used in the façade treatments of the Wood Wharf proposal).

9.236 Policy DEV27 of the IPG (October 2007) provides criteria that applications for tall buildings must satisfy. Considering the form, massing, height and overall design against the requirements of the aforementioned policy, the proposal is considered to be in accordance with the policy as follows:

- The design is sensitive to the site's context, creating continuity with the adjoining tall buildings at Canary Wharf and the low level residential area to the east of the site.
- The architectural quality and final massing of the tall buildings has not been defined. However, the design and access principles and the design guidelines that will be used to develop future details are considered to be of high quality and considerable attention has been given to the building envelopes and the public realm in the context of a fully worked up masterplan.
- The site is located in an area identified for tall building clusters. The proposal is considered to be in line with the tall building principles for the site, established within the WWSPG;
- The townscape impact analysis demonstrates that the proposal would not have any negative impacts on the townscape and would contribute to and compliment the existing Canary Wharf skyline, whilst creating an interesting skyline for Wood Wharf, from all angles;
- An extensive assessment of wider views has been undertaken, including night time effect. It is important to note that the City of London considered that the proposed development will be seen in views as an integral part of the cluster of towers at Canary Wharf and therefore it will not raise any new view protection issues.
- The site forms a backdrop to the London panorama from Greenwich Park to Central London. Where the cluster of Canary Wharf is identified as a positive contribution to this Panorama, the consolidation of this cluster with new tall buildings at the Wood Wharf site will positively enhance the composition of the cluster.
- The scheme is not considered to compromise the setting of the Conservation Areas or the Maritime Greenwich World Heritage site and whilst the scheme will effect the listed dock walls, the impact is considered to be a positive contribution.
- The scheme provides adequate, high quality and usable amenity space that will meet the needs of the proposed residential and working population, as well as contributing to the needs of the surrounding residential community on the Isle of Dogs;
- The environmental statement submitted demonstrates that the environmental impacts (e.g. micro-climate, ecology, flood risk, sunlight/daylight, etc) are acceptable and appropriately mitigated where the proposal has any adverse impact.
- The proposals demonstrate consideration of sustainability throughout the lifetime of the development, including the achievement of high standards of energy efficiency, sustainable design, construction and resource management;
- The mix of uses proposed are considered appropriate and will contribute positively to the social and economic vitality of the surrounding area;
- The site is located in an area with good public transport accessibility. The proposal takes into account the transport capacity of the area and includes an appropriate S106 contribution towards transport infrastructure, to ensure the proposal will not have an adverse impact on transport infrastructure and transport services;
- The proposal incorporates the principles of inclusive design whilst securing high standard of safety and security for future users of the development
- The proposal improves the permeability of the site and movement of people from the eastern periphery of the northern sub-area through to Canary Wharf. The scheme contributes to the provision of high quality pedestrian and cycle routes.
- The proposal maximises the use of the sites unique water location, through the appropriately siting of both office and residential buildings and public realm; benefiting from the amenity value;
- Complies with the residential density policy requirements to maximise housing density given the sites central location;
- conforms with Civil Aviation requirements; and
- Will not interfere, to an unacceptable degree, with telecommunication and radio transmission networks.

9.237 It is to be noted that CABE has advised that given the outline nature of this submission commenting on the impact of the series of towers remains a difficult task. They have advised that whilst they have confidence that a high standard of development will be

delivered, they wish to reserve their overall judgment until detailed schemes are worked up.

- 9.238 On balance, the development is considered to comply with regional and local planning policy and guidance on tall buildings.

Archaeology and Built Heritage

- 9.239 PPG15 (Planning and the Historic Environment) requires local planning authorities who consider proposals which affect a listed building or Conservation Area to have special regard to the preservation of the setting of the listed building or Conservation Area, as the setting is often an important part of the buildings or areas character.
- 9.240 Policy 4B.11 of the London Plan seeks to protect and enhance London's historic environment. Further, Policy 4B.12 states that Boroughs should ensure the protection and enhancement of historic assets based on an understanding of their special character. Policy 4B.15 of the London Plan supports the identification, protection, interpretation and presentation of London's archaeological resources. The policy states that the Mayor expects boroughs and others to use appropriate tools to manage the historic environment, including character appraisals and conservation plans.
- 9.241 Policy DEV37 states that where alterations to listed buildings are proposed, these will be expected to preserve the special architectural or historic interest of the building. These should endeavour to retain the original plan form and any architectural features. Should allow for recording of the building by a professional and be carried out using traditional materials.
- 9.242 Policy DEV42 states that development which adversely affects nationally important archaeological remains, will not be permitted. Policy DEV43 states that development which affects any locally important archaeological site or remains may be permitted depending upon the importance of the archaeological remains, the need for the development and measures proposed for the protection, enhancement and preservation of the site. Policy DEV44 seeks to ensure that the permanent preservation in situ of nationally important remains will normally be required.
- 9.243 Policy CON1[1] of the IPG states that planning permission will not be granted for development which would have an adverse impact upon the setting of a listed building. Further, CON2 states that development that would affect the setting of a Conservation Area, will be granted only where it would preserve or enhance the special architectural or historic interest of the Conservation Area. CON3 seeks to protect world heritage sites
- 9.244 The IPG recognises that archaeological remains can easily be destroyed in the development process. Policy CON4 states that the Council will require nationally important remains to be preserved permanently in situ, subject to consultation with English Heritage. All development proposals affecting sites of known archaeological interest will be required to submit an archaeological assessment. CON5 seeks to protect important local and strategic views.
- 9.245 According to the WWSPG, in determining any proposals for Wood Wharf it will be necessary to ensure that the development is not detrimental to the character or appearance of the Conservation Area, nor to the Listed structures and their settings.'
- 9.246 As mentioned earlier in this report, no part of the development is located in a conservation area. However, the main conservation policy issues arise from the presence of the Cold Harbour Conservation Area, which lies to the east of Prestons Road, and the Grade 1 listed Blackwall Basin and the Grade 1 listed West India Dock East Quay. Consideration must also be given to the Maritime Greenwich World Heritage Site, located to the south of Isle of

Dogs, which is the closest World Heritage site to Wood Wharf.

- Conservation Areas

- 9.247 There are a number of conservation areas to the north and east of the site. The following conservation areas have been assessed in detail where concerns have been raised over the potential impact from the proposed development.

Cold Harbour Conservation Area

- 9.248 According to the Conservation Area Character Appraisal & Management Guidelines (Adopted 7 March 2007), the Cold Harbour Conservation Area was designated in December 1975. It includes the two entrances into the Millwall and Blackwall Dock Basins and survives as one of the last examples of the narrow streets which once characterised the river's perimeter. Coldharbour retains much of its original maritime character, its narrow 'corridor' preserved by appropriate new residential development to the west, and the sensitive redevelopment of surviving historic buildings. The scale of the 'new' residential development along the western edge of Coldharbour has contributed to the historic sense of enclosure, replacing buildings of a similar scale on narrower plots. The setting of the Conservation Area, however, has been altered by the high-rise development surrounding it.
- 9.249 According to the cultural heritage assessment within the ES, the applicant contends that there are six listed buildings still standing on the eastern side of the street, surrounded by recent new residential development which screens views to and from the listed buildings. Views into and out of this part of the conservation area are limited to those looking west from the Gun Public House and west up Managers Street onto the development site.
- 9.250 The setting of the Coldharbour Conservation Area is currently characterised by the River Thames to the east, the Wood Wharf business park to the west and residential and light industrial uses to the north and south. Remnants of historic dock yard serve as a reminder of the original use of the area at the entrance to Blackwall Basin and the entrance to the South Dock.
- 9.250 The visual impact on views in and out of Coldharbour Conservation Area was assessed within the ES. The assessment states:

Although the Docklands cluster (Canary Wharf) is visible in the background, as a result of its distance and orientation, it does not appear overly bulky and out of scale with these residential buildings. The location of these buildings in the background provides a contemporary setting and context for the Docklands. The low level of buildings on the street, and the distance to the cluster results in a relatively open environment above the roof line.

The proposed buildings rise immediately behind the western end of the street, and dwarf the terraced row. A sense of enclosure now fills this end of the view.

The proposal is situated such that it is now the dominant element in this view and along this street, and appears out of character with the terraced row...the setting of the conservation area is significantly effected by the proposal, which is at a discordant scale to the existing form. The same is applicable for the Listed Buildings whose setting has been materially effected.

- 9.251 The applicant assessment concludes that the Coldharbour Conservation Area and its listed buildings will be affected by new buildings on the development site due to the proximity of the area to the development site. However, the applicant contends that the proposed development will have no physical effect upon the character of the conservation area,

where the effects are limited to the visual presence of the buildings on views from the conservation area to the west which are considered to be limited and not making a significant contribution to the overall character of the conservation area.

- 9.252 In view of this conclusion, careful consideration must be given to the expert opinion of received from Statutory consultees. English Heritage has raised no objection to the proposal's impact upon the conservation area. CABE provides no comment on the relationship between the development and the conservation area. The GLA stage 1 report states that:

"The site is also located adjacent to a number of conservation areas. Considering the scale of development already existing in the area, it is anticipated that the impact will be limited and that the setting of the listed buildings and conservation area is preserved and in many cases would be enhanced".

- 9.253 It must be noted that the WWSPG sets out in principle height parameters for tall buildings adjacent to the Coldharbour Conservation area. The parameters stipulate a building height range between 7-10 residential storeys, with a landmark residential building of up to 35 residential storeys within 80 metres of the Conservation Area. The proposed scale parameters for W09 height is between approximately 10 to 23 residential storeys.
- 9.254 The Councils Design and Conservation team originally raised concern over the impact of W09 upon the setting of the Conservation Area given the extreme variance in the minimum and maximum height dimensions. The affect of the minimum dimensions was considered acceptable, however the concerns extended to the effect of the maximum dimensions. The applicant has sought to address this matter through the provision of design options for this building, to be conditioned within the Design Guideline. The further information has shown that the building is capable of being designed to mitigate any impact upon the conservation area. In response, the design and conservation department has confirmed that the proposed interface between the development and the conservation is now acceptable subject to the conditioning of the Design Guideline. The scheme is therefore, on balance, considered in terms of its impact on the Coldharbour conservation area acceptable.

Cold Harbour Conservation Area Extension

- 9.255 An extension of the Coldharbour Conservation area is proposed incorporating part of Manchester Road and Preston's Road. Whilst the amendment has not yet been adopted, the applicant has undertaken two views analysis over this area. The impact of the development upon the view from Manchester Road/Samuda Estate was found to be moderate, with no mitigation measures required. However, the impact of the development upon the view Preston's Road/Stewart Street requires mitigation measures. This is due to the close proximity of the development to the rear of the row of houses along Preston's Road, which fall within the proposed conservation boundary. The mitigation measures include high quality design and materials to be used in the face treatments. This matter has been addressed within the design guideline.

St Matthias Church Conservation Area

- 9.256 Concern has been raised that the proposal may have an impact upon St Matthias Church Conservation Area, where the development is located in the background of the St Matthias Church (Grade II*). However, the applicant has advised that the ES has assessed the visual impact of the maximum building extents and concludes there is no harm to the conservation area. The setting of St Matthias Church does not extend to the Wood Wharf site and no impact has been identified on its setting. The church is already viewed with modern, tall buildings in the background with no detrimental impact. The Wood Wharf proposal, although appearing behind the spire in a single view of the ES will not appear behind the spire in any other of the multiple views within the recreation ground surrounding

it. Where English Heritage or the GLA has not raised this as a concern, it is considered that there will be no impact upon the setting of the conservation area.

All Saints Conservation Area

9.257 Concerns have also been raised that the proposal may have an impact upon this conservation area. The proposed development will change some views from within the churchyard of the All Saints Church. There are currently glimpsed views toward the development site from this Conservation Area and listed church. The effect is assessed as being slight adverse due to the scale and modern design of the buildings being viewed at the same time as the church. It is assessed as slight because only a limited number of views will be affected and the presence of modern development in a long distance view will not detract from the listed church or the character of the All Saints Conservation Area. Mitigation measures include high quality design and façade detail to the proposed buildings.

Naval Row Conservation Area

9.258 Views from Naval Row Conservation Area, to the northeast of the Wood Wharf site, would change as a result of the proposal. However, the setting of the conservation area and its listed buildings were found not to be detrimentally compromised by the proposed development, particularly where the view to the south has already been compromised by the DLR track and Canary Wharf

- Listed Buildings

9.259 There are a number of listed buildings located outside the site boundary in proximity of the site, those closest to the site boundary have been assessed within the ES and are listed below. The architectural and historic importance of the surrounding listed buildings is varied. Overall the buildings are all associated with the working of the Docks and so have some intrinsic link with the area and its industrial heritage. Those buildings located within 400m of the development site have been specifically assessed within the ES. Broadly, it was found that the settings of these buildings are limited.

9.260 Notwithstanding, the Gun Public House (Grade II) is located in a slightly more exposed position than others within the Coldharbour Conservation Area. As such, although its immediate setting will not be affected by the proposed development its wider setting and views will change considerably. This effect is assessed in the ES to be slight adverse as the clearing of prefabricated warehouses will improve views from the building but the erection of substantially taller buildings may cause an adverse effect upon views from the listed building that outweighs the improvement of the view from the clearing of the warehouses (the impact of this and how it will be mitigated is addressed above).

9.261 The primary matters to be dealt with relate to the effect of the proposals on the Grade I listed Blackwall Basin and its setting and the effect upon the Grade I listed West India Export Dock (East Quay) and its setting.

9.271 Listed Building Consent is being applied for in order to alter these Grade 1 listed buildings and has been addressed under a separate section of this report (PA/08/1218 and PA/08/1238)

9.272 Part of the proposals involve altering the dock wall in order to accommodate a new canal opening to the eastern side of the southern bank and the replacement of some capping stones in order to stabilise the dockwall and maintain a watertight structure. The assessment considers that the structural integrity of the Blackwall Basin will not be compromised by the proposals.

9.273 The affect of the proposed development on the setting of the listed docks in general is assessed as positive. The applicants Cultural and Heritage Report considers that the area will be enhanced by the new development and will allow for greater integration with the structures by the public.

9.274 The GLA Stage 1 report considers that:

A conservation-led approach has been devised in order to preserve as much of the existing fabric as possible, and to retain the industrial character of the dock edge. Marine artifacts will also be retained and reused as much as possible to preserve the detailed character and appearance of the dock edge.

9.275 English Heritage have advised that

“the new park...and the boardwalk type structures proposed on the southern and western edges of the Wood Wharf development (which oversails the edge of the Grade I structure and crosses over the water) will improve the experience of workers, residents and visitors, as well as providing a link with the main body of Canary Wharf.

9.276 Notwithstanding this, EH raised concern with the proposed 'Eco Islands' within the Grade I listed Blackwall Basin. They state:

“The Basin is a hard edged space which is one of the most important historic docks in Britain; its industrial character is of huge significance. We feel that the proposed tree and vegetation covered 'Eco Islands' are inappropriate as they would significantly detract from that historic character and therefore we cannot support this aspect of the proposal”.

9.277 The eco-islands within the basin are required to incorporate habitat for nature conservation purposes (as detailed later in this report). In response to EH concerns, it is to be remembered that the landscaping of these islands has been reserved and the applicant has advised that they will work with English Heritage at the detailed design stage to ensure the final landscaping and materials used will be sensitive to the setting of the dock wall. Also, the scale of the islands is currently based on the maximum envelopes. The final design will be addressed at the detail stage, in consultation with EH.

9.278 Further, it would appear to be difficult to justify that the proposed structures within the basin will detract from the historical character of the Basin, when considering the historical appearance of the Basin, which essentially was a large pond surrounded by a small number of low rise dock side industrial warehouses. Today, the Basin is surrounded by mid rise residential developments. The Basin also contains a number of permanent private residential moorings that take up an area that is greater than the proposed islands.

9.279 It is to be remember that English Heritage has not objected to the demolition of the warehouses on site which represent the last remnants of the historical industrial character of the Basin, apart from the dock walls. If the setting of the listed walls were to be considered on there own merits, apart from the surrounding area, it must also be remembered that EH are not objecting to the impact of the scheme upon the Grade 1 listed West India Dock walls, which the development will extend over and obscure from view. In contrast, the proposed structures within Blackwall Basin will provide greater opportunity for the public to view and appreciate the listed wall. As such, a refusal based on the comments made by English Heritage in relation to impact of the eco-islands upon the historic character of the Basin is not, on balance, supported.

