

Committee: Strategic Development Committee	Date: 05 November 2019	Classification: Unrestricted
Report of: Director of Place		Title: Application for Planning Permission
Case Officer: Patrick Harmsworth		Ref No: PA/19/01422
		Ward: Bethnal Green

1. APPLICATION DETAILS

[Click here for case file](#)

Location: Queen Mary University London, Site at Hatton House, Westfield Way, London, E1

Existing Use: Student Accommodation (Use Class C2) and Non-Residential Institution (Use Class D1)

Proposal: Demolition of the existing Hatton House (Student Accommodation Use Class C2) and No.357 Mile End Road (Use Class D1 Non-Residential Institution) and the construction of a new building for teaching and educational purposes (Use Class D1) along with associated access, public realm works, landscaping and cycle parking

Drawings and documents Refer to Appendix 2

Applicant/Owner: Queen Mary University of London

Historic Buildings: No. 357 Mile End Road (Locally listed)

Conservation Area: Regents Canal Conservation Area

2. EXECUTIVE SUMMARY

- 2.1 The Council has considered the particular circumstances of the planning application against the Council's Development Plan policies contained in the London Borough of Tower Hamlets adopted Core Strategy (2010) and the Managing Development Document (2013); the adopted London Plan (MALP) (2016); as well as the emerging Local Plan 'Tower Hamlets 2031: Managing Growth and Sharing the Benefits' and the emerging London Plan (2019); the National Planning Policy Framework (2019); relevant supplementary planning documents; material considerations and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 with respect to the impact of the scheme upon Regents Canal and Clinton Road Conservation Areas.

- 2.2 The proposed development would involve the demolition of the existing Hatton House and No. 357 Mile End Road; and the construction of a new 7 storey building (plus a lower ground) for teaching and educational purposes along with associated access, public realm works, landscaping and cycle parking.
- 2.3 The proposed building would accommodate the School of Business and Management which would be relocated from the Francis Bancroft Building (also located within the Mile End campus). The proposed building would provide 8,336 sqm of new educational floorspace which would provide sufficient space for the department to increase student numbers in line with the University's wider growth strategy for the campus.
- 2.4 The proposed scheme would result in significant, albeit less than substantial, harm to the Regents Canal Conservation Area and the setting of the Clinton Road Conservation Area, owing to the loss of a locally listed building and the scale of the proposed development with its impact on views in and across the conservation areas.
- 2.5 The scheme would provide significant public benefits including the provision of high-quality education and research facilities; new public access to the west bank of Regent's Canal from Mile End Road along with a widened canal-side path; public realm and landscaping enhancements across the site including two new public squares; and the provision of a community space facility.
- 2.6 The proposed development would result in some minor reductions to daylight and sunlight to three neighbouring properties. Two of these properties are student accommodation buildings to the north of the site; and the third affected property is on Whiteman Road to the east of the site across the canal.
- 2.7 In highway, servicing and transportation terms the scheme is considered acceptable, subject to use of appropriate planning conditions.
- 2.8 The Queen Mary University of London ('QMUL') has experienced a period of rapid growth in recent years and is anticipating further significant growth. QMUL have developed a Development Framework Document to address needs arising from this recent growth and to align with QMUL's vision for future development and expansion in the years up to 2030 and beyond. Building on this work, the Council will be jointly producing a masterplan framework for the QMUL campus, in conjunction with the university.

3. RECOMMENDATION

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

- A. Any direction by The London Mayor
- B. The prior completion of a legal agreement to secure the following planning obligations:

Financial Obligations:

- a) A contribution of £33,344 towards training and skills needs of local residents in accessing construction phase job opportunities.
- b) A contribution of £33,357 towards carbon offsetting;
- c) A financial contribution of £80,000 towards the production of a Masterplan Framework Document for the QMUL Mile End campus;
- d) A contribution towards monitoring (£500 per head of term item), in accordance with Planning Obligations SPD.

Total Contribution financial contributions £146,701 plus monitoring contribution.