9.280 • Cranes

9.281 There are three electric cranes located to the south of the site, adjacent to the South Dock, which are to be retained. According to the WWSPG, development proposals should demonstrate a positive relationship to the cranes in terms of height, setting and setback.

9.282 Objection has been received where the development would substantially block views of the cranes from Prestons Road. It must be noted however that the proposed height and setback of the proposed development generally reflects the principles within the WWSPG. Where the development proposals have been designed to ensure a positive relationship the scheme is considered acceptable. Officers are of the opinion that the proposals have considered the relationship and it is acceptable.

• Maritime Greenwich World Heritage Site

9.283 Greenwich Park is part of Maritime Greenwich and a Grade I registered park. It is characterised by extensive open space in the foreground, where the formality and symmetry of the park comes into relationship with Greenwich Palace.

9.284 As mentioned earlier in this report, the representatives for the Maritime Greenwich World Heritage Site are objecting to the scheme where they are of the opinion that the skyline is not acceptable as a setting for Maritime Greenwich World Heritage Site.

9.285 In accordance with London Plan Policy 4B.16 and 4B.18, the site is identified within the London View Protection Framework SPG - London Panorama: Greenwich Park. According to the SPG, the elevated parts of Greenwich Park provide good views of London, where there are two assessment points of importance within this panorama of the city. One is the orientation board at the General Wolfe statue overlooking the Queen's House – looking towards St Paul's Cathedral. The other is north east of the statue – looking towards St. Paul's Cathedral.

9.286 The Strategically Important Landmark from both of these points of reference is St Paul's Cathedral. Other landmarks are the buildings and elements of Greenwich Maritime, the Greenwich Observatory, the Millennium Dome, the Monument, and Tower Bridge that are important aspects of these views. Other prominent buildings and structures include the Canary Wharf group of towers that stand to the east of the principal focus of the view.

8.287 The Protected Vista has an asymmetrical Viewing Corridor encompassing the western towers of St Paul's cathedral.

8.288 What is important to note here is that the cluster of Canary Wharf is identified as a positive contribution to this Panorama. In fact, the London View Protection Framework SPG states that the Mayor will encourage incremental consolidation of the existing Canary Wharf clusters with new tall buildings of appropriate height and of exceptional architectural design quality where this positively enhances the composition of the cluster. As mentioned above, the GLA Stage 1 report notes that the design approach is well conceived and broadly in line with London Plan policy. Further, the WWSPG identifies that the Wood Wharf site is suitable for tall buildings that consolidate the cluster and existing skyline of Canary wharf.

8.289 Also, in line with the London View Protection Framework SPG, a Qualitative Visual Assessment was provided within the Environmental Statement to assess the visual impact of development on this panoramic view. The ES identified the magnitude of change to the Panorama to be moderate, attributing a beneficial change. It is to be noted that there was no Regulation 19 response required on this matter.

- Archaeology

- 8.290 The site is not located within an Archaeological Priority Zone as defined on the Borough's Unitary Development Plan Proposals Map.
- 8.291 The applicant's cultural and heritage assessment demonstrates that nationally important remains of the original dock structure between the Blackwall Basin and the West India Export Dock is unlikely to survive. However, the proposed development is still likely to affect significant industrial archaeological remains and evidence of prehistoric occupation which can be preserved in the deep alluvial deposits below the site.
- 8.292 English Heritage has advised that prior to construction, archaeological field evaluation is still required to determine the degree to which archaeological material will be affected by redevelopment. In addition the proposed development is likely to effect industrial archaeology which survives as buildings or structures, both listed and unlisted. Preservation by record is required to mitigate the impact of any alterations/demolition.
- 8.293 Having undertaken a full assessment of the archaeological and cultural heritage potential of the site, measures have been identified for the satisfactory accommodation of any archaeological or cultural heritage constraints within the context of the redevelopment proposals.
- 8.294 The proposal is therefore considered to be appropriate in accordance with PPG15, the London Plan and the IPG.

Safety and Security

- 9.295 In accordance with DEV1 of the UDP 1998 and DEV4 of the IPG, all development is required to consider the safety and security of development, without compromising the achievement of good design and inclusive environments.
- 9.296 The Metropolitan Police have advised that the proposal has been designed well with the idea of Crime Prevention and Secured by Design. The layout, and particularly the access through out the development to/from Canary Wharf and Prestons Road is open, allowing good observations by users of the proposed development, as well as passers by.
- 9.297 The main issue raised however, concerns the management of the public spaces to ensure a secured environment is maintained through the life of the development, including good lighting, CCTV and a managed environment at least to the same standards as Canary Wharf.
- 9.298 The applicant has submitted an estate management plan that seeks to address these issues. The plan will be secured by s106 agreement.

Blue Ribbon Network

- 9.299 According to the London Plan, the Blue Ribbon Network is spatial policy covering London's waterways and water spaces and land alongside them. As mentioned previously, the site is surrounded by water. There is however currently poor public access and little positive use of the water's edge as a public amenity.
- 9.300 The proposal seeks to greatly increase access and activities at the water's edge and in the docks, offering great opportunities to connect employees and residents together with the public with the water's edge in innovative ways. The development includes provision for a new canal, landscaped boardwalks, pedestrian bridges, piers, mooring points and amenity islands which provide new water based floating public realm. Further to this, there are three residential buildings containing leisure uses at ground floor that are proposed to

merge into the water space, to take advantage of the amenity value. These elements are considered to be a positive contribution to the waterside realm which would significantly enhance the dock water space and the overall water based amenity.

9.301 Given the size of the scheme, there are a number of Blue Ribbon Network policies within the London Plan that relate to the scheme:

9.302 Policy 4C.6 of the London Plan encourages uses of the Blue Ribbon Network and land alongside it to be prioritised in favour of those uses that specifically require a waterside location with Policy 4C.10 seeking to protect and promote facilities for sport and leisure.

Policy 4C.3 seeks to protect and enhance the biodiversity of the Blue Ribbon Network. It states that developments into the water will only be allowed in exceptional circumstances where they add to London's world city status.

Policy 4C.11 encourages boroughs to protect and improve existing access points to, alongside and over the Blue Ribbon Network. New sections to extend existing or create new walking and cycling routes alongside the Blue Ribbon Network as well as new access points should be provided as part of development proposals for Opportunity Areas.

Policy 4C.14 seeks to protect the unique character and openness of the Blue Ribbon Network and requires proposals for new structures to be accompanied by a risk assessment detailing the extent of their impact on navigation, hydrology and biodiversity, and mitigation measures.

Policy 4C.15 seeks to ensure existing and new safety provision is provided and maintained.

Development proposals adjacent to canals should be designed to respect the particular character of the canal to reflect London's rich and vibrant history (Policy 4C.20). Policy 4C.23 (Docks) promotes the vitality, attractiveness and historical interest of London's remaining dock areas by promoting their use for water recreation and promoting their use for transport.

9.303 Policy DEV46 of the adopted UDP seeks to promote and protect the contribution that river corridors make towards nature conservation, recreation, recreation and tourism. Policy DEV48 requires new developments with water frontage to provide a walkway. DEV49 seeks to prohibit structures in or over canal or dock areas unless they will lead to an increase the waterways recreational use.

9.304 The IPG recognises that the River Thames and other water areas are an important part of Tower Hamlets' history and character. Policy CP36 seeks to protect existing waterways and the river frontage for nature conservation, biodiversity, and appropriate recreation, transport and tourism purposes. Extensions and access improvements to waterside walkways and the river frontage will be promoted.

9.305 According to Policy 4C.14 of the London Plan, DEV49 of the UDP and OSN3 of the IPG, any development within the water space requires justification and an assessment of its impact on hydrology, biodiversity and navigation, and the required mitigation measures. Overall, in policy terms, the key considerations have been addressed as follows:

- Water Space

9.306 The scheme involves the introduction of a new canal and therefore new water space. Significantly, this means that there is no net loss of open water arising from the development proposals, conversely there is the creation of additional open water space even taking account of the new permanent basement and piles of the proposed three new

residential buildings in the south west of the site.

9.307 In terms of the scheme as a whole, the proposed encroachment into the waterspace, contrary to Policy 4C.14, of the three residential buildings and floating public realm in the water is considered to be acceptable in the context of the creation of the new canal, which negates any potential impact arising from the built development as there will be no net loss of water space. The docks have been reconfigured at every stage in their history, as they have evolved to meet the needs of each new generation. The proposal seeks to optimise their contribution to the amenity of the new development for recreation and tourism.

- Design

9.308 According to Policy 4C.3 of the London Plan, when considering development in the water space, the Wood Wharf development is considered to be a “truly exceptional case which adds to London’s World City status”. Further, the Wood Wharf scheme will be a world-class development of high design quality, in accordance with Policy 4C.20 of the London Plan. The benefits of the scheme therefore need to be considered in a holistic way.

- Safety

9.309 Bringing people closer to the water and encouraging more water related activity presents levels of risk that must be assessed and managed. The provision of unrestricted public access around all of the water space is a major objective, one which must be balanced with the functional and operational aspects of water space activity and the potential for boat moorings.

9.310 The interface between land and water is intended to be as open and unrestricted as possible, within acceptable safety limits. Barrier provision will be a necessary aspect of user safety, although opportunities to minimise its impact will be explored; use of lightweight structures, the potential to avoid barrier provision at appropriate locations and the manipulation of landform to provide unrestricted views are just some of the ways that the relationship between development and water space can be enhanced. This will be addressed at the reserved matters stage.

- Extent of dock edge

9.311 Building into the water allows for a considerable extension of the dockside edge and the maximisation of interaction with it. Currently there is no access to the dock edge and there is limited public benefit arising from the site’s waterside location. The scheme will open up the dock edge to the public, which will be secure by s106 agreement.

- Access

9.312 The Blue Ribbon policies seek to increase access alongside the Blue Ribbon Network, particularly for new walkways and cycle routes. Where the site does not allow access to the water’s edge, the proposed scheme would allow maximum access to it. The interface between the quayside and water will be invigorated through the use of boardwalks and landscaping to provide access for dockside restaurants, cafés and shops. The reconfiguration of the water space seeks to fully integrate the dock with the development in a way that would not be possible if all of the buildings and the public area were rigidly confined to the existing land area. This would be a major benefit to the existing and new community.

9.313 CABE has raised concern where there is no access to South Dock for residents on the eastern portion of the site. However, this area is a working lock and its immediate surrounding quays are out of bounds to the public for reasons of safety. The north lock side is used for controlling live ship movements, manoeuvring large warps and hawsers

manually and by mechanical means. This position has been confirmed by British Waterways in consultation with the Council.

- Use of water

9.314 The Wood Wharf scheme allows for significantly increased activity levels around the water space. The proposal allows for increasing levels of leisure and recreation use in accordance with Policy 4C.10. Also, the development allows all Londoners the opportunity to use, enjoy, work and live near water spaces, which will be enhanced and made more visually appealing. The proposals allow for new mooring opportunities and support facilities such as mooring sites and posts and other stopping places, can be incorporated. It is to be noted that the mooring facilities are currently indicative only and will be subject to detailed planning permission.

9.315 Policy 4C.13 provides direction for the provision of moorings. Whilst not applied for, the principle for moorings in this area is supported and will be subject to planning permission.

- Biodiversity

9.316 In accordance with Policy 4C.3, the Wood Wharf Scheme will provide a net gain in area of the dock wall/piles available for colonisation by macro-invertebrates. Also, the introduction of eco-islands will provide a substantial area for new habitat creation, particularly for black red starts and other bird species. Public access to the eco-islands must be secured.

- Hydrological/flood issues

9.317 There will be no detrimental impact in terms of hydrological/flood issues arising from the proposals, which has been addressed under separate heading.

- Enhance the setting of historic features of the water spaces

9.318 The landscape proposal provides a scale of spatial design and detailing appropriate to the historic dockland environment.

- Navigation

9.319 The waterspace design and navigation considerations were analysed in consultation with British Waterways. British Waterways has advised that the proposed structures placed in the water around the periphery of the Wood Wharf estate should not be at significant risk from vessels navigating the adjacent water space(s).

Amenity

Sunlight/Daylight

9.320 The scheme includes a number of tall buildings which must be considered in the context of their impact on daylighting and sunlighting on existing and proposed new buildings.

9.321 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.

9.322 DEV 2 of the UDP seeks to ensure that the adjoining buildings are not adversely affected by a material deterioration of their daylighting and sunlighting conditions. Supporting paragraph 4.8 states that DEV2 is concerned with the impact of development on the amenity of residents and the environment.

- 9.323 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.
- 9.324 The WWSPG recognised that the scale of development at Wood Wharf will result in some impact on normally accepted standards for sunlight and daylight.
- 9.325 The applicant submitted a Daylight and Sunlight report which looks at the impact upon the daylight, sunlight, overshadowing, solar glare and light pollution implications of the development upon itself and on neighbouring residential properties.
- 9.326 There are a number of commercial properties surrounding the site. Properties of this nature will have a lower requirement for natural lighting as they are thought to have a greater reliance upon supplementary electric lighting. The daylight and sunlight assessments therefore focus upon the closest surrounding residential properties. The following properties were assessed, particularly in response to objections received and where they were considered to represent worst case scenarios:

1-52 Antilles Bay
9 – 19 & 44 – 60 Coldharbour
1-22 Concordia Wharf, Coldharbour
1-18 Dollar Bay
1 – 15 Horatio Place
1 – 43 Lancaster Drive
12 – 18 Landons Close
1 – 114 Meridian Place
116 – 417 Poplar Dock
71 – 101, 416, 607 and 613 – 615 Prestons Road
1 – 67 Stewart Street
1 – 21, 29 – 38 Vantage Mews

- 9.327 A number of properties were originally 'scoped out' of the Environmental Statement. These were originally not included due to their distance from the site, their orientation or the aspect of their windows. The expectation being that the buildings would fall within the level of change considered unnoticeable to the occupants and by reference to the BRE Guidelines given the aforementioned circumstances. However, in accordance with Regulation 19 of the Environmental Impact Assessment Regulations, the Council requested the following additional properties to be analysed:

- 35 – 49 Coldharbour
- 50 – 56 Coldharbour
- 24 – 28 Vantage Mews
- 1 – 5 Coldharbour
- Lewis House, Cold Harbour
- Kintyre House, Coldharbour
- 1 – 14 Bridge House Quay
- 1 – 5 Landons Court
- Arran House – 1 – 22 Prestons Road

1. Daylight and Sunlight Assessment: External Assessment

- 9.328 The BRE guidelines provide three main methods of calculation for daylight. The first is known as the Vertical Sky Component (VSC) method which considers the potential for daylight by calculating the angle of vertical sky at the centre of each of the windows serving the residential buildings which look towards the site. This is a more simplistic approach and

it could be considered as a “rule of thumb” to highlight whether there are any potential concerns to the amenity serving a particular property.