Non-financial contributions

- e) Highways improvement works (including public realm treatment; site access changes; and Healthy Streets improvements) to be secured via provision of a section 278 agreement;
- f) Developer to exercise reasonable endeavours to ensure 20% of the construction phase workforce will be residents of the Borough;
- g) Developer to exercise reasonable endeavours to ensure 20% of goods and services during construction are procured from businesses in the Borough;
- h) Compliance with Code of Construction;
- i) Secure the delivery of a community space facility in accordance with the details set out in the Community Use Implementation and Management Strategy, and monitored via Annual Monitoring Report;
- j) Public opening hours of the canal side path.

That the Corporate Director of Place has delegated power to negotiate the legal agreement indicated above. If by the date nominated in the Planning Performance Agreement the legal has not been completed, the Corporate Director development & Renewal is delegated power to refuse planning permission.

That the Corporate Director Place has delegated power to impose conditions and informatives on the planning permission to secure the following matters

3.2 Conditions

Prior to Demolition

- Construction, Logistics & Environment Management Plan in consultation with TfL;
- Archaeological scheme of investigation;
- Ground contamination site investigation;
- Control of dust and emissions during construction;
- Noise compliance and mitigation measures;

- Precautionary bat survey.

Prior to Construction

- Condition survey, method statement and schedule of works (in relation to the waterway wall) in consultation with the Canal and River Trust;
- Risk Assessment and Method Statement outlining all works to be carried out adjacent to or affecting (directly or indirectly) the water, in consultation with the Canal and River Trust.
- Piling Method Statement in consultation with Thames Water;
- Sustainable urban drainage system and water use efficiency.

Prior to Construction of Superstructure above ground level

- Landscaping scheme, including details of all hard and soft landscaping; tree planting; open space furniture; reference to plant species types and densities, surface treatments and fences and walls; and maintenance arrangements;
- Details and specification of all external facing materials including details of a bay to indicate planes of the building; fenestration; and plant enclosure;
- Details roof layout, rooftop PV panels and array system to ensure the PV installation is maximised;
- Scheme of highway works in consultation with TfL, including Healthy Street improvements taking into consideration the applicant's active travel zone assessment;
- Full details of biodiversity mitigation and enhancements;
- Details of proposed cycle parking which are to be designed in accordance with London Cycle Design Standards.

Prior to first occupation of building

- Community Use Implementation and Management Strategy;
- Details of the signage strategy;
- Ground contamination remedial works and verification report;
- Details of the proposed lighting and any CCTV scheme in consultation with the Canal and River Trust;
- Secure by Design accreditation;
- Waste, Delivery and Service Management Plan, in consultation with TfL, taking into account the wider Mile End campus. Measures included to address unauthorised vehicle movement in relation to the Westfield Way access in line with Vision Zero principles; and measures to ensure a reduction of university-related traffic on Longnor Road;
- Coach Management Plan in consultation with TfL.

Within 6 months of completion

- As built calculations of CO2 saving and energy measures implemented in accordance with the energy strategy;
- Achievement of Final BREEAM Excellence Certificate;

Compliance Conditions

- Time limit for consent;
- Accordance with the approved plans;
- Life of development retention and maintenance of disabled car parking spaces;
- Life of development retentions of bicycle spaces;
- Construction within 5 metres of the water main;
- Hours of public access to the Regents Canal path from Mile End Road;

- **Any additional conditions as directed by the Corporate Director of Place**

3.3 Informatives

- 1) Subject to s278 agreement
- 2) Subject to s106 agreement
- 3) CIL liable
- 4) Thames Water informatives
- 5) Canal and River Trust informatives
- 6) Engagement with London Underground Infrastructure Protection

4. SITE AND SURROUNDINGS

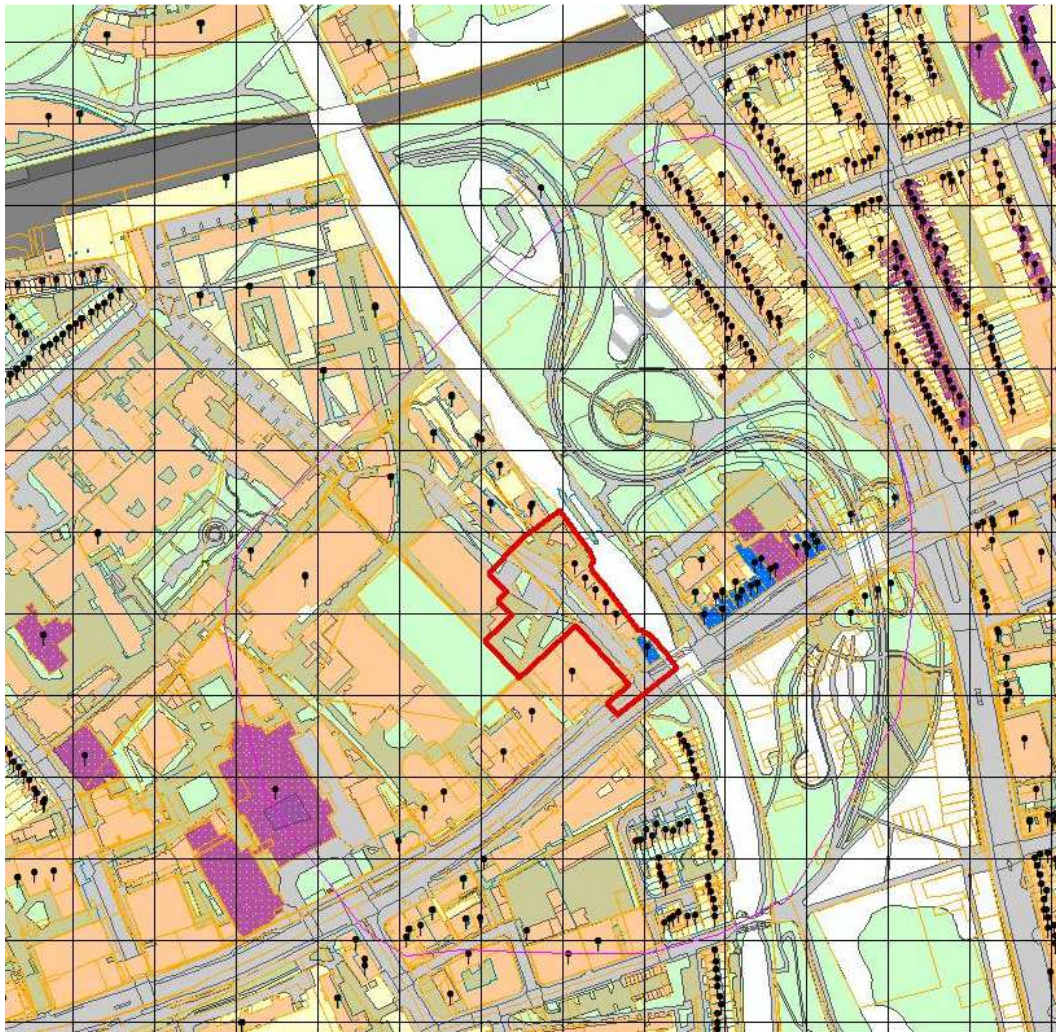


Figure 1: The site

Legend:

Site boundary: red line

Consultation boundary: purple line

Locally Listed buildings: blue

Statutory Listed Buildings: purple

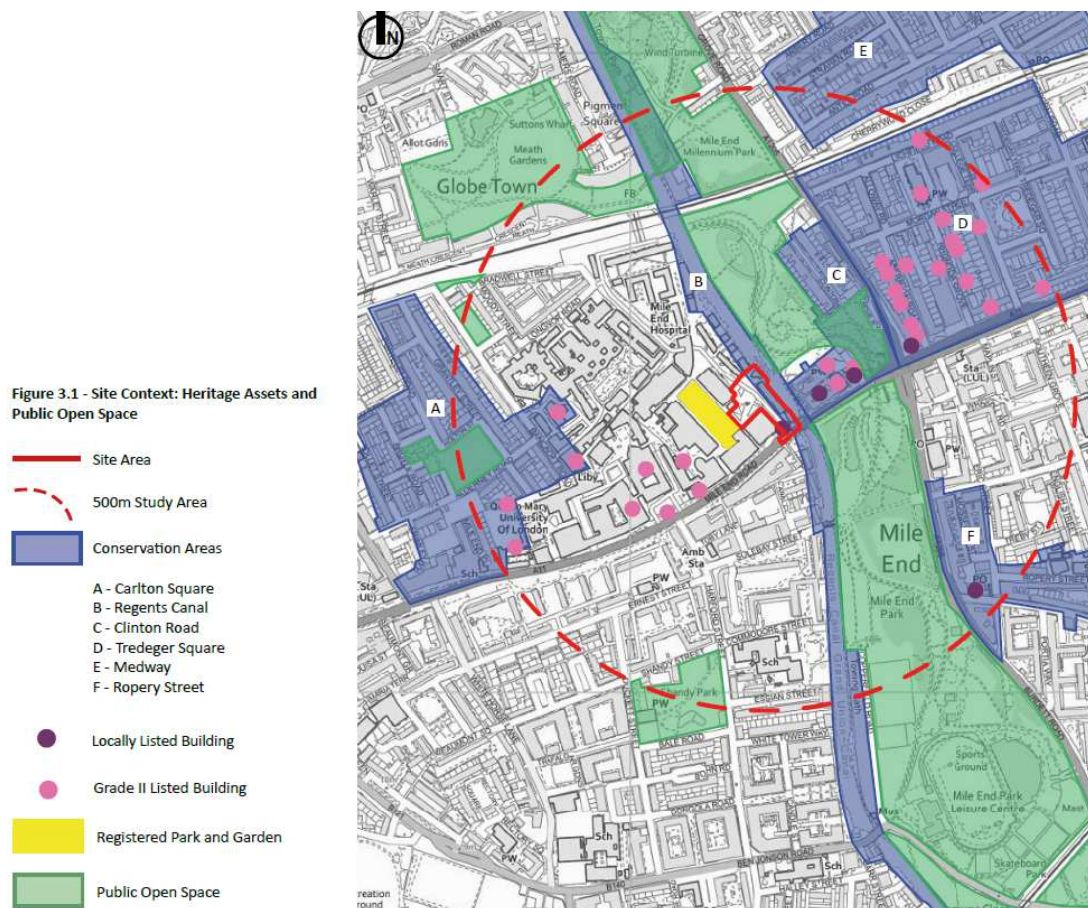


Figure 2: The site in relation to local heritage assets and public open space

- 4.1 The application site is located in Mile End on the south-eastern boundary of the Queen Mary University of London ('QMUL') Mile End Campus. The site is bounded by Mile End Road to the south; Westfield Way to the west; Regents Canal to the east; and student accommodation to the north (Chapman House and Maynard House).
- 4.2 The site area is approximately 0.6ha and contains four separate buildings:
 - No. 357 Mile End Road - a 3 storey locally listed building fronting Mile End Road comprising education/community uses;
 - Hatton House - a 4 storey building comprising student accommodation (62 bedrooms);
 - The Lock Keeper's Cottage – a 2 storey cottage comprising teaching and study space; and
 - A small gatehouse security building.
- 4.3 The site is located within the Regents Canal Conservation Area and the building at no. 357 Mile End is locally listed. The nearest statutory listed buildings to the site are the Grade II listed Novo Cemetery boundary walls and the Grade II listed Queens Building to the west of the site; and the Grade II listed Guardian Angels Roman Catholic Church to the east. The Clinton Road Conservation Area is located approximately 35 metres to the east of the site.
- 4.4 The surrounding area is very diverse in its architectural style and building scale. Along the north side of Mile End Road to the west of the site, other QMUL buildings have a large scale and presence, but generally suffer from a lack of activation. Within

the campus itself, there is a diverse mix of university buildings that have developed organically over time around the 1887 Grade II listed 'Queens Building'. To the east of the site across the canal, buildings on the Mile End Road are more finely grained with active frontages.