- 9.329 The second method is the No-sky Contour method, which is used to plot the areas within a room, which cannot see any visible sky through a window opening taking into account the room layout, window sizes and positions and any external obstructions. This method is used to calculate the reduction in daylight distribution as a result of a new development.
- 9.330 The third method of calculation is the Average Daylight Factor (ADF). This is a more detailed and thus more accurate method which considers not only the amount of sky visibility on the vertical face of the window, but also the window size, room size and room use. Where dimensions of the room to be assessed are available this is the best method of assessment.
- 9.331 The recommended ADF daylight factor level for dwellings are:
- 2% for kitchens;
 - 1.5% for living rooms; and
 - 1% for bedrooms.
- 9.332 In relation to sunlight, the annual probable sunlight hours (APSH) considers the amount of sun available in both the summer and winter for each given window which faces within 90° of due south. If the window reference point can receive more than one quarter (25%) of APSH, including at least 5% of APSH during the winter months, between 21st September and 21st March, then the room should still receive enough sunlight.
- 9.333 If the available sunlight hours are both less than the amount given and less 0.8 times their former value, either the whole year or just during the winter months, then the occupants of the existing building will notice the loss of sunlight.
- 9.334 The results of the assessment demonstrate that the majority of the neighbouring windows and rooms assessed within the existing properties will comply with the VSC, NSC, ADF and APSH guidelines.
- Baseline Assessment
- 9.335 For the baseline assessment the daylight and sunlight conditions for each residential property have been assessed with the existing buildings on the site in place. This baseline condition has been assessed using VSC, ADF, NSC and APSH methods, the results of which can be found below:

Address	Total that meet VSC Criteria (>27%)	Total no. of rooms that receive NSC in excess of 50%	Total no. of rooms that meet ADF criteria or in excess of 1.5%	Total no. of windows that meet APSH criteria
1-52 Antilles Bay	59 of 92 (64%)	80 of 80 (100%)	74 of 80 (93%)	N/A
9-19 & 44-60 Coldharbour	51 of 147 (35%)	99 of 103 (96%)	41 of 103 (40%)	19 of 21 (90%)
1-22 Concordia Wharf, Coldharbour	22 of 37 (59%)	25 of 33 (76%)	20 of 33 (61%)	1 of 4 (25%)
1-18 Dollar Bay	29 of 46 (63%)	35 of 35 (100%)	32 of 35 (91%)	6 of 6 (100%)
1-15 Horatio Place	9 of 10 (90%)	10 of 10 (100%)	0 of 10 (0%)	N/A
1-43 Lancaster Drive	95 of 261 (36%)	153 of 153 (100%)	98 of 153 (64%)	132 of 236 (56%)
12-18 Landons Close	6 of 22 (27%)	13 of 13 (100%)	5 of 13 (38%)	3 of 8 (38%)
1-114 Meridian Place	207 of 359 (58%)	194 of 207 (94%)	126 of 207 (61%)	41 of 119 (34%)
116-417 Poplar Dock	193 of 571 (34%)	447 of 462 (97%)	423 of 462 (92%)	265 of 438 (58%)
71-101, 416, 607 & 813-815 Prestons Road	67 of 118 (57%)	87 of 96 (91%)	48 of 96 (50%)	11 of 36 (31%)
1-67 Stewart Street	8 of 39 (21%)	19 of 24 (79%)	10 of 24 (42%)	9 of 9 (100%)
1-21, 29-33-38 Vantage Mews	67 of 82 (82%)	78 of 78 (100%)	44 of 78 (56%)	18 of 18 (100%)
Total	813 of 1784 (46%)	1240 of 1294 (96%)	921 of 1294 (71%)	505 of 895 (56%)

9.336 Given the open nature of the site, the baseline conditions for daylight and sunlight provision for the surrounding properties are, on the whole, within the guidelines set out by the BRE. Where there are balconies above windows and overhangs from eaves, and where the site is more densely built up, the sunlight and daylight values are reduced and, in a number of cases, the BRE criteria is not met. This, combined with the fact that the site is currently underdeveloped, suggests that any obstructions introduced to the site will have some degree of effect to the surrounding properties.

- Impacts on Neighbouring Properties

9.337 The following table represents the VSC analysis from the applicants ES

ADDRESS	Total that Meet BRE Guidelines	Below BRE Guidance				Total	Total No. of Windows
		20-29.9% Loss	30-39.9% Loss	>40% Loss			
1-52 Antilles Bay	4	9	41	38	88	92	
9-19 & 44-60 Coldharbour	138	5	0	4	9	147	
1-22 Concordia Wharf, Coldharbour	37	0	0	0	0	37	
1-18 Dollar Bay	25	13	6	2	21	46	
1-15 Horatio Place	10	0	0	0	0	10	
1-43 Lancaster Drive	116	23	38	84	145	261	
12-18 Landons Close	13	2	4	3	9	22	
1-114 Meridian Place	211	13	27	108	148	359	
116-417 Poplar Dock	350	75	43	103	221	571	
71-101, 416, 607 & 613-615 Prestons Road	68	24	15	11	50	118	
1-67 Stewart Street	27	2	5	5	12	39	
1-21 & 29-38 Vantage Mews	67	14	1	0	15	82	
Total	1066	180	180	358	718	1784	

9.338 The following table represents the NSC analysis from the applicants ES

ADDRESS	Total that Meet BRE Guidelines	Below BRE Guidance				Total	Total No. of Rooms
		20-29.9% Loss	30-39.9% Loss	>40% Loss			
1-52 Antilles Bay	44	27	7	2	36	80	
9-19 & 44-60 Coldharbour	95	7	1	0	8	103	
1-22 Concordia Wharf, Coldharbour	30	3	0	0	3	33	
1-18 Dollar Bay	32	0	1	2	3	35	
1-15 Horatio Place	9	1	0	0	1	10	
1-43 Lancaster Drive	108	21	16	8	45	153	
12-18 Landon's Close	13	0	0	0	0	13	
1-114 Meridian Place	189	7	2	9	18	207	
116-417 Poplar Dock	435	13	13	1	27	462	
71-101, 416, 607 & 613-615 Prestons Road	50	30	8	8	46	96	
1-67 Stewart Street	13	8	2	1	11	24	
1-21, 29-38 Vantage Mews	75	3	0	0	3	78	
Total	1093	120	50	31	201	1294	

9.339 The following table represents the ADF analysis from the applicants ES

ADDRESS	> 2%	1.5 - 1.99%	1.0- 1.49%	0.5- 0.99%	< 0.49%	Total No. Rooms	Total Below 1.5%	Total Above 1.5%
1-52 Antilles Bay	13	14	19	34	0	80	53	27
9-19 & 44-80 Coldharbour	34	15	35	12	7	103	55	48
1-22 Concordia Wharf, Coldharbour	2	12	15	4	0	33	19	14
1-18 Dollar Bay	26	6	0	3	0	35	3	32
1-15 Horatio Place	0	0	1	8	1	10	10	0
1-43 Lancaster Drive	53	18	27	44	13	153	83	70
12-18 Landons Close	3	1	2	6	1	13	9	4
1-114 Meridian Place	37	19	57	66	28	207	151	56
116-417 Poplar Dock	303	65	66	14	14	462	94	368
71-101, 416, 607 & 613-615 Prestons Road	31	12	12	13	28	96	53	43
1-67 Stewart Street	4	5	4	2	9	24	15	9
1-21, 29-38 Vantage Mews	23	17	16	22	0	78	38	40
Total	529	182	254	228	101	1294	583	711

9.340 The following table represents the APSH analysis from the applicants ES

ADDRESS	Total that meet BRE Guidance	No. of windows below the APSH stated in BRE Guidance								Total No. Windows
		% Below threshold for Winter APSH				% Below threshold for Total APSH				
		20 - 30%	30 - 40%	>40%	Total	20 - 30%	30 - 40%	>40 %	Total	
9-19 & 44-60 Coldharbour	20	0	0	0	0	1	0	0	1	21
1-22 Concordia Wharf, Coldharbour	4	0	0	0	0	0	0	0	0	4
1-18 Dollar Bay	6	0	0	0	0	0	0	0	0	6
1-43 Lancaster Drive	122	0	5	50	55	4	16	93	113	236
12-18 Landons Close	2	0	0	2	2	2	1	3	6	8
1-114 Meridian Place	118	0	0	0	0	0	1	0	1	119
116-417 Poplar Dock	305	0	0	54	54	16	19	80	115	438
71-101, 416, 607 & 613-615 Prestons Road	34	0	0	0	0	0	2	0	2	36
1-67 Stewart Street	9	0	0	0	0	0	0	0	0	9
1-21, 29-38 Vantage Mews	18	0	0	0	0	0	0	0	0	18
Total	638	0	5	106	111	23	39	176	238	895

- 9.341 According to the above results as assessed against the criteria set out in the BRE 'Site Layout Planning for Daylight and Sunlight' there appears at first glance to be a number of significant failures. However, the ES advises that in addition to this assessment, the results are to be compared with the BRE Guidance in general. In essence, the BRE Guidance must be used flexibly and should not be used as an instrument of planning policy. They are not mandatory rules but guidelines and should be viewed in the context of other site constraints.
- 9.342 The interpretation of the daylight results must be viewed in terms of the quantum of lost or gained light, not purely upon the percentage of change. The percentage value may well be misleading, particularly where the baseline values are small. In these situations, a small change in the quantum of light could represent a high percentage change in the overall figure, implying that there was a significant change in daylight where as in reality the difference is neutral.
- 9.343 The ES advises that the assessment criteria specified within the BRE guidance only suggests where a change in daylight will be noticeable to the occupants, it does not further define effects beyond this as Slight, Moderate or Large Adverse. In this case, effects beyond the levels suggested by the BRE have been defined as Slight, Moderate or Large Adverse using professional judgement.

Severity of effect	Explanation of effect
Neutral	Small technical breaches to the BRE recommendation resulting in imperceptible changes
Slight Adverse	Slight breaches in to the BRE recommendations resulting in a noticeable change
Moderate Adverse	Moderate breaches in to the BRE recommendations resulting in a noticeable change
Large Adverse	Large breaches in to the BRE recommendations resulting in significant noticeable change

9.344 The Council contracted Bureau Veritas, to undertake an independent review of the applicant's sunlight/daylight assessment. The table below summaries the findings of the above assessment.

Existing Buildings	Summary of change from the baseline (number of windows which meet BRE requirements)	Significant of effect
1-52 Antilles Bay	VSC – drop from 59 to 4 ADF – drop from 74 to 35 NSC – drop from 80 to 44	Slight adverse.
9 – 19 & 44 – 60 Coldharbour	VSC – increase from 51 to 138 ADF – increase from 41 to 48 NSC – drop from 99 to 95 APSH – increase from 19 to 20	Slight Adverse
1-22 Concordia Wharf, Coldharbour	VSC – all windows are acceptable ADF – drop from 20 – 14 APSH – increase from 1 to 4	Negligible/slight
1-18 Dollar Bay	VSC - drop from 29 to 25 ADF – same NSC - drop from 35 – 32 APSH – same	Negligible/slight
1 – 15 Horatio Place	VSC – increase from 9 – 10 ADF – same NSC – drop from 10 to 9	Neutral
1 – 43 Lancaster Drive	VSC – increase from 95 – 116 NSC – drop from 153 to 108 ADF - drop from 98 to 74 APSH – drop from 132 – 122	Slight Adverse
12 – 18 Landons Close	VSC – increase from 6 – 13 NSC - same ADF – reduction from 5 to 4 APSH – drop from 2 to 3	Negligible/slight
1 – 114 Meridian Place	VSC – increase from 207 to 211 NSC – drop 194 – 189 ADF – 126 to 100 APSH – increase from 41 to 118	Slight adverse
116 – 417 Poplar Dock	VSC – increase from 193 – 350 NSC – 447 to 435 ADF - drop 423 to 417 of 462 rooms APSH – increase from 265 to 305	Slight adverse
Prestons Road	VSC – increase from 67 to 68 ADF – drop 48 to 43 NSC - drop from 87 to 50 APSH – increase from 11 to 34	Slight adverse
1 – 67 Stewart Street	VSC – increase 8 to 27 ADF – drop 10 - 9 VSC – drop 19 – 13 APSH – same	Slight adverse
Vantage Mews	VSC – same ADF – drop 44 - 40 VSC – drop 78 - 75	Negligible/slight

9.345 Following is a summary of the conclusions from the ES:

- In conclusion, the completed development will affect the daylight and sunlight levels received by the surrounding properties.
- Daylight issues occur at Antilles Bay, largely due to balconies and overhangs causing low levels of daylight in the baseline condition. However, the actual changes in daylight will be slight.
- Due to the orientation and proximity of Lancaster Drive to the proposed development, there will be effects on the daylight and sunlight to these properties. In order to mitigate the effect, open space has been included on the eastern side of the development.
- Meridian Place receives slightly lower levels of daylight as a result of the proposed development, mainly due to low baseline conditions and inherent architectural features within the properties design.
- The daylight enjoyed by Poplar Dock suffers a slight effect. However, there is a relatively low BRE compliance, with only 70% meeting the standard. This is due to the relatively close proximity of these properties to the proposed development.
- The Preston's Road properties see low daylight levels as a result of low baseline conditions associated with inherent architectural features within the properties design.
- The properties located on Stuart Street experience small daylight losses which equate to high percentage losses due to low baseline values – these are slight.

9.346 Bureau Veritas has confirmed that the findings of the applicant's assessment in so far as defining the impacts are considered to be acceptable. On the whole the data and the assessment method are considered to be appropriate.

9.347 Regarding the impact of the development upon the further properties tested through Regulation 19 request mentioned above, the analysis demonstrated that the majority of the properties would be fully BRE compliant in terms of VSC and thus would receive a neutral alteration to there daylight. The following properties that failed are examined below.

1 – 5 Landons Close

9.348 These residential properties are located circa 190m to the north east of the closest proposed building on the Wood Wharf Site. Of the 43 windows analysed, 23 (53%) achieve the numerical values suggested by the BRE guidelines in terms of VSC and on which basis are regarded as BRE compliant.

9.349 It should be noted that all of these properties receive very low levels of daylight in their existing situation; in the order of 10% (The BRE Guidelines recommend 27%). The reason for this low level of sky visibility lies with the inherent architectural design of these buildings.

9.350 In order to achieve a more detailed understanding as to the effects of the proposed development on these properties the NSC method of analysis has been undertaken in accordance with the BRE Guidelines. The NSC results indicate that 23 (92%) of the 25 rooms achieve the levels suggested by the BRE guidelines in that there will not be a noticeable alteration in the quantum of light at working plane height.

9.351 At a distance of 190m from the site, these technical breaches of the BRE guidelines are driven by the architectural features such as balconies and overhangs and not directly by the proposed development. The quantum of alteration in real terms would be imperceptible to the occupants. For this reason the effect of the proposed development on this property is seen to be neutral.

Kintyre House

- 9.352 Kintyre House lies over 200m to the north east of the closest proposed building on the Wood Wharf Site. Of the 39 windows assessed 38 (97%) are substantially within the levels of change in VSC suggested by the BRE guidelines and on which basis would be regarded as BRE compliant. The one remaining window (a glass door) is facing inwardly to the building and is overhung. For this reason it receives a very low level of daylight in the existing situation.
- 9.353 This room complies with the BRE recommendations for NSC with no alteration at all in daylight at working plane height. The effect of the daylight to this building as a result of the proposed development is seen as neutral as it would not be perceptible to the occupants.

Arran House

- 9.354 Arran House lies over 200m to the north east of the closest proposed building on the Wood Wharf Site. Of the 68 windows assessed 60 (88%) are substantially within the achievable levels of change in VSC suggested by the BRE guidelines. The remaining 8 windows have extremely low VSC values in the existing situation (<10%) and serve 8 rooms which have other windows achieving adequate VSC levels mitigating this issue.
- 9.355 Given the distance from the proposed development all rooms are fully compliant in terms of NSC. The effect of the daylight to this building as a result of the proposed development is seen as neutral as any alteration would not be perceptible to the occupants.

Bridge House Quay

- 9.356 Bridge House Quay lies over 130m to the north east of the closest proposed building on the Wood Wharf Site. The VSC analysis indicates that 47 (53%) of the 88 windows serving these properties achieve the numerical levels of VSC suggested by the BRE guidelines. There is a complex external arrangement to this building including a mixture of balconies, overhangs, walls and protrusions obscuring the daylight these rooms receive. The existing levels of daylight are very poor. Of the 41 windows which technically breach the BRE guidelines, 38 (93%) do not achieve the level of 27% recommended by the BRE guidelines in the existing situation and with little to obstruct their current outlook.
- 9.357 This NSC analysis indicates that there are only 6 rooms which marginally breach the BRE guidelines. One of these rooms is on the ground floor of 4-9 Bridge House Quay. This room exceeds the suggested level by only 0.1% and is therefore not a significant breach considering the high level of compliance within the rest of this property.
- 9.358 The remaining breaches are found in 14 Bridge House Quay. The analysis assumed room layouts indicating reasonably large rooms served by relatively small windows. In addition to this each of these rooms has an overhang obstructing its daylight. The losses themselves are considered minor with none exceeding 28%. The effect on the daylight received by Bridge House Quay as a result of the proposed development is considered to be slight adverse.
- 9.359 Where the further analysis indicates that the the effects of the proposed development in daylight terms are neutral for 8 of the 9 addition grouped properties assessed, with the technical analysis confirming BRE compliance. The exception to this is Bridge House Quay which will experience slight adverse reduction in daylight terms which is shown to predominantly driven by the external façade design which inhibits the view of the visible sky. In consideration of the WWSPG which acknowledges a slight adverse impact is expected from a scheme of this size, the development is considered, on balance, to be acceptable.

9.360 In terms of sunlight, the following properties are fully BRE compliant and as a result are considered to receive a neutral effect as a result of the proposed development.

- 35-49 Coldharbour
- 24-28 Vantage mews

The remaining properties do see alterations and are examined in more detail in the text below.

9.361 1-5 Landons Close

The impacts of the proposed development in terms of sunlight on 1-5 Landons Close were found to be neutral.

9.362 50-56 Coldharbour

The impact of the proposed development on the sunlight received by this property would be considered neutral.

9.363 Arran House

The impact of the proposed development on the sunlight received by this property would be considered neutral.

9.364 Kintyre House

The impact of the proposed development on the sunlight received by this property would be considered neutral.

9.365 Lewis House

The impact of the proposed development on the sunlight received by this property would be considered neutral.

9.366 1-14 Bridge House Quay

Overall there are a handful of instances where the sunlight to principal livingrooms is reduced below the levels recommended by the BRE guidelines. However this is primarily driven by the inherent architectural design of the building leading to technical breaches, and the fact that the existing high sunlight levels are sustained due to the undeveloped nature of the Wood Wharf site. The effect of the proposed development on the properties in Bridge House Quay is seen as slight adverse.

2. Daylight and Sunlight Assessment: Internal Assessment

9.367 The following table summarises the results of the various facades studies and grades their potential for daylight on average as:

9.368	Severity of effect	Explanation of effect
	Poor	More than half of the facade falls beneath a level at which sufficient light levels are likely to be experienced within.
	Sufficient	The majority of the façade achieves VSC levels considered sufficient to deliver satisfactory levels of light within
	Good	The majority of the façade achieves VSC levels considered to deliver good levels of light within
	Excellent	The majority of the façade achieves VSC levels considered to deliver excellent levels of light within

9.369	Façade orientation	North	East	South	West
	W07B	excellent	poor	excellent	excellent
	W07C	poor	good	excellent	excellent
	W07D	poor	good	excellent	good
	W08	sufficient	good	excellent	good
	W09	good	excellent	excellent	sufficient
	W13	excellent	excellent	sufficient	sufficient

9.370 These results indicate that the majority of the facades, 17 (71%) of 24, receive good or excellent levels of VSC and thus will be well daylight with the proposal in place. Of the remaining 7 facades 4 receive sufficient levels of daylight with only 3 achieving a level deemed to be poor.

9.371 In order to get a more realistic idea as to the level of daylight within the rooms on these 7 facades an ADF analysis was conducted. The east façade of building W07B and the north façade of building W07C will achieve or exceed ADF of 1.5% (suggested BRE level for a living room) with window widths of 2.6m and 2.7m respectively, which should be conditioned. The north façade of building W07D has been assessed using full width full height glazing and still fails to achieve an ADF 1.5% of on the lower 32 floors. In order to minimise the daylight effects received on this facade measures could be taken at the detailed design stage.

3. Shadow Analysis

- Permanent Overshadowing

9.372 The BRE guidance advise that for a garden area or amenity area to appear adequately sunlit throughout the year no more than two-fifths and preferably no more than one-quarter of such garden or amenity areas should be prevented by buildings from receiving any sun at all on 21st of March.

9.373 The applicant's assessment confirms that the area of permanent shadow within the development is minimal and well within the permitted limits indicated within the BRE guideline. Similarly, whilst objections have been received regarding the impact upon surrounding residential developments, the applicant's assessment shows that there will be only a slight impact within the courtyard of Poplar Dock (0.02%) and the space between Landon Close and Bridge House Quay (3.85%).

- Transient Overshadowing

9.374 The BRE guidance give no criteria for the significance of transient overshadowing other than to suggest that by establishing the different times of day and year when shadow will be cast over surrounding areas an indication is given as to the significance of the proposed development's effect. As such, assessment of the potential effect associated with transient overshadowing is made based on expert judgement.

9.375 Council's consultant, BV, has advised that the development will undoubtedly cast transient shadows which are in excess of the current situation. However, they do tend to move quickly affecting individual areas for only short periods of time.

4. Solar Glare

9.376 Solar Glare is caused by the direct reflection of the sun's rays on reflective surfaces of buildings such as glass or steel cladding. There are no quantitative criteria within the BRE Guidance or elsewhere on solar glare as to what is acceptable or not and it is therefore a professional judgement as to the likely effect of solar glare associated with a particular development, generally though glare reflected at steeper angles is less likely to cause nuisance or distraction as you have to look upwards to see it.

9.377 The effects of reflected solar glare from the facades of the proposed development have been shown to be neutral in most cases. There is only one instance of glare that may need to be mitigated. This occurs in viewing position 4 (travelling north east along the canal) and the glare is as a result of tower W13 which will be built as part of Phase 4, and may interfere with the lie of site of any boats navigating the canal in this direction. In order to mitigate this issue it is suggested that the south west façade of this building should not consist of large areas of reflective material. This can be controlled by planning condition.

5. Light Pollution

9.378 The BRE Guidance does not provide any guidance on Light Pollution. However DEV1 of the IPG states that developments should not create unacceptable levels of artificial light. The applicant has sited the Institution of Light Engineers' (ILE) document titled 'Guidance Notes for the Reduction of Light Pollution', which identifies guidelines for obtrusive light limitations, In terms of quantum light values.

9.379 The proposed development lies in an area of high district brightness, with high levels of night-time activity. By reference to the ILE Guidance, a city centre is classed as Environmental Zone E4 that allows up to 25 lux of light measured vertically upon the face of residential windows surrounding the proposed development. This value has been used to assess the obtrusive light spillage from the proposed development.

9.380 The ILE Guidance also includes an 'after curfew' value of 5 lux. The curfew reference indicates a notional night time dark period and it is usually applied to a residential area where there is a high expectation of darkness during the hours of sleep, typically midnight to 6am.

9.381 The results of the applicants night-time light level survey of the existing area have shown that the area surrounding the applicants site currently receives relatively low levels of light. The highest light levels occur as a result of the street/pedestrian lighting, passing traffic and retail sign lighting.

9.382 The results of the generic light pollution assessment has shown that in the worst case the likely level of light produced by the proposed development would be at around 20 - 25 lux measured upon the façade of an adjoining property at a distance of 15m.

9.383 The closest residential properties are approximately 39 metres away from the proposal. At this distance the level of light received will be below the guideline figure of 25 lux before the curfew period. The applicant has advised that the night-time (midnight-6am) values are expected to be much lower than this as the majority of the internal lighting throughout the night is likely to be at a much lower level, if on at all.

9.384 Where the scheme is in outline, the final lighting scheme has not yet been completed so

the effects of sky glow can not yet be assessed. This can be controlled by planning condition relating to external and internal lighting levels.

6. Summary

- 9.385 The assessment of the potential impacts of the proposed development on the surrounding areas has been undertaken in compliance with appropriate guidance. The findings of the assessment indicate that, as expected with a development of this size and massing, there will be some negative impact on the surrounding buildings and areas. The assessment also identifies that many of these impacts will breach the recommendations provided in the BRE guidance.
- 9.386 Bureau Veritas has advised that if the assessment were to be viewed in isolation of the urban area then the impacts would be considered to breach requirements and therefore be unacceptable. However, the development is proposed within a developed area where expectations and delivery of sunlight and daylight are often lower. Indeed the BRE guidance states that 'the advice given here is not mandatory' and that it should be 'interpreted flexibly'. Also, the WWSPG recognises that the scale of development at Wood Wharf will have an impact beyond the daylight and sunlight standards.
- 9.387 Therefore, Bureau Veritas has advised that the scheme on balance is considered to be acceptable. Given that this application is for outline permission, the Council's external consultants have advised that it is possible that the Council could grant permission subject to planning condition requiring further detailed assessment at the full planning permission stage.

Privacy/ Overlooking

- 9.388 Objections received raised concern with reference to the potential overlooking from the development and the resulting loss of privacy. The assessment of overlooking is to be considered in line with Policy DEV2 of the UDP, where new developments should be designed to ensure that there is sufficient privacy for residents. A distance of about 18 metres (60 feet) between opposite habitable rooms reduces inter-visibility to a degree acceptable to most people. This figure is generally applied as a guideline depending on the design and layout concerned and is interpreted as a perpendicular projection from the face of the habitable room window.
- 9.389 The following are the separation distances between the development and the surrounding residential dwellings:
- To the east of Preston's Road, the minimum distance is approximately 35 metres to the buildings on Coldharbour (the closest distance being between residential block W09 and No 49 Coldharbour). There are no windows however in the western facade of this building. The closest window is within No 60 Coldharbour Lane, which is approximately 39 metres from the closest point of W09, though there will be no direct overlooking of this window due to its orientation.
 - The minimum distance to the buildings on Lancaster Drive to the east is approximately 95 metres (the closest distance being between residential block W13 and No's 7-9 Lancaster Drive). There will be no direct overlooking of these windows due to their orientation.
 - To the south, the minimum distance is approximately 75 metres to No 615 Prestons Road from residential block W09. There are no substantial windows in this façade, apart from a small window.
 - To the north, the minimum distance is approximately 270 metres from residential block W13 to Poplar Dock.
 - Though commercial buildings are not triggered by policy DEV2, there is a separation distance of 145 metres to the buildings at Poplar (the closest building being office block

W02-03). The closest mooring to these buildings in Blackwall Basin is approximately 90 metres, though there are no overlooking concerns given that the bow or stern of these vessels face the development.

- There are no residential buildings to the west.

9.390 The following are the separation distances between each residential building on site:

- The separation distance between W07B and W07C is approximately 40 metres
- The separation distance between W07C and W07D is approximately 88 metres
- The separation distance between W07D and W08 is approximately 70 metres
- The separation distance between W09 and W13 is approximately 27 metres
- The separation distance between W08 and W09 is approximately 12 metres

9.391 Where the separation distance between W08 and W09 is below the 18 metre target it must be noted that the separation distance is based on the maximum proposed envelopes of these buildings. According to the applicants design guideline, the detailed design will seek to mitigate any potential privacy and overlooking between W08 and W09.

9.392 Public concern was raised over the separation distance between Buildings W05 and W07D where it is below the guideline figure. As mentioned above, commercial buildings are not triggered by policy DEV2. Notwithstanding this, the applicant has amended the design guideline to ensure detailed design will seek to minimise potential privacy and overlooking issues between W7D and W05.

9.393 It is clear that the separation distances far exceed the minimum separation distances required by policy DEV2. Whilst the proposed buildings are taller than the surrounding dwellings, a refusal based loss of privacy/overlooking would be difficult to sustained in policy terms and is therefore considered acceptable.

Sense of Enclosure/Loss of Outlook/Views

9.394 DEV1 of the IPG states that developments should not create an inappropriate sense of enclosure to surrounding buildings and open space. Also, DEV1 states that development should not adversely impact upon visual amenity.

9.395 Unlike sunlight and daylight assessments or privacy, these impacts cannot be readily assessed in terms of a percentage. Rather, it is about how an individual feels about a space. It is consequently far more difficult to quantify and far more subjective. Notwithstanding that, the applicant has undertaken a visual assessment within the body of the ES.

9.396 The visual assessment identified a number of locations from where the Wood Wharf proposal will have an effect on views. The majority of these are from residential or publicly accessible locations, and would similarly affect the outlook from these residential environments. Since the quality of views plays a large part in the creation of character in residential areas, the effect on the view translates to the same effect on residential amenity.

9.397 The majority of the views tested were considered to be either negligible or slight to large beneficial effect, meaning, that the proposed development would cause a noticeable improvement in the quality and value of the landscape/townscape character receptor. The negligible and beneficial effects do not require any mitigation.

9.398 Two receptors however where assessed as having adverse long term effect to the residential amenity;

- Western view from Coldharbour (south); and
- View north/west from the junction of Preston's Road and Stewart Street

According to the ES, due to the scheme's layout and prominence in the skyline, mitigation measures should reduce the perceived effect of the scheme on the residential environment; high quality design and materials used in the façade treatments in line with the Design Guidelines. This matter will be addressed within the Design Guidelines. The Council's Design Department has reviewed the Design Guidelines and has confirmed that the proposal is acceptable subject to conditioning.

9.399 Whilst it is acknowledged that the development will result in an increased sense of enclosure and/or loss of outlook/views to a small number of receptors points within adjacent residential locations due to the increase in height and scale of the proposed development, on balance this proposal is not considered to create an unacceptable impact given the existing and proposed urban context (in consideration of the WWSPG), adequate separation distances and proposed high quality design and materials. Appropriate conditions will be imposed.

Wind Microclimate

- 9.400 In accordance with policy DEV27 of the Interim Planning Guidance, tall buildings are not to adversely impact on the microclimate of the surrounding area, including the proposal site and public spaces.
- 9.401 According to the WWSPG, the prevailing wind at Wood Wharf is from the south-west. The presence of tall buildings at Canary Wharf and the scale of the surrounding bodies of water cause abnormal wind patterns, with eddies and downdrafts. It is essential that any application for comprehensive development at Wood Wharf be accompanied by an assessment of the development in terms of wind turbulence, including mitigation measures as appropriate.
- 9.402 The applicants Wind microclimate assessment is included within the Environmental Statement which identifies that the wind conditions around the Proposal (with the exception of four key zones) are relatively calm, being acceptable for pedestrian walking or better throughout the whole year.
- 9.403 The ES identifies four zones where the winds are stronger: the podium level gaps between blocks W06, W05 & W04; the dock level gap between blocks W07A & W06; the west entrance of the High Street; and the area between blocks W05 & W07D. Conditions suitable for pedestrian and business walking were measured in these areas. These results would be suitable for pedestrian thoroughfares but unsuitable for entrances, residential garden spaces and/or retail areas.
- 9.404 Prevailing south westerly winds accelerate around the south-east corners of blocks W07C and W07D, being funnelled through the gaps between buildings along the south elevation.
- 9.405 The open water, which includes the indicative mooring locations and the additional timber boardwalks, along the south edge of the Site (between blocks W07B, W07C and W07D), is relatively sheltered and experiences conditions suitable for pedestrian standing or better in the summer season when these amenities will be in full use.
- 9.406 All locations along the covered High Street were classified as suitable for standing or better in the worst season, apart from locations at the dock and podium level west entrance.
- 9.407 The results on completion of Phase 1 and Phase 2 showed that the west end became progressively windier as development continued to the east. There were localised areas on the east elevation of the intermediate phases which would benefit from temporary shelter.

- 9.408 Wind conditions along the south elevation of the proposed development site are generally enhanced by the presence of the cumulative schemes considered, particularly south of residential Blocks W05 & W06 and at the northeast corners of blocks W07C & W07D at dock level.
- 9.409 Overall the wind conditions around the complete development were considered to be suitable for the intended use of the Proposal. The wind results within the Proposal during the intermediate construction phases show that there are areas where localised shelter would be desirable on a temporary basis.
- 9.410 A high quality, wind microclimate in the High Street is important to the success of Wood Wharf, as a prominent development in the Borough and the London Docklands. To attain a high amenity value along the High Street it is important to achieve the wind microclimate results reported in the Environment Statement and improve on these where possible during detailed design.
- 9.411 The table below lists all the non-negligible effects on the wind microclimate within and around the Wood Wharf development, and the subsequent mitigation measures required:

Environmental Issues Assessment	Summary of Effect	Overall Effect	Mitigation Measures
Wind conditions on the east end of the podium level at the base of residential blocks W08, and W09/W10	Undesirable Wind conditions in garden area	Long-term, Slight adverse	Planting/screening to provide shelter for garden areas in summer season
Wind conditions at south entrance of the canal and along the southeast edge of the canal	Undesirable Wind conditions	Long-term, slight to moderate adverse	Detailed design of blocks W04, W08 & W09/W10 to provide shelter to suit the desired pedestrian usage.
Calm wind conditions within the area encircled by blocks W07A, W07B and W07C.	Desirable wind conditions	Long-term, slight to moderate beneficial	n/a
Calm wind conditions on open water between blocks W07B, W07C and W07D	Desirable wind conditions	Long-term, Slight beneficial	n/a
Wind conditions along north elevation of Masterplan	Desirable wind conditions	Long-term, Slight beneficial	n/a
Wind conditions along Wood Wharf High Street (particularly at the west end and between commercial blocks on north and south elevations)	Undesirable Wind conditions	Long-term, Slight adverse	Detailed design of commercial blocks along the High Street and canopy should aim for suitable wind conditions throughout the year
Wind conditions due to cumulative schemes	Desirable wind conditions	Long-term, slight to moderate beneficial	n/a
Wind conditions on the High Street at potential retail entrances during phasing construction	Undesirable Wind conditions	Short-term, Slight adverse	Screening and/or planting to provide shelter to those entering/exiting building
Wind conditions along northwest corner of Proposal during Phase 1	Undesirable Wind conditions	Short-term, Moderate adverse	Entrance locations to commercial blocks need more robust mitigation than screening or entrance recessing
Wind conditions at	Undesirable Wind	Short-term, Slight	Temporary screening or

southwest corner of Proposal during Phase 2	conditions	adverse	hoarding to shelter thoroughfare
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- 9.412 It is proposed that conditions be imposed accordingly.
- 9.413 The Council's Environmental Health department had originally raised concern that there were no detailed design details, including adequate landscape design. The applicant has advised that given that Landscaping is a reserved matter, the wind tunnel tests were undertaken with no landscaping. Given that the proposals will include landscaping, it is likely to improve the impact on the microclimate as mentioned above within the mitigation measures. The Environmental Health department has confirmed that the approach taken is acceptable and appropriate conditions be imposed.
- 9.414 Also, Environmental Health advised that the conclusion mentioned in the ES, listed above, is a basis for further discussions in order to ensure that final wind condition are acceptable. Also a further Wind Tunnel test will be required when a detailed design of the buildings is known. In consideration of the outline proposal, this must be addressed via planning conditions. Further wind tunnel assessments will be carried out at the detailed design stage, and should be conditioned appropriately. The Environmental Health department confirmed the response is also acceptable.