Proposal

- 4.5 The proposal would involve the demolition of the existing Hatton House and No. 357 Mile End Road and the construction of a new 7 storey building (plus a lower ground floor) for teaching and educational purposes along with associated access, public realm works, landscaping and cycle parking.
- 4.6 The building would accommodate the School of Business and Management ('SBM') which would be relocated from the Francis Bancroft Building located north west of the site, also within the Mile End campus.
- 4.7 The SBM building would provide 8,336 sqm of new educational floorspace. Three primary uses are proposed for the building: academic offices and support space; social learning and public space; and teaching space. The proposed SBM building has been designed to cater for the particular needs of the school, which includes space for smaller group sizes, presentations, group work and discussion.
- 4.8 The proposed building has a tapered plan form with a narrow southern wing, fronting Mile End Road, which widens out towards the northern end of the site. The main entrance is at ground floor level (via Westfield Way) with secondary entrances at lower ground level (via the canal side path).
- 4.9 The general public will have access to the lower two levels of the building which includes a cafe at the lower ground level and café spill out space onto the canal side path. There is also a community space facility proposed on the lower ground floor dedicated for events and community activities.
- 4.10 Public realm improvements would involve two public squares on the northern side of the new building, providing a new setting for the Lock Keepers Cottage. The proposals also include new public access to the west bank of the Regent's Canal from Mile End Road which leads to a widened canal side path.

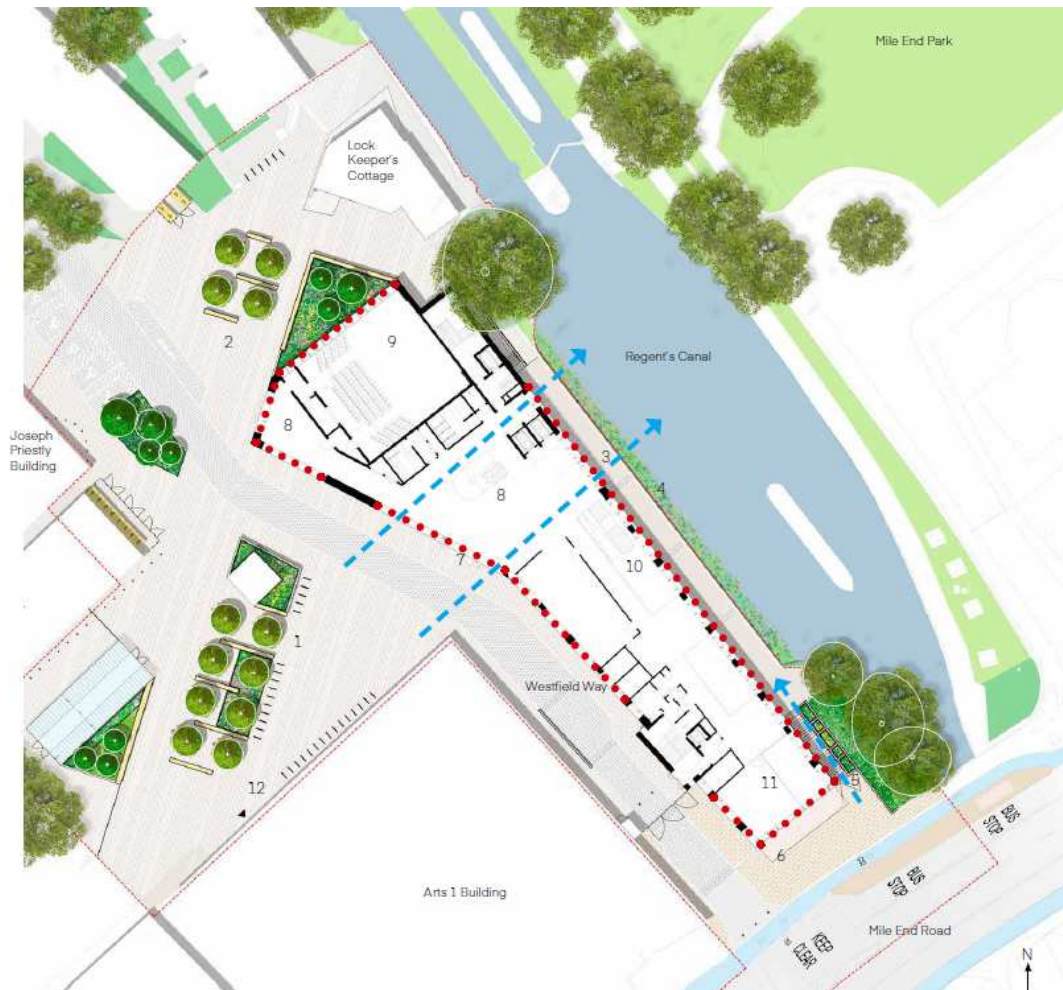


Figure 3: The arrangement and setting of the proposed building

Legend:

1. Arts 1 Square
2. Lock keeper's square
3. Canal side path (widened from 2m to 3.4m)
4. Planting within canal
5. Steps from Mile End Road to canal side path
6. Enlarged pedestrian area
7. Main entrance to SBM building
8. Entrance foyers
9. Lecture Theatre
10. Social learning areas (+ cafe at canal path level)
11. Community facing rooms
12. Main entrance to existing Arts 1 building

Blue Arrow – views to the Regents Canal and Mile End Park

Red dotted line – transparent façade at ground level

- 4.11 The site benefits from a high public transport accessibility level ('PTAL') of 6a (where most accessible level is 6b). The site is located in between Mile End Underground Station and Stepney Green Underground Station which are located within a reasonable walking distance. These are serviced by the Hammersmith and City, Central and District Line trains. Three cycle docking stations are located in the vicinity, including 2 to the east and west of the site along the Cycle Superhighway route 2 (Bow to Aldgate) which runs along the Mile End Road; and another on Clinton Road to the northeast of the site.

Wider growth context on the Mile End campus

- 4.12 QMUL has experienced a period of rapid growth in student recruitment and achieved success in the research sector. On campus student numbers grew by a third in the years from 2013-14 to 2017-18.
- 4.13 The university is preparing for significant growth. Following the request of the Council, QMUL have developed their own 'Development Framework Document' ('DFD') to address the university's needs arising from recent growth and to align with QMUL's vision for future development and expansion in the years up to 2030 and beyond. This has been submitted to the Council to support this application.
- 4.14 QMUL state within the submitted DFD that current projections show a 12,000 increase in taught students across QMUL from 2018 to 2030; and Mile End campus full time equivalents will rise by around 60% from 15,200 to 24,400 by 2030. It also states that an additional 65,000 sqm of non-residential floorspace is required to be provided on the Mile End campus by 2030.
- 4.15 Building on the work carried out for the QMUL DFD, and recognising the importance of the evolving Mile End Campus for 'central area' of the borough, the Council will be preparing a masterplan framework document for the Mile End campus, working closely in partnership with the university in its preparation. This document will be publically consulted on and will consider wider public and community benefits that could be achieved (using other successful models and precedents in London); height and massing considerations; connections and movement; and wider placemaking objectives, including how the campus physically relates to and connects with the Barts NHS Trust Mile End Hospital site and our own Mile End Park. The aim of the document will be to help shape and guide future development schemes on the campus; mitigate potential issues; and allow officers to make informed judgements on key planning topics within planning applications.
- 4.16 The Council are intent on delivering the masterplan framework document by Summer 2020, working closely with QMUL and appointing an external masterplan consultant to help in that exercise by drawing upon the work already undertaken in preparing QMUL's own DFD.