Noise/Vibration

- 9.415 Policy 4A.20 of the London Plan seeks to reduce noise by minimising the existing and potential adverse impacts of noise, from within, or in the vicinity of development proposals. The plan also states that new noise sensitive development should be separated from major noise sources wherever practicable
- 9.416 Policy DEV50 of the UDP states that the Council will consider the level of noise generated from developments as a material consideration in the determination of applications. This policy relates particularly to construction noise created during the development phase or in relation to associated infrastructure works.
- 9.417 Policy DEV1 of the IPG states that development should not create unacceptable levels of noise and vibration. Policy DEV10 states that attenuation measures will be required for new development likely to generate unacceptable noise and / or vibration, and for development sensitive to noise and / or vibration in locations with noise and / or vibration pollution.
- 9.418 According to the applicants noise and vibration assessment included within the Environmental Statement, the following noise generators were considered:
- Demolition and Construction Noise
- 9.419 Noise levels as a result of the demolition and construction phase can be minimised by the mitigation methods such as siting stationary noise sources away from noise sensitive locations, fitting equipment with silencers, mufflers and acoustic covers, etc., which would be employed to ensure that the noise levels are acceptable.
- 9.420 Due to the temporary nature of the demolition/piling works, the effect will be short term. Therefore, the long term effect to the area due to the construction noise will be neutral/negligible. Low noise and vibration construction methods outlined in the applicant Construction Strategy should be conditioned along with Council's standard noise limit condition.

- Demolition and Construction Vibration

9.421 The effect of the vibration during construction was considered to be slight adverse. The vibration effect on the area should be minor and, due to the temporary nature of the construction works, the effect should be short term. Therefore, the long term effect to the area due to the vibration will be negligible.

9.422 The recommended vibration limits given within Councils guidance provide a sufficient degree of protection to the surrounding buildings to safeguard against structural damage. These limits should be conditioned. Also, the proposed mitigation measures outlined in the applicant Construction Strategy should be conditioned

- Road Traffic Noise

9.423 A change in noise level due to increased traffic flows as a result of construction has been considered and the effect at its maximum is expected to be slight. The change in noise level due to increased operational traffic flow is expected to be neutral/negligible.

- Mechanical Plant Noise Emissions

9.424 All mechanical plant noise emissions will be designed to comply with Council's noise limits to be conditioned. As such there should be no increase in the existing background noise levels, therefore there would be neutral/negligible effect.

9.425 The assessment states that additional noise control measures will be incorporated into mechanical systems where necessary. Such measures may include additional screening, silencers, acoustic louvres and/or alternative plant room constructions which will be addressed at the detailed design stage for each building

The Council's noise officer has confirmed that the applicant's response is acceptable

Air Quality

9.426 According to policy DEV1 of the IPG, to ensure the protection of amenity, development should not create unacceptable levels of odour, fume or dust pollution during the life of a development.

9.427 Pursuant to Policy DEV11 of the IPG, an Air Quality Assessment with regard to the proposal at Wood Wharf was carried out and examines the existing air quality conditions and calculates the potential air quality effects.

9.428 The main potential air quality effect during construction of the proposed development will be from emissions of dust. However, mitigation measures will ensure that potential adverse effects are minimised or avoided. This will be condition appropriately through an Environmental Construction Management Plan and Code of Construction Practice, consistent with those measures detailed in the GLA Best Practice Guidance for high risk sites, as well as those detailed in LBTH's Code of Construction Practice.

9.429 The main air quality effects once the proposed development becomes operational will be from traffic associated with the development. Dispersion modelling used to predict the air quality conditions for the proposal shows that changes in pollutant concentrations as a result of the development are negligible for PM10 and negligible to slight adverse / slight beneficial for NO2. The applicant has advised that the effects are therefore not considered to be significant when reviewing effects against relevant guidance. It was however noted that the underground car park will need to be designed with appropriate ventilation (at the detailed design stage) to ensure adverse effects are avoided.

9.430 The effect of operational plant emissions is predicted to be adverse. The emissions from the boiler plants and the stack heights have not been modelled/quantified in detail however the applicant has advised that where the application is in outline, it does not allow for this level of detail and would need to be agreed with Council through the planning process at the detailed design stage. It is proposed to be addressed by condition.

Television and Radio Reception

9.431 Objections have been received from the public raising concern that the development will result in an unacceptable impact upon their TV reception. In accordance with policy DEV27 of the IPG, tall buildings are not to interfere to an unacceptable degree with telecommunication and radio transmission networks.

9.432 Chapter 3 Cross Cutting Themes under section Infrastructure, Services and Waste of the IPG identifies the following criteria of tall building developments in Isle of Dogs:

“Due to the cluster of tall buildings at Canary Wharf, areas to the north suffer from poor TV reception. Large structures can cause widespread disruption to analogue television reception and other telecommunication services due to the physical obstruction or reflection of signals. Digital television signals are far more robust than analogue signals and as viewers change to digital over time, the impacts may be reduced or eliminated. In the interim, it is important to ensure new development to consider potential interference from tall buildings”

9.433 Further, Policy IOD10 states:

Applications for tall or large structures will need to satisfy the Council that the potential for interference with television reception and other communications services has been fully taken into account in the siting and design of such developments. Factors such as the height and width of each face of the structure, the material and outside surface finish, and the orientations of the sides of the structure in relation to any local transmitter should be taken into account in any planning application. If it is clear, by the nature of the development, that disruption will be a significant problem, the development may be required to incorporate suitable infrastructure to correct the situation.

9.435 The WWSPG states that any planning application for all or part of Wood Wharf must consider the impact of any proposed development on the television reception of surrounding residential areas and incorporate measures to mitigate any negative impacts should it be necessary.

9.436 In summary, based on the applicant assessment contained within the Environmental Statement, the development is likely to have:

- No significant effect on the reception of broadcast radio services;
- A negligible effect on satellite television services;
- No effect on local cable television services;
- A large adverse effect on terrestrial, digital and analogue television services, due to shadowing of terrestrial television signals, in a number of households in an area north of the proposed development. The affected locations may be able to have terrestrial television services restored by using one of the following methods as appropriate: installing a higher gain antenna or re-locating the existing antenna or re-pointing the existing antenna to another transmitter where possible or, if any of these solutions are unable to restore service, by installing satellite or cable television services; and
- a slight adverse effect on terrestrial television services, due to reflections of terrestrial television signals ('ghosting') from Crystal Palace and Croydon transmitters from the proposed development. However, the applicant has advised that if the proposed

development is due to be constructed after 2012, analogue signals will cease to be transmitted and hence reflections will no longer need to be considered.

- 9.437 A more definitive picture of the proposed development's potential effects on telecommunication signals can be obtained by conducting a pre-construction television reception survey ('Before Survey') around the potential areas of effect (identified in the desk assessment) and a second, post-construction television reception survey ('After Survey') as soon as the structures are completed and the actual effect of the structures have been deduced by comparing results in the two surveys. The results of these surveys can be used to help demonstrate the level of deterioration experienced by a residential receptor and the form of any mitigation.
- 9.438 The implementation of mitigation measures can be addressed by appropriately worded S106 obligations and/or planning conditions commensurate with the level of deterioration experienced.

Transport, Highways, Access

- 9.439 Policy 3C.1 of the London Plan seeks to ensure the integration of transport and development by encouraging patterns and forms of development that reduce the need to travel by car and to locate high trip generating development in locations with high levels of transport accessibility and capacity. Policy 3C.2 further requires proposals for development to be considered in terms of existing transport capacity. The Mayor will seek to ensure that on-site car parking at new developments is the minimum necessary (Policy 3C.23 Parking strategy).
- 9.440 Policy T16 of the UDP states that new development proposals will be assessed in relation to the ability of the existing and proposed transport system to accommodate the additional traffic that is likely to be generated.
- 9.441 Policy CP41 of the IPG seeks to ensure the integration of new development with transport, recognising that this is fundamental to achieving more sustainable patterns of travel in Tower Hamlets. The IPG supports the Mayor of London's Transport Strategy in encouraging walking and cycling as well as the use of public transport. Developments which generate large numbers of trips should be located in places easily accessible to existing or planned public transport. LBTH uses PTAL rating to assess the degree of public transport accessibility.
- 9.442 Policy IOD2 of the IODAAP states that all new development will be coordinated with the delivery of public transport enhancements. This will be achieved by requiring all proposed developments demonstrate that there is adequate capacity (existing or proposed) on the network to accommodate the demand generated by the proposal.
- 9.443 The WWSPG recognises that the proposals at Wood Wharf must be developed in conjunction with the appropriate transport infrastructure and considers that programmed transport improvements may increase transport capacity to cater for the redevelopment of Wood Wharf. These include increasing the capacity of the Jubilee line on the London Underground, expanding and extended the Docklands Light Railway, and potentially the introduction of Crossrail.
- 9.444 In addition to the above, the SPG seeks to secure pedestrian and cycle friendly areas with high quality facilities with well lit buildings that are designed to provide natural surveillance. Suitable pedestrian links to public transport stations should be enhanced and improved.
- 9.445 PPG13 directs new development to locations that are highly accessible by public transport, walking and cycling, recognising that an integrated transport system is necessary to support a strong and prosperous economy. PPG13 states that the consideration of the

location, scale, density, design and mix of land uses can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, recreation facilities and services by public transport, walking and cycling.

Parking

Car Parking

- 9.446 The proposed development includes the provision of 829 off-street car parking spaces. The main car park for the Wood Wharf development will be located in the basement below the western side of the site. Access to the car park will be via Cartier Circle. This car park will have a total of 720 spaces.
- 9.447 A second, smaller car park will be provided in the eastern area of the site for use by occupants of the residential dwellings. This car park will have a total of 109 car parking spaces.
- 9.448 The Wood Wharf development will be designed to be fully accessible to the mobility impaired. In addition, a significant proportion (10%) of the car parking spaces will be designed for use by people with mobility impairments.
- 9.449 The following table provides a breakdown of the car parking numbers by use according to planning policy targets:

	Office	Retail	Res	Hotel	Community Facilities	Total
Car Park Spaces Using LBTH Standards	368	0	834	23	0	1225
Development car park spaces proposed	270	93	443	23	0	829

- 9.450 Concern has been raised by TFL over the number of car parking spaces proposed on-site, and they have requested that they be reduced in accordance with policy 3C.23 of the London Plan. However, where the applicant has refused to lower the number of spaces, the Council's transport consultant has advised that it would be difficult to refuse the application on these grounds where the proposed parking numbers fall below Council policy maximums. Whilst the development is proposing retail spaces above the policy guidance, the applicant has advised that these spaces are not for staff but for public visitors accessing the site, as currently occurs at the Canary Wharf site. This will include users of the community facility. The applicant has advised that, as with Canary Wharf, all public car parking areas will accord with secure car park standards and managed appropriately. This will be addressed by s106 agreement. It is to be noted that the Table A4.3 of the London Plan permits a level of retail parking within Town Centres.
- 9.451 Whilst the number of car parking spaces on balance complies with policy guidance, consideration must be given to the road network capacity in accommodating the increased car trips, which is explored below. It is to be noted that residential occupiers of the development will be excluded from eligibility for on-street parking permits which will be secured by s106 agreement.

Cycle Parking

- 9.452 Cycle parking is proposed as follows:

	Office	Retail	Res	Hotel	Community Facilities	Total
Cycle Spaces Using LBTH Standards	1842	159	1668 per unit 167 for visitors	40	0	3875
Cycle spaces proposed	1326	50	1668	20	0	3064

- 9.453 The Canary Wharf employee survey indicates that only around 1.8% of existing employees cycle to work. The applicant anticipates that cycle use could rise to 2.5% for Wood Wharf employees. The scheme provides for approximately 5% of Wood Wharf employees to cycle to work. Notwithstanding, the applicant has agreed in principle to provide additional parking to meet demand, which will be monitored through the Travel Plan. Where this approach was accepted by both TFL and the Council on the recently approved Riverside South scheme within Canary Wharf, the approach is considered on balance acceptable.
- 9.454 TfL have advised that the cycle parking provision for the office, retail and hotel elements of the development meets TfL Cycle Parking Standards, as set out in policy 3C.22. The original proposal was providing 50% provision for the residential units. TfL advised that this was not acceptable and should be increased to one space per residential unit which the applicant has agreed to.
- 9.455 The Design and Access Statement indicate that surface level cycle parking facilities will be provided at several key locations around the site. Cycle parking will be provided in locations close to community uses and provision will be identified as part of the detailed design stage, which should be conditioned appropriately. The applicant has advised that the travel plan will promote increase cycle use which will be monitored. Also, the applicant is contributing financially to the Mayors Velib cycle scheme, both on and off site.
- 9.456 TfL has advised that further information should be provided about the location of the cycle parking where there is little information on this matter. It should be secure, sheltered and easily accessible. Shower and changing facilities should be provided for employees cycling to work. Where detail is a reserved matter, the cycle parking is considered, on balance, to be acceptable subject to conditioning.

Motorcycle Parking

- 9.457 Provision has been made in basement car parks where space permits. A total of 159 spaces will be provided in dedicated bays, which is agreed as being acceptable by the Council's Transport Consultant.

Road Network

- 9.458 This will be a high trip generating development and therefore it is important to achieve an accurate assessment in order to understand the impact on existing and proposed transport capacity in accordance with London Plan policy 3C.2. TfL is concerned that the current trip generation may underestimate the impact of the development. However, the Council's Transport Consultant has advised that the trip distribution assumption seems reasonable.
- 9.459 The Transport Assessment recognises that parts of the adjacent highway network are already severely constrained. Planned and consented developments are expected to generate significant traffic growth on roads surrounding the site over the course of the next 11 years. A significant proportion of this is generated by new residential developments to the south and east of Wood Wharf hence there will be an increase on Preston's Road in 2019 of 19.6% in the AM peak period and 19.0% in the PM peak period. The Wood Wharf development is expected to increase traffic on the local highway network with the most significant increases in 2019 on Trafalgar Way and Upper Bank Street.

- 9.460 Notwithstanding this, TfL has advised that it is appropriate and necessary to examine the mitigation of such effects via the inclusion of relevant provisions within a planning agreement, to be completed in association with the grant of planning permission for the development. In light of this, it is to be noted that the following scope of works on junction impacts was agreed at the pre-application stage by TFL:

Cartier Circle

- 9.461 This is a 4 arm junction for which a 5th arm will be added for Wood Wharf access. Development shall not commence until access from Cartier Circle is secured and details submitted.

Preston's Road/Site Junction

- 9.462 The Council would require a traffic signal option for this junction, which is to be secured an appropriate condition.

Aspen Way/ Upper Bank Street Junction

- 9.463 The Council's Transport Consultant has advised that the the applicants assessment of this junction is acceptable. The junction is shown to operate slightly over capacity in 2014/16/19 however the addition of the development was found to have a negligible impact and it is therefore difficult to justify any contribution for improving the capacity at this location.

Aspen Way/Preston's Road Junction (Prestons Round-a-bout)

- 9.464 The TA shows that there will be a significant impact upon the junction. Notwithstanding, both TfL and Council's Transport Consultant are not objecting to the scheme, rather proposing mitigation measures. There is currently major improvement works proposed to the junction, which both the New Providence Wharf and Trafalgar Way schemes have contributed to, which includes both pedestrian and signalisation improvements. The scheme will therefore make a financial contribution to this work. Also, contributions are required to mitigate impacts upon connecting junctions to the round-a-bout to reduce queuing lengths.

Public Transport

- 9.465 The applicants transport assessment indicates that the site has a PTAL of 4. According to TfL's September 2006 PTAL map the site has a varying PTAL level ranging from 1 through to 5. According to the IODAAP, the northern sub-area is considered to be central in nature with a density range of 650-1100hr/ha. According to the density matrix within policy 3A.3 of the London Plan, a density range of 650-1100 would be considered to have a minimum PTAL of 4. The GLA Stage 1 report also considered the site to be PTAL 4. Based on this evidence, and where the applicant has indicated that the PTAL level quoted within the TA is given for the centre of the site, the PTAL level is considered appropriate.

Crossrail

- 9.466 The proposed Cross Rail station on the Isle of Dogs will be approximately 600 metres from the centre of the Wood Wharf site; pedestrian routes will be provided through the Canary Wharf Estate. The TA concludes that Cross Rail will reduce the effects of the Wood Wharf development trips on the existing public transport network as with the addition of Cross Rail, the demand for DLR and the Jubilee Line will be reduced significantly when it is expected to be implemented in 2017. The applicant has agreed to contribute £100,000,000 towards the implementation of Crossrail, which will be secured by s106 agreement.

Jubilee Line Capacity Analysis

- 9.467 The nearest Jubilee station at Canary Wharf is some 550 metres from the centre of the site. The Jubilee Line operates 24 trains during the AM and PM peak periods in each direction with 7-car trains, upgraded from 6-car trains at the beginning of 2006.
- 9.468 The TA acknowledges that following the completion of the development, 29,577 passengers are forecast to travel between Canada Water and Canary Wharf in the morning peak period. This is 21% above the planning standard with a service of 30 trains/hour (tph), which is currently planned for 2009. Even with the completion of only the first phase of the development in 2014, TFL have advised that the Jubilee line would be operating at 105% of its planning standard.
- 9.469 TFL have advised that there is no capacity to increase the Jubilee Line above the planned 30tph. As such, Cross Rail is essential to deliver the additional public transport capacity for the development. The Council has raised concerns with TFL over the potential impacts upon the transport infrastructure if Crossrail is not delivered prior to the first occupation of the final phase of the development. Notwithstanding, TFL has advised that this would be an unlikely scenario. TFL have confirmed that they are satisfied that the front loading of contributions towards the bus and DLR network will mitigate the impact of the development upon the Jubilee Line until Crossrail is delivered. TFL advised that no contributions were required towards the Jubilee Line.

Jubilee Line Station Capacity Analysis

- 9.470 Concerns had been raised by the Council's Transport Consultant regarding the capacity of the eastern access to the Jubilee Line Station, adjacent Wood Wharf, to accommodate the increased footfall resulting from the development. Notwithstanding this, TfL advised that no contribution was required. Further, London Underground provided evidence that confirmed that the eastern access had sufficient capacity to accommodate Wood Wharf without the need for mitigation. This is now accepted by the Council's Transport Consultant.

DLR Capacity Analysis

- 9.471 There are three DLR stations within one kilometre of the Wood Wharf site; Blackwall to the north (approximate 850 metres), and Canary Wharf and Heron Quays to the west (approximately 700 metres from the centre of the site).
- 9.472 TA concludes that DLR would be able to accommodate increased demands from Wood Wharf, with Cross Rail providing additional capacity to ensure all lines operate within standards
- 9.473 TfL has undertaken its own demand assessment of the DLR to include this development which shows that it would have a material impact on services from the west. The assessment also forecasts heavy use of the south route along the lines identified in the transport assessment. TfL considers a contribution of £9,000,000, payable under the planning agreement, should be made toward the cost of providing enhanced capacity.

Bus Service Capacity Analysis

- 9.474 There are five TfL bus services and one dedicated night bus service, which serve Wood Wharf; the D3, D6, D7, D8, 277 and the N50.
- 9.475 The assessment predicts that highest demand for buses is inbound in the morning peak hour, with 229 passengers in 2014, 349 in 2016 and 557 in 2019. These figures equate to 3.3, 5.0 and 8.0 buses per hour respectively. TfL's assessment at this stage is that this level of demand justifies a combination of a new route and enhancements to existing

routes. A contribution of £5,000,000 has been agreed to by the applicant.

- 9.476 TfL has advised that the increase in bus frequency associated with this development will also require an increase in bus stand capacity at either end of the routes affected. Therefore, TfL requests a contribution of £150,000 under the planning agreement towards the upgrade and future expansion of the bus stands and other stands associated with the routes serving the development. A further bus infrastructure audit was undertaken which identified a number of priority bus stops within the vicinity of the development that require attention. This has been agreed to by the applicant.
- 9.477 In order to ensure that walking routes to bus stops are direct, secure, pleasant and safe, and to accord with policy 3C.20, TfL requests a capped contribution under the planning agreement of £100,000 for the relocation of stops and accessibility improvements. This has been agreed to by the applicant.
- 9.478 The scheme does not currently propose any bus provision within the development itself. Notwithstanding, the Upper Wood Wharf Square level west of the canal has been designed in accordance with adoptable standards and could be configured to accommodate possible future bus services into Wood Wharf. At present Bus Services 277 and D8 go through Cartier Circle and could be routed through the upper Wood Wharf Square level.
- 9.479 In accordance with policy 3C.4, TfL has advised that provision for bus access through the upper Wood Wharf Square level should be safeguarded.

Access

Vehicle Access

- 9.480 Currently the only vehicular access to Wood Wharf is via Prestons Road, which is a borough road. The nearest part of the Transport for London road network is the A1261 Aspen Way, 450 metres to the north of the site and connected to Prestons Road by a major roundabout. To the east of Wood Wharf a cycle route runs along Prestons Road and there are a series of informal cycle routes through the Canary Wharf estate.
- 9.481 The development is proposing vehicular access from Cartier Circle and Montgomery Street to the west and Preston's Road to the east. The access routes would provide connections to internal drop-off, parking and servicing areas. Each vehicle access would be into a discrete area or loop – there will be no internal links between these areas, effectively preventing through movement. The only exceptions would be for emergency vehicle and maintenance access.
- 9.482 At the exit to Cartier Circle, provision has been made for an access control point where vehicles would be checked. This is additional to the security cordon checkpoints that all vehicles must pass through to enter the Canary Wharf Estate.
- 9.483 Immediately after the access control, vehicles would proceed either to the upper circulatory road level or into the basement ramp to the car parking and servicing areas. The upper level roadway provides front door access to buildings west of the canal (WO1 to WO6). This is intended primarily for taxis and chauffeur-driven vehicles, but could be used for other pick-up and drop-off activities. It has also been safeguarded for future bus services.
- 9.484 A second link has been created from Montgomery Street to the western end of the southern esplanade, providing access to the car park lifts as well as taxi access to the proposed hotel and other front door activities. The new bridge link involves a drop in road level from some 11 metres AOD to 6 metres AOD. Vehicles using the link would pass through the entry control point on the access to the Heron Quays/Jubilee Place basement car park and servicing areas.

9.485 The access to the area east of the canal would be from Preston's Road. The existing junction would be replaced by a new layout that would provide an improved turning geometry and a right-turn lane in from Preston's Road. The junction has been designed in accordance with LBTH adoptable standards for sightlines, visibility splays etc.

Pedestrian Access

9.486 Pedestrian footways will be provided adjacent to each of the vehicle accesses to Wood Wharf. In addition, a new footbridge will be provided linking the western end of the high street with the quayside at Montgomery Street. New links will also be provided from the Community Park to Preston's Road north of the LUL vent shaft.

9.487 Within the development, there will be a continuous network of pedestrian routes at the lower quayside level. Areas east and west of the canal will be connected via three bridges. Also at this level, the high street will provide an east/west connection between the canal and South Dock and the continuation of this route to Montgomery Street. North/south routes will connect the high street directly with the southern esplanade.

9.488 The development will significantly improve the environment for pedestrians, as the proposals specifically include new walk routes to stations and stops to create direct and secure facilities and links. Within the site all internal spaces will operate as shared surfaces where some delineation will be required so that safe walking areas are clear to visually impaired pedestrians. The walk routes from the site to public transport nodes have been well assessed by a 'PERS' audit. In order to improve conditions for walking in accordance with London Plan policy 3C.21 the development should address the issues that were highlighted in the audit. These include a lack of dropped kerbs, tactile information and colour contrast across the links and crossings assessed, resurfacing of uneven walkways, removal of guard railing, segregation on shared foot/cycleway, creation of at grade crossings instead of subways and removal of staggered crossings. This should be addressed at the detailed design stage and conditioned appropriately.

9.489 A further audit pedestrian routes (including the bridges) was undertaken which helped identify the condition of routes to key destinations within the surrounding catchment area. Various pedestrian improvements have been identified and contributions towards these improvements have been secured, for example the £2,000,000 Blackwall Station upgrade project involving at grade crossing of the Aspen Way/Preston's Road junction and public realm improvements. Also, £500,000 towards improvements to routes within the surrounding area and key destinations has been secured.

9.490 Further to this, discussions have been had with the applicant regarding the delivery of the Millennium Quarter bridge. Where British Waterways and Canary Wharf have an interest in the delivery of the bridge (bridge landing and air rights), the Council has requested from the applicant for their agreement to use all reasonable endeavours to assist the Council in bringing this bridge forward where appropriate. Whilst the bridge is not required from a transport planning requirement, it is considered necessary for reasons of good urban planning, when considering the relocation of the South Quay DLR station. This matter will be addressed by s106 obligation.

Cycle Access

9.491 Cyclists will be able to access Wood Wharf from Cartier Circle, Montgomery Street or Preston's Road. Vehicle accesses to the site will be lightly trafficked and the proposed new routes will provide a series of convenient links for cyclists. Preston's Road is already a designated cycle route and in addition to the vehicle access there will be direct access to the park and open spaces east of the canal.

- 9.492 A series of shared surfaces would provide a network of routes available to cyclists to move within and through the site. A sign-posted link will be created from the Preston's Road access to Montgomery Street to provide a strategic east/west link between the east of the Isle of Dogs and Canary Wharf.
- 9.493 For all publicly accessible areas, a s106 agreement will be required to ensure public right of way is secured and maintained by the developer.

Construction Traffic

- 9.494 The construction management plan (CMP) submitted as part of the ES will need to be reviewed to check restrictions to construction vehicles during traffic peak periods to ensure minimum disruption to the movement of traffic including bus operations, cyclists and pedestrians during the construction phase of this development. Construction vehicles are to be confined to defined and signposted haul routes. River barges should also be used where feasible for the movement of
- 9.495 The CMP states that there could be 1,500 workers on the site at once and no parking will be made available to construction workers, either on or off site. The Construction Strategy states that workers will be encouraged to use public transport although no information is provided on how this will be managed. This must be conditioned appropriately.

Construction and Phasing Strategy states that a detailed logistics/traffic segregation plan will be provided to manage access to the construction sites and occupied buildings up to December 2019. A copy of this is required and should be conditioned.

- 9.496 A shuttle bus is proposed to run from the current Preston's Road access to Canary Wharf from November 2009 to June 2015 due to the closure of the pedestrian route from the site to Cartier Circle. This needs to be conditioned.
- 9.497 A temporary construction access is created onto Preston's Road. Details of operation of the access need to be provided, especially as it is adjacent to an existing tenant access.

Travel Plan

- 9.498 Full Travel plans to be submitted at detailed application/reserved matters stage for approval prior to occupation. For the purposes of the S106 agreement, the Travel Plan needs to be more focused in terms of actual measures, actual targets, detailed monitoring strategy, target setting at specific phases as well as end targets, reporting and agreement mechanism with LBTH and derivation and implementation of penalties should the targets not be met. This needs to cover both the commercial and residential elements of the development.

Servicing and Deliveries

Service Vehicles

- 9.499 Wood Wharf will have vehicular access, from Cartier Circle and Montgomery Street to the west and Preston's Road to the east. The access routes will provide connections to internal drop-off, parking and servicing areas. Each vehicle access will be into a discrete area or loop – there will be no internal links between these areas, effectively preventing through movement across the site. The only exceptions would be for emergency vehicle and maintenance access.
- 9.500 All vehicle access arrangements to Wood Wharf makes full provision for deliveries and servicing, waste collection and emergency vehicles. All loading and servicing for the office, retail, residential and hotel use on the western side of Wood Wharf will take place from a

series of loading/servicing areas located within the basement areas accessed via Cartier Circle. Where Canary Wharf receives deliveries 24 hours per day, deliveries to Wood Wharf will also be 24-hours a day and managed so as to avoid peak periods.

- 9.501 All service vehicles using the loading bay facilities at the Wood Wharf site will be managed by the operators of the buildings, in a similar way to other developments at nearby Canary Wharf. Only vehicles that are pre-booked will be allowed access to the loadings areas, for security and loading bay capacity reasons. The scheme is proposing to provide 31 loading bays within the basement loading dock.
- 9.502 There will also be very limited access at street level for front door deliveries on the western side of Wood Wharf (i.e. post, couriers, etc). East of the canal, all deliveries and waste collection would be at surface level.
- 9.503 The GLA's Stage 1 report states that:

Tfl welcomes the proposed service and delivery measures, including out-of-hours servicing and delivery coordination. In accordance with the London Freight Strategy and London Plan policy 3C.25 the developer should adopt a service and delivery plan to help manage demand, including peak periods identified in the assessment. One of the delivery bays should be reserved in case of unforeseen circumstances, such as equipment/vehicular breakdown. A service and delivery plan could also investigate procurement options for regularly ordered items to provide load consolidation and a concierge system for residential deliveries.

- 9.504 In response to the comments made by the GLA, and the Council's transport consultant, the proposed service arrangement is acceptable subject to condition to provide a Service and Delivery Plan, addressing delivery hours and other measures to mitigate any potential impacts upon the highway network and residential amenity.

Refuse

- 9.505 The proposals must take account of how waste from the proposed uses and activities on site will be managed, in particular the large quantum of office floorspace, but also in relation to the proposed residential units.
- 9.506 Policy 4A.21 of the London Plan encourages communities to take more responsibility for their own waste. Policy CP39 of the IPG seeks to minimise the amount of waste produced and maximise opportunities to recycle and reuse waste including at least 30% of household waste by 2010. New developments must provide adequate collection and storage facilities for recyclables and residual waste. Policies DEV15 and IOD9 seeks to ensure that development proposals contribute to facilitating more sustainable waste management.
- 9.507 The applicants waste report examines the waste management of the construction, demolition and excavation phase as well as the operational phase and outlines mitigation measures which will be used to reduce the waste generated from the development.
- Construction, demolition and excavation waste
- 9.508 Construction waste materials will comprise Concrete, masonry, steel, nonferrous metals, wood, plastic, glass, plasterboard, excavated soil, mixed waste, canteen waste, hazardous waste.
- 9.509 Demolition waste will comprise concrete, masonry, steel, non-ferrous metals (e.g. copper, aluminium), wood, plastic, glass, plasterboard, asbestos and other hazardous waste, mixed waste and canteen waste from site workers.

- 9.510 The development will generate excavated material as a result of the reduction in ground level required to construct basements, piled walls, the canal and underground structures. Excavation arisings will comprise Made Ground fill materials and natural soils.
- 9.511 The applicant has advised that opportunities will be taken to reduce, re-use and recycle waste during the demolition and construction processes, considering good waste management practice measures, complying with the Council's Code of Construction Practice to be conditioned/s106 obligation.
- Operational Waste
- 9.512 The development of the Wood Wharf site will generate household and commercial waste, and minor quantities of clinical waste. This will increase as each phase is developed.
- 9.513 The applicants Resource and Waste Management Strategy (RWMS) addresses internal storage, external storage (e.g. recycling/residual waste collection facilities within the proposed development), bulk storage on site (eg optimum location of bins and main waste storage facilities) and waste removal (ensuring the location of bins is convenient for easy removal by refuse collection vehicles ('RCV')).
- 9.514 The segregation and recycling of resources generated will be facilitated in order to limit the quantity of wastes arising for disposal and assist in meeting UK government and local policy targets. As such, suitable facilities will be provided for the segregation and storage of recyclable materials, including organic waste. Sufficient quantities of collection containers will be sited throughout the proposed development. Further detail is provided in the RWMS.
- 9.515 Design measures for the proposed development will ensure that such waste management facilities are within easy reach, with minimal time or distance, for all residents and tenants to have direct access in accordance with the Building Regulations and Tower Hamlets requirements. The waste segregation and storage facilities will be designed to be convenient and simple to use.
- 9.516 On street recycling facilities for glass, textiles etc will be provided to encourage users of public open space, retail or community facilities to segregate waste streams and increase recycling at the site, where appropriate.
- 9.517 Council's waste officer has advised that the strategy is comprehensive and forward looking in its approach. The GLA's Stage 1 report states that:
- 9.518 *Tfl welcomes the use of water for transport of aggregates and spoil. It may be feasible for the combined heating and power plant to take its deliveries from water freight too. The Code of Construction Practice could also incorporate construction delivery aspects. Delivery distances should receive some consideration when determining the sustainability of materials when producing a procurement strategy. Vehicle trips could also be minimised by measures such as reusing spoil, prefabrication and use of water freight where possible to transport waste. In accordance with the London Freight Plan the developer should submit a construction logistics plan with a measurable set of targets*
- The use of the site for water freight should be examined. The creation of a simple wharf could be provided without fixed infrastructure and this would enable use of multi-modal refuse collection vehicles for both residential and commercial intermodal waste transport.*
- 9.519 The applicant has advised that the construction plan will consider methods for minimising

the import and export of spoil and other materials. As such, the scheme should be conditioned to explore these proposals. Also, where details are to be considered at the reserved matters stage, a detailed RMWS is required to be submitted for each building at the reserved matters stage.