Pre-application and engagement

- 4.17 The applicant undertook pre-application engagement with the Council, local residents and other relevant stakeholders. The submitted Planning Statement and Design and Access Statement provide a more detailed summary and outcomes of the consultation undertaken to date.
- 4.18 Five LBTH pre-application meetings were held between November 2018 and May 2019. The applicant presented their proposal at pre-application stage to the Council's Conservation and Design Advisory Panel (CADAP) on 11th March 2019.
- 4.19 Separate pre-application/engagement meetings were held with the GLA, TfL and the Canal and River Trust.
- 4.20 The following public exhibitions were held:
- 1st Public Exhibition – 24th April 2019;

- Student and Staff Exhibition – 23rd May 2019; and,
- 2nd Public Exhibition – 6th June and 8th June 2019.

5. RELEVANT PLANNING HISTORY

- 5.1 A variety of applications including those for minor works have been submitted over the course of time. The exact date of 357 Mile End Road is unclear, but it is thought to date back to the 1820-30s. Hatton House was originally consented in 1987 (PA/87/00524). Other noteworthy applications are referred to below:

On Site

357 Mile End Road

- 5.2 PA/68/00303: Refused 15/04/1969.
The use of 357 Mile End Road, Tower Hamlets (site 6 on plan) for the expansion of Queen Mary College.
- 5.3 PA/71/00323: Permitted 07/03/1975
The use of the site of 353/355 Mile End Road (Pickfords Limited Storage Depot), Tower Hamlets (site 5b on the plan submitted) for teaching, residential and ancillary purposes of Queen Mary College of the University of London.
- 5.4 PA/74/00315: Permitted 12/06/1975
The use of the site of 353/355 Mile End Road (Pickfords Limited Storage Depot), Tower Hamlets (site 5b on the plan submitted), for teaching, residential and ancillary purposes of Queen Mary College of the University of London.
- 5.5 PA/77/00350: Permitted 02/12/1977
Erection of an extension at second floor level for office use, restoration of the elevations and internal modernisation.
- 5.6 PA/79/00378: Permitted 04/07/1979
Erection of ground floor extension for offices with toilet accommodation.
- 5.7 PA/85/00442: Permitted 22/02/1985
Change of use to university educational purposes.

Site at Hatton House

- 5.8 PA/87/00524: Permitted 02/07/1987.
Erection of three storey building to provide accommodation for 66 students of Queen Mary College, E1.

Surrounding Sites

- 5.9 The following planning decisions on surrounding sites are noted as most salient to this application.

'Scape' development at 438-490 Mile End Road

- 5.10 PA/10/02091 – Permitted 09/11/2011

Amendments to planning application reference PA/09/01916 for demolition of existing structures and erection of new building ranging from 3 to 9 storeys to provide a new education facility comprising: teaching accommodation and associated facilities; student housing; cycle, car-parking, refuse and recycling facilities being:

- (a) revised refuse storage arrangements;
- (b) revised arrangements for bike storage; and
- (c) revised main entrance door configuration.

‘Scape 2’ development north of Pooley House, Westfield Way

5.11 PA/10/01458 – Refused 12/10/2011

Allowed at appeal (PAA/E5900/A/12/2173692/NWF) 26/03/2013

The erection of two separate four storey podium blocks of Student Apartments – the easterly block flanked by two eight storey towers rising from the podium level and the western block by an eight storey block and a ten storey tower at the western end terminating the view along the Campus Access Road to the south. 412 student rooms are proposed which include 344 en suite single rooms, 32 self contained studios, 36 rooms designed for students with disabilities, 67 kitchen/diners and communal facilities on the site of a redundant railway viaduct running along the northern boundary of the Queen Mary College Campus in Mile End, London E1. The proposal also includes storage facilities for Queen Mary College at the western end of the site.

‘Suttons Wharf’ development located north of the Mile End Campus adjacent to the Regents Canal

5.12 PA/05/01727 – Permitted 12/05/2006

Demolition of existing buildings and construction of seven buildings, rising from 7 storeys up to 16 storeys to provide 419 new dwellings, 656m² of Class B1 (Business) floorspace, 225m² of either Class B1 and/or D1 (non-residential institution) floorspace, 330m² of Class A1 (shop) floorspace, a health clinic (1,907m²), and a day nursery (367m²), 183 parking spaces and landscaping.