Other

Ecology and Nature Conservation

- 9.520 Most of the site is hard surfaced with roads, pavements, private car parks and substantial industrial sheds and manufacturing premises. Notwithstanding this, the site contains two sites of importance for nature conservation: Blackwall Basin and Millwall & West India Docks. Both are principally of importance for the regular presence of breeding and overwintering birds. Of the two, Blackwall Basin is most important.
- 9.521 London Plan policy 3D.14 states that the planning of new development and regeneration should have regard to nature conservation and biodiversity, and opportunities should be taken to achieve positive gains for conservation through the form and design of development. Where development is proposed which would affect a site of importance for nature conservation or important species, the approach should be to seek to avoid adverse impact on the species or nature conservation value of the site, and if that is not possible, to minimise such impact and seek mitigation of any residual impacts. Where, exceptionally, development is to be permitted because the reasons for it are judged to outweigh significant harm to nature conservation, appropriate compensation should be sought.
- 9.522 DEV57 of the UDP states that Council will not normally permit development where it unjustifiably causes significant harm to a site of nature conservation importance.
- 9.523 Policy CP31 of the IPG states that the Council will seek to ensure the protection, conservation, enhancement, and effective management of the Borough's biodiversity. The Wood Wharf SPG states that the redevelopment of the site provides the opportunity to enhance the biodiversity of the Isle of Dogs and presents habitat opportunities for particular species such as Black Redstarts. It suggests that redevelopment proposals for the Wood Wharf site should integrate Brown Roofs as a mitigation response for the loss of brownfield land.
- 9.524 The dock on the south edge of Blackwall Basin is currently derelict and with wild landscape growing between partly constructed residential building foundations. In Blackwall Basin water space, four floating nesting platforms for wild life are moored.
- 9.525 The ES identifies that the site regularly supports a pair of black redstart, a small songbird that is rare in the UK, and which has its stronghold in East London. Several other bird species including some species of conservation concern have been recorded on the site. Blackwall Basin and South Dock support nesting and wintering waterbirds, most notable of which is the common tern which breeds regularly on both docks; peregrine falcon is a charismatic species that is also occasionally present in the area.
- 9.526 Bat surveys of the site have found no bat roosts. The site does not support a significant collection of terrestrial invertebrate species, and no protected species were noted, although some species formerly restricted in distribution but now more widespread are present in the grassland areas.
- 9.527 The aquatic macroinvertebrate community of the dock walls and bed is dominated by non-native species and no rare or scarce species have been recorded. The fish community of the docks includes species of fresh and saline waters and although not of any particular conservation significance includes smelt which is the subject of a Biodiversity Action Plan

in the UK BAP.

9.528 The proposed redevelopment of Wood Wharf would result in habitat loss effects, in that aquatic and terrestrial habitat designated as Site of Importance for Nature Conservation would be lost as a result of the development. There would also be changes to the physical characteristics of the aquatic ecosystems in the adjacent (SINC designated) docks and in the range of habitats represented in the redeveloped Site.

9.529 Notwithstanding this, the development proposes measures to avoid or reduce effects have either been designed in or are proposed as mitigation. The following table presents a summary of the residual effects with mitigation to be put in place:

Environmental Issues	Summary Effect	Mitigation Measures
Construction Phase – Terrestrial Habitat loss	Loss of a range of habitats including some which are SINC designated.	Creation and management of new habitat on green roofs, floating islands, dock walls and in public realm areas of the Site.
Construction Phase – Effects on the extent of aquatic habitats and species	<ul style="list-style-type: none"> • A net gain in dock wall area and water volume • Small losses of dock bed • Creation of shingle beach 	Enhancement of dock walls for aquatic invertebrates through use of wooden cladding and granular fill.
Construction Phase – Disturbance effects on aquatic habitats and associated species	<ul style="list-style-type: none"> • Noise and vibration effects on species (primarily birds and fish) in the SINC • Pollution 	Controls on Site activity, air quality, discharges to water and on noise and vibration. Installation and repositioning of tern nesting rafts.
Construction Phase – Effects on black redstart	<ul style="list-style-type: none"> • Loss of nesting and foraging habitat • Potential for killing and injuring and loss of nests • Disturbance 	Clerk of Works to conduct watching brief for nesting black redstarts, and influence works if necessary. Creation and management of green roofs, dockwall wooden clad areas, floating islands and rafts as habitat for black redstart. Creation of additional foraging and specific nesting habitat.
Construction Phase – Effects on birds other than black redstart and birds forming part of the SINC interest	<ul style="list-style-type: none"> • Killing and injuring and loss of nests • Habitat loss • Disturbance 	Watching brief for kingfisher nesting, habitat creation including nesting tunnels, parks, trees, green roofs and tall buildings.
Construction Phase – Effects on bats	<ul style="list-style-type: none"> • Disruption to foraging activity 	Sensitive lighting design, habitat creation.
Construction Phase – Effects on Terrestrial invertebrates	<ul style="list-style-type: none"> • Loss of habitat 	Habitat creation and Management (notably green roofs).
Operational Phase – Effects on aquatic SINC habitat and associated species	<ul style="list-style-type: none"> • Increase in Dockwater temperature • Shading • Lighting effects • Potential pollution events 	Measures to limit the extent of changes and maximum temperatures of dockwater. Habitat creation and enhancement (new canal walls and underwater structures). Pollution plan.
Operational Phase – Effects on black redstart	<ul style="list-style-type: none"> • Disturbance effects from Site activity • Effects of the layout and form 	Management of green roofs as foraging habitat for black redstart. Creation of additional foraging and specific nesting habitat.
Operational Phase – Effects on other birds	<ul style="list-style-type: none"> • Disturbance effects of Site activity (notably to common tern) 	Installation of additional tern nesting rafts, habitat creation, with boxes to attract birds of conservation concern.

	<ul style="list-style-type: none"> • Effects on wintering wildfowl 	
Operational Phase – Effects on bats	<ul style="list-style-type: none"> • Potential effects of the layout and lighting on foraging bats 	Maintenance of green roofs and tree lines. Maintenance of lighting.

9.530 It is proposed that the above are dealt with by condition/s106 obligation.

9.531 According to the GLA's Stage 1 report, the ecological integrity of Blackwall Basin depends partly on the area of wasteland habitat on its southern margin, which will be removed by the development. However, The Stage 1 report goes on to state that the biodiversity interest of the docks and basins of Wood Wharf has historically developed in the context of various ongoing operational practices, and may be expected to readily adapt to changes brought about by this development. Where the proposed scheme includes the provision of a large area of open space (the 'Community Park') and new vegetated islands in Blackwall Basin, these are considered as part-mitigation for the loss of the fringing wasteland. The development is therefore in compliance with London Plan policy in this regard.

9.532 The Council's ecology officer also considered the scheme to be appropriate subject to the condition of the scheme to the above mitigation measures. The approach to the management of these open spaces will be crucial, and further clarification should be provided on this matter via condition.

Flooding/Water Resources

9.533 The London Plan states that the management of flood risk is extremely pertinent to London. Policy 4A.12 of the London Plan states that boroughs should identify areas at risk from flooding and avoid permitting built development in functional flood plains. Policy 2A.1 requires development proposals to take account of the physical constraints on the development of land, including flood risk, to ensure that no harmful impacts occur, or that such impacts are acceptably mitigated.

9.534 Policy U3 of the UDP and policy DEV21 of the IPG October 2007 states that the Council (in consultation with the Environment Agency) will seek appropriate flood protection where the redevelopment of existing developed areas is permitted in areas at risk from flooding.

9.535 The WWSPG notes that the site is located within a flood risk area and states that redevelopment proposals should incorporate flood mitigation measures such as Sustainable Drainage Systems (SUDS) into the scheme.

9.536 The site is located within a Flood Risk area. In accordance with PPS25 and the above policies, the applicant submitted a Flood Risk Assessment within the body of the Environmental Statement which demonstrates that the development will be safe, without increasing flood risk elsewhere. In summary, the Flood Risk Assessment concludes:

- 'The proposed scheme site lies within the indicative floodplain of the River Thames. Dock walls on site form part of the Thames flood defences and provide protection for a 1 in 1,000 year event.
- The statutory defence level applicable to the area is +5.23mAOD. Dockwalls are currently between +5.04m and +5.39mAOD. The proposed minimum ground level for the site is +5.88mAOD, which meets the EA requirements for future raising of statutory flood defence levels. Dock walls would be raised to (or above) this level providing increased protection against tidal flooding.
- A new canal would be built linking the Blackwall Basin to the South Dock. This would provide additional flood storage and would reduce the risk of flooding to the site and the surrounding area.
- A new surface water drainage network will be designed into the scheme to mitigate the risk of flooding from ground water. The risk of flooding from groundwater is considered

negligible.

- The residual risk of flooding would be mostly mitigated by increasing the height of the dock walls and providing habitable floor space at least 600mm above the existing statutory defence level. Proposed levels across much of the site would be in excess of 7m above the statutory defence level at +12.6mAOD'.

9.537 The Environment Agency was originally objecting to the scheme where no evidence had been provided by the Council that the flood risk Sequential Test had been adequately demonstrated in accordance with PPS25. The aims of PPS25 are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding and direct development away from areas at highest risk.

9.538 In response to the submission of further evidence, the EA has since removed their objection regarding this matter where they considered that both the Sequential Test and Exception Test had been adequately carried out and satisfied.

9.539 As such, the scheme is considered to be acceptable subject to the conditioning of the following mitigation measures during both the construction and operational stages

Environment feature	Summary of Effect Overall	Mitigation Measures
Surface Water	Use of SUDs including discharge to the docks, brown roofs and rainwater harvesting.	Incorporated as part of design and other suitable construction practices.
Foul Water	Increased peak discharge leading to potential for surcharging of Thames Water Sewers. Thames Water have confirmed that the sewers can accommodate the flows	N/a
Groundwater quantity	Spread of contaminants to upper and lower aquifer during construction.	Suitable construction practices for excavating and piling to be adopted.
Dock and river water quality	Increase in sediment and the potential for release of contaminants.	Use of silt curtains and other suitable construction practices.
	Reduction of spare capacity in Thames Water sewers resulting in increased risk of CSO discharge to the River Thames.	N/a
	Improvement of flushing in docks, increasing water quality.	n/a
	Increase of risk of accidental discharge of oils & foul flows as a result of increased number of moorings.	n/a
Navigation	Increase amenity value; improved navigation routes between docks	n/a
Flooding	Loss of floodplain storage during Phases 1 to 3.	Developer committed to providing canal prior to completion of scheme, which would provide a net gain in flood plain.
	Increased flood plain storage after completion of scheme.	n/a
	Improved flood defences, increased level of flood defences.	n/a

Energy and Renewable Technology

9.540 The consolidated London Plan (2008) energy policies aim to reduce carbon emissions by requiring the incorporation of energy efficient design and technologies, and renewable energy technologies where feasible. Policy 4A.7 adopts a presumption that developments

will achieve a reduction in carbon dioxide emissions of 20% from onsite renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible.

- 9.541 According to policy DEV6 of the IPG, 10% of new development's energy is to come from renewable energy generated on site with a reduction of 20% of emissions.

Power, heating and cooling infrastructure, and CHP/CCHP

- 9.542 According to the GLA's Stage 1 report, a combined heat and power (CHP) system needs to be considered before the provision of renewables. The suitability of CHP for this site has been examined.

- 9.543 Two separate heat networks will supply the eastern and western sides of the site which will supply the residential elements of the development, as well as the hotel. These heat networks will be supplied by two energy centres each served by a CHP which will be fed from natural gas fired fuel cell CHP plant or, if this is not feasible, conventional CHP plant. The total CHP capacity is 600-800 kWe and the exact sizing will be confirmed at the detailed design stage. Back-up gas boilers will also be located in the energy centres.

- 9.544 It is proposed that heat and power is provided to the offices through CHP plants located in the basement of each building. Cooling is provided to the commercial buildings by means of a district cooling network connected to the surrounding dock water. If the dock water system is found to be unfeasible, or insufficient, combined cooling heat and power (CCHP) plants will be installed to deal with the cooling demand. Whilst a single heating network would be the preferred approach the GLA has advised that they have accepted the network system.

- 9.545 A summary of the Energy Strategy and the energy saving measures to be incorporated into the development is as follows:

- A district cooling and heating system serving the commercial office buildings which takes advantage of the dock water resource surrounding the site to provide low carbon cooling and heating.
- a district heating network to enable use of heat rejected from offices for 'carbon free' residential space heating;
- community heating networks each serving 400 to 500 dwellings and the hotel powered by fuel cell Combined Heat and Power;
- a Network Combined Cooling Heat and Power plant in the commercial office buildings, using fuel cell power generators with cooling capacity complementary to that of the dock water cooling system; and
- Contingency plans for use of conventional CHP in the initial phase if suitable fuel cell plant is not commercially available at the outset, with transition to fuel cell CHP systems for later phases and enabling substitution of fuel cells for conventional CHP (and CCHP) plant as soon as practicable.

- 9.546 A network distributed approach to on site generation of electricity, heat and cooling has been adopted for the development. Council's energy officer has advised that a single energy centre approach is more appropriate, however it is understood that this approach may not be suitable were the development will be phased over the next 10 years and therefore the benefits of the low carbon technology will not be available until the development is complete.

- 9.547 The GLA stage 1 report confirms that the scheme will provide 29.5% carbon dioxide savings against baseline emissions would be made if fuel-cell technology is implemented and 21% if it is found to be unfeasible.

Sustainable Design and Construction

- 9.548 The energy strategy addresses the possibility of implementing energy efficiency measures; however, given that the application is in outline, detailed modelling has not been undertaken where there are no detailed building design or facade treatments proposed. The GLA have advised that they accept that modelling at this stage can only be undertaken using benchmarks.
- 9.549 A comparison of the baseline emissions of the scheme against those of an equivalent scheme calculated using London Renewables toolkit benchmark values was undertaken. The baseline has been based on 'Toolkit' benchmark data as there are no building designs to enable Target Emission Rate (TER) values to be established from thermal modelling software. The predicted emissions are 43% below the 'Toolkit' baseline value, before consideration of savings from cogeneration, tri-generation and renewable energy.
- 9.550 The energy strategy addresses the possibility of implementing energy efficiency measures in the office buildings. The applicant has advised that during detailed design stage, application of passive design and energy efficiency measures will be evaluated for each individual envelope, and appropriate techniques and equipment will be incorporated into the design of each building to meet best practice standards. This should be conditioned appropriately
- 9.551 Further to this, the GLA advised that the design guidelines should be developed further and should contain commitments to a specific energy efficiency target. This should be expressed in terms of specifications of thermal insulation, glazing properties and air tightness targets. All commercial developments should aim to achieve a BREEAM 'excellent' rating as a minimum. There is a commitment that all the residential units will be designed to meet the energy requirements of the Code for Sustainable Homes Level 3. This will be achieved through the use of demand reduction and energy efficient design measures only. The GLA have advised that this commitment is welcomed and will be conditioned appropriately.

Renewable energy

- 9.552 A range of renewable sources of energy have been considered and it is proposed to use dock water for cooling, and heat rejected by office refrigeration equipment to pre-heat the residential network. 4,000 sq.m. of photo-voltaic cells are proposed. These three main renewable components provide around 7.6% carbon dioxide emissions savings.
- 9.553 In summary, the GLA have advised that the approach is in line with that set out in the London Plan but further work is needed on the dock water cooling system and the energy strategy for the office element of the development. Both of these matters have been conditioned appropriately.

Climate change adaptation

- 9.554 The London Plan promotes five principles in policy 4A.9 to promote and support the most effective adaptation to climate change. These are to minimise overheating and contribution to heat island effects, minimise solar gain in summer, contribute to flood risk reductions, including applying sustainable drainage principles, minimising water use and protecting and enhancing green infrastructure. Specific policies cover overheating, living roofs and walls and water.

Overheating (Policy 4A.10)

- 9.555 The proposed design guidelines make a commitment to the inclusion of passive design measures and measures to reduce overheating. Further details must be provided at the

detailed design stage.

Living roofs and walls (Policy 4A.11)

- 9.556 The policy expects these to be incorporated where feasible. The design guidelines commit to at least 50% of all roof areas being green roofs. This provision is welcomed although the provision of brown roofs should also be considered where green roofs are not feasible. A planning condition should be used to secure the provision of, and details of, the green and brown roofs.

Flooding (Policy 4A.13)

- 9.557 At the request of the GLA, flood warning and creation of flood emergency plans is to be the subject of a condition.

Sustainable drainage (Policy 4A.14)

- 9.558 Green roofs are proposed together with an attenuation tank in the basement, with the majority of the residual surface water being discharged to the docks. This is an acceptable approach and complies with London Plan Policy 4A.14 as long as the discharge to the combined sewer is minimized.

Water use (Policy 4A.16)

- 9.559 The policy sets a maximum water use target of 105 litres per person per day for residential dwellings, in line with Code for Sustainable Homes level 3. The policy seeks to maximise rainwater harvesting opportunities and promotes the use of grey water recycling and dual potable systems. The design guidelines make a commitment to achieve maximum water use targets and a commitment is made to rainwater harvesting and grey water recycling. The overall achievement of Code level 3 for water should be secured by condition.

Aircraft

- 9.560 DEV27 of the IPG requires tall buildings to conform with Civil Aviation requirements. Given the heights of different elements of the development and their location under flight paths to and from London City Airport, it is necessary as part of the planning process to demonstrate that the development would not adversely affect operations of aircraft. To support that application, an assessment of the impact on operations at London City Airport was provided. therefore required.
- 9.561 Both the London City Airport and the National Air Traffic Services Ltd have raised no safeguarding objection to the scheme subject to appropriate conditioning.

Construction and Phasing

- 9.562 The WWSPG set out that the comprehensive development of Wood Wharf would be a long-term exercise which would be determined principally by changing market pressures, whilst taking account of transport capacity, and would require a phased approach. A four phased approach was suggested over a 10 year period.
- 9.563 The SPG referred to the deliverability of the site being linked to development parcels that would proceed independently. The proposed strategy set out that the phasing should ensure that those parts of the site that were not under construction should be able to operate with minimal disruption. The programme was also to take account of the need to minimise the impact of construction on the amenity of local residents by giving consideration to the routing of construction traffic, hours of operation, controls over noise and pollution levels and maintaining, where possible, East-West pedestrian access through

the site.

- 9.564 The phasing strategy set out in the WWSPG seeks to balance the physical requirements of achieving an appropriate quantum of development with the constraints of the transport infrastructure. The four suggested phases could be adjusted, provided the overall floorspace of each phase can be accommodated within the wider transport infrastructure capacity at the time of its construction
- 9.565 The approach in the WWSPG is based upon assumptions adopted by the DLR and LUL concerning the likely capacity to be available on the transport network, and includes the impact of permitted schemes for Canary Wharf, Millenium Quater and elsewhere on the Isle of Dogs, in accordance with the WWSPG Transport Assessment.
- 9.566 The planning application for Wood Wharf is accompanied by a Construction and Phasing Strategy, which sets out the proposed construction delivery strategy, addressing phasing, buildability, accessibility during construction and phased residential occupation, in the context of a ten year construction period.
- 9.567 The document advises that construction activities will broadly progress from west to east, and will be in overlapping phases. The strategy stresses, however, that the proposed construction sequence is subject to change as construction delivery would be timed and phased to suit demand.
- 9.568 The following table summarises the proposed phasing and construction sequence:

Phase 1	<ul style="list-style-type: none"> • Building W01 • Footbridge to Canary Wharf • EDF substation
Phase 2	<ul style="list-style-type: none"> • Construction of office buildings (W02 and W03), hotel (W07A and W07A/B), residential buildings (W07B) Wood Wharf Square and Wood Wharf High Street • Vehicle bridge connecting to Canary Wharf • Temporary NHS Centre • Temporary Community Park facilities
Phase 3	<ul style="list-style-type: none"> • Construction of office building W06 • Construction of residential buildings W07C, W08 and W09 (including W13 basement and substructure construction) • Temporary Community Park facilities
Phase 4	<ul style="list-style-type: none"> • Construction of office buildings W04 and W05. • Construction of residential buildings W07D and W13 • Construction of the new Canal and bridges, the final Community Park and the remaining Public Realm

- 9.569 The development is anticipated to commence in August 2009 (site clearance and demolition works) with the main construction works starting November 2009. Some enabling and advanced works such as the construction of a new Cable and Wireless Building (Planning consent granted separately) and diversions commenced in January 2008. It is anticipated that the development will be completed by November 2019, subject to market conditions.
- 9.570 The major construction challenge for the delivery of Wood Wharf is to maintain construction access to the site whilst phasing the occupation of the earlier buildings and mitigating the impact of the works on the neighbourhood and adjacent road network.
- 9.571 According to the WWSPG, the realisation of phase 1 and 2 will be determined by the following:

1. On-site improvements in accessibility to existing transport nodes, including:
 - Pedestrian connection between the site and Canary Wharf
 - New vehicular and pedestrian access to Cartier Circle
 - Improved vehicular access to Prestons Road
2. Off-site improvements will be sought including:
 - Improvements to the local bus network to connect to local centres and relieve pressure on the DLR
 - Explore potential for a new escalator at Canary Wharf Jubilee Line station
3. Some form of community provision within phase 1 or 2 of the SPG masterplan.

9.572 In response, the scheme is complying with all of these constraints. Points 1 and 2 have been addressed in detail under the transport section of this report. With respect to point 3, the scheme will provide temporary PCT Health Centre and Community Park facilities at the completion of phase 1, in addition to substantial financial contributions to off-site leisure facilities, education provision, open space and community projects.

9.573 Also, the WWSPG states that the implementation of Phase 3 and 4 will largely be determined by an improved service on the Jubilee line. This matter has been addressed in detail under the transport section, where the phasing of the development will be subject to the timely implementation of transport infrastructure, in particular, Crossrail.

9.574 Details of the access and physical links to be provided through the site, are included within the Construction strategy, in accordance with the WWSPG. Also, the environmental management, to ensure minimal disruption arising from construction, is set out, including details of how neighbourhood liaison will be managed and conducted.

9.575 During the construction of phase 1, The WWSPG states that the provision of pedestrian access across Wood Wharf, linking Preston's Road and Canary Wharf, should be maintained during the course of construction where it is safe and practicable to do so. In consultation with the applicant, it was found that during the construction of phase 1 it was neither safe nor practicable to provide this link. As such, in the interim, the applicant is proposing a shuttle bus service from the commencement of development up until the completion of phase 1. After which, pedestrian access across the entire site will be achieved.

9.576 The phasing of the development and construction strategy has been addressed by s106 agreement and appropriate planning conditions

Listed Building Application

9.577 For the details of the status of relevant policies see the front sheet for "Planning Applications for Determinations" agenda items.

9.578 This section relates solely to the proposals within the site relating to the Grade I listed structures, those being Blackwall Basin to the north of the site and the West India Export Dock (East Quay) to the west of the site. Listed Building Consent is being applied for in order to alter these Grade I listed buildings.

9.579 The proposals directly relating to the dock walls include the following elements;

- Construction of a new canal cut from the Blackwall Basin to the South Dock to run through the new development site at the eastern side.
- Creation of footpaths around the Blackwall Basin and West India Export Dock involving

new granite sets dock edge treatment.

- Minimal repair or replacement in some areas of the southern wall of the Blackwall Basin i.e. removal of vegetation and replacement of only severely damaged sets.
- Construction of a bridge over the remnant entrance to the former Junction Dock on the south side of the Blackwall Basin. This will involve some reconstruction of lost elements of the wall.

9.580 Further to these proposals the Grade I listed Blackwall Basin will also be affected by insertion of marine piling in order to secure the largest Eco Island to the north east of the site. In order to stabilise the walkway marine piling is necessary.

9.581 The proposal has sought to preserve as much of the existing fabric as possible, and to retain the industrial character of the dock edge. Given that the programme of works will be undertaken over a long period, some details of the application for listed building consent will be subject to detailed consideration through the imposition and fulfilment of conditions. The applicant has therefore, requested that the present application for listed building consent be seen as an overall blueprint to indicate a strategy within which there is scope to manage change in the future.

9.582 Further to the policy guidance on the historic environment provided earlier in this report, paragraph 3.5 of PPG15, outlines the relevant considerations for all listed building consent applications. These are:

- the importance of the building, its intrinsic architectural and historic interest and rarity, in both national and local terms;
- the particular physical features of the building;
- the building's setting and its contribution to the local scene; and
- the extent to which the proposed works would bring substantial benefits for the community, in particular by contributing to the economic regeneration of the area or the enhancement of its environment.

9.583 Further, PPG15, paragraph 3.19, outlines the relevant considerations where proposed works would result in the total or substantial demolition of the listed building, or any significant part of it. These are

- the condition of the building, the cost of repairing and maintaining it in relation to its importance and to the value derived from its continued use;
- the adequacy of efforts made to retain the building in use.
- the merits of alternative proposals for the site (it is to be noted that the proposed canal was considered appropriate within the WWSPG).

9.584 According to paragraph 3.15, achieving a proper balance between the special interest of a listed building and proposals for alterations or extensions is demanding and should always be based on specialist expertise.

9.585 In order to consider the effect of the proposal upon the listed Blackwall Basin and the East Quay of the West India Export Dock, the applicants Cultural Heritage Report examines the above requirements laid out in PPG 15 and the IPG. These can be summarised as follows;

Blackwall Basin

- 9.586
- *The importance of the building:* This has been demonstrated to be relatively low, in terms of architectural and historical quality. The absence of any original fabric from the basin, along with the poor quality of repair and replacement of the walls during subsequent development, has diminished the historical and architectural value of the listed structures.

- *The physical features of the structure:* These appear to be fairly standard for their age and type. Details such as the dock furniture relate to much later developments, primarily in the early 20th century. The salvage and re-use of the granite coping is to be a priority where any of the fabric needs to be replaced or altered.
- *Setting and the contribution made by the structure:* The original dockland setting is in a very fragmentary condition. As suggested above, the intrinsic value is in the open body of water connected to the main docks rather than in the relatively modern structure which retains it.
- *Whether there will be substantial benefit to the community:* The development of the land to the south of the basin will bring substantial benefit to the community which will far outweigh the proposed minor alterations to the listed structure.
- *Redevelopment Proposals:* The development proposals for the new dock edge are considered to be high quality and to be sympathetic to the existing fabric of the dock.
- *The adequacy of efforts to keep the building in use:* Effectively, any proposals for the south side of the basin will comprise only a small level of alteration in a localised area. As the majority of the southern wall is currently bounded by derelict land with no public access, any development could be argued to be returning the listed structure into use. There would seem to be little case to argue that the basin wall be returned to commercial use as the docks are no longer in operation.

East Quay of West India Export Dock (West Basin/Banana Wall)

- 9.587
- *The importance of the building:* This can be demonstrated to be high, in terms of architectural and historical quality. The applicants view is that the importance lies in the historical associations with the original dock construction and to a lesser extent, in the surviving fabric of the early 19th century. In this regard the test cannot be proved.
 - *The physical features of the building:* These appear to be fairly standard for their age and type. Details such as the original dock furniture are in a very poor state of corrosion with better preserved features relating to much later developments, primarily in the early 20th century. Given the need to retain a watertight structure to the walls it may not be possible to retain existing fabric without re-facing, but the substantial nature of the walls would allow much of the fabric to be retained behind, as has been carried out at the Blackwall Basin. Consideration should be given to the salvage and re-use of any granite coping where it is affected by any programme of demolition, in order to satisfy the test.
 - *Setting and the contribution made by the building:* The original dockland setting is in a very fragmentary condition. Strong arguments could be brought to bear to the effect that its contribution is of relatively little value as the main dock area has been so visibly overshadowed by the Canary Wharf and even current developments which will almost totally obscure the structure. The intrinsic value is in the open body of water comprising the main docks rather than in the listed structure which retains it which has been irretrievably damaged by neglect and unsympathetic repair.
 - *Whether there will be substantial benefit to the community:* Although substantial benefit to the community is possible, if not probable, it needs to be demonstrable and definable before a formal application can be made. This exercise can only be completed when plans for development are known more fully.
 - *Redevelopment Proposals:* The development proposals for the new dock edge are considered to be high quality and to be sympathetic to the existing fabric of the dock.
 - *The adequacy of efforts to keep the building in use:* There would seem to be little case to argue that the basin wall be returned to commercial use as the docks are no longer in operation.
- 9.588 As mentioned above, the Council's Conservation officer has advised that the proposal is acceptable. Also, whilst English Heritage is concerned that the eco-islands may detract from the hard edged historic character of the basin, this was found not to be a sustainable reason for refusal as discussed earlier in this report.

- 9.589 In conclusion, minimal intervention to the existing fabric will occur where the fabric exists in a good state of repair. The main intervention is the cutting of a new canal linking the Blackwall Basin to South Dock at the eastern end of the site.
- 9.590 The removal of fabric appeared to have an effect on the special architectural and historical interest of the Blackwall Basin, however, after a full assessment of the walls and a photographic survey the extent of the effect is considered to be limited. At present the dock edge is overgrown and neglected. Whilst some fabric of the basin will be removed it does not date to the original construction of the basin in the early 19th century by John Rennie. The timber boarding proposed for removal dates to the late 20th century. As such, the partial demolition of the dock wall for the canal is considered to be acceptable subject to condition.
- 9.591 The new dock wall treatment has been designed to avoid intervention with any historic fabric. Although the detailed design of the public realm and the bridges to be constructed over the edges of the dock have not been finalised, the principle of providing public access and enabling a new ground level to exist at the edge of the dock walls is considered acceptable at this stage subject to conditions being attached to the listed building consent in order to enable the dock walls to be sympathetically treated as part of the new urban realm.

10. Government Directions

- 10.1 Consideration has been given to whether referral to the Secretary of State is required under the Town and Country Planning (Development Plans and Consultation) (Departures) Direction 1999. The development as a whole is supported by the development plan. Any aspects of the development that raises tensions with particular policies are considered to be acceptable due to the conditions and obligations set out in the recommendation. The council considers that if the development is carried out in line with those conditions/obligations it will accord with the development plan. Accordingly referral to the Secretary of State under this direction is not necessary.
- 10.2 With respect to the Town and Country Planning (Shopping Development) (England and Wales) (No2) Direction 1993, although the proposed floorspace (19,886m²) is under the threshold in the Direction (20,000m²), account has to be taken of other significant retail development within a 10-mile radius of the development site. Accordingly, because of the Stratford City development, this application needs to be referred to the Secretary of State pursuant to this direction
- 10.3 Other government directions do not apply to this development.

11. Planning Obligations

- 11.1 Throughout the report reference has been made to where planning obligations have been necessary to either mitigate the impacts from the development, to compensate for harm caused by the development or to otherwise properly control the development. These are summarised in the recommendation. This section explains the next steps in finalising the legal agreement.
- 11.2 This is one of the largest development proposals ever made in a single planning application in the UK. It is not surprising therefore that the S106 package that has been negotiated is similarly large. The total contribution represents £153,120,030. This comprises a payment of £100,000,000 for Crossrail, £39,535,320 in various payments to the Council and the provision of benefits "in-kind" (such as on-site employment and training, an Idea Store and a PCT facility) representing a value of £13,584,710. The package, excluding the Crossrail payment, represents a contribution of some £121 per

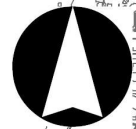
square metre for the commercial elements (offices and hotel) and around £9,680 per residential unit. This is in addition to 35% affordable housing. This represents an excellent package when compared to similar developments elsewhere within the borough generally and the Isle of Dogs in particular.

- 11.3 Such a planning obligation is necessarily complex and negotiations will continue on the detail both within the council and between the council and other organisations (eg TfL, GLA and the PCT) and with the developer. The overall size of the contribution is considered to be set, however there may be a need to make adjustments to the sums allocated to particular heads in order to finalise the agreement. This is allowed for in the recommendation.

12. Conclusions

- 12.1 All other relevant policies and considerations have been taken into account. Planning permission and listed building consent 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



1:14,302

0 75 m



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 Stationary Office (c) Crown Copyright. London Borough of Tower Hamlets LA100019288