6. POLICY FRAMEWORK

6.1 In determining the application, the Council (and the Mayor of London, should he decide to take over the application) has the following main statutory duties to perform:

- To determine the application in accordance with the development plan unless other material considerations indicate otherwise (Section 38 (6) of the Planning and Compulsory Purchase Act 2004).
- To have regard to the provisions of the development plan, so far as material to the application, to local finance considerations so far as material to the application, and to any other material considerations (Section 70(2) of the Town & Country Planning Act 1990).
- In relation development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990)
- To pay special attention to whether the development would preserve or enhance the character or appearance of the surrounding conservation areas

(Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990).

- 6.2 For details of the status of relevant policies see the front sheet for “Planning Applications for Determination” agenda items. For a complex application such as this one, the list below is not an exhaustive list of policies; it contains some of the most relevant policies to the application:

6.3 **LBTH’s Core Strategy (CS) (2010)**

Policies:	SP03	Creating Healthy and Liveable Neighbourhoods
	SP04	Creating a green and blue grid
	SP05	Dealing with Waste
	SP06	Delivering Successful Employment Hubs
	SP07	Improving Education and Skills
	SP08	Making Connected Places
	SP09	Creating Attractive and Safe Streets and Spaces
	SP10	Creating Distinct and Durable Places
	SP11	Working Towards a Zero-carbon Borough
	SP12	Delivering Placemaking (Mile End)
	SP13	Planning Obligations

6.4 **LBTH’s Managing Development Document (MDD) (2013)**

Policies:	DM0	Delivering Sustainable Development
	DM9	Improving Air Quality
	DM11	Living Buildings and Biodiversity
	DM13	Sustainable Drainage
	DM14	Managing Waste
	DM15	Local Job Creation and Investment
	DM19	Further and Higher Education
	DM20	Supporting a Sustainable Transport Network
	DM21	Sustainable Transportation of Freight
	DM22	Parking
	DM23	Streets and the Public Realm
	DM24	Place-sensitive Design
	DM25	Amenity
	DM26	Building Heights
	DM27	Heritage and Historic Environment
	DM29	Achieving a Zero-carbon Borough and Addressing Climate Change
	DM30	Contaminated Land

6.5 **LBTH’s Supplementary Planning Guidance/ Other Documents**

- Planning Obligations SPD (2016)

6.6 **London Plan, Consolidated with Minor Alterations (March 2016)**

- | | |
|------|---|
| 1.1 | Delivering the Strategic Vision and Objectives for London |
| 2.1 | London in its Global, European and UK Context |
| 2.5 | Sub-regions |
| 2.9 | Inner London |
| 2.18 | Green Infrastructure |
| 3.1 | Ensuring Equal Life Chances for All |

- 4.1 Developing London's Economy
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.5 Decentralised Energy Networks
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.8 Innovative Energy Technologies
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water Quality and Wastewater Infrastructure
- 5.15 Water Use and Supplies
- 5.21 Contaminated Land
- 6.1 Strategic Approach to Integrating Transport and Development
- 6.3 Assessing the Effects of Development on Transport Capacity
- 6.5 Funding Crossrail
- 6.9 Cycling
- 6.10 Walking
- 6.11 Congestion and traffic flow
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.7 Location and Design of Tall and Large Buildings
- 7.8 Heritage Assets and archaeology
- 7.9 Access to Nature and Biodiversity
- 7.13 Safety, Security and Resilience to Emergency
- 7.14 Improving Air Quality
- 7.15 Reducing Noise and Enhancing Soundscapes
- 7.19 Biodiversity and Access to Nature
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

6.7 **London Plan Supplementary Planning Guidance/Opportunity Frameworks/ Best Practice Guidance documents**

- Accessible London: Achieving an Inclusive Environment SPG (October 2014)
- Control of Dust and Emissions During Construction and Demolition (July 2014)
- London World Heritage Sites SPG – Guidance on Settings (March 2012)
- Sustainable Design and Construction SPG (April 2014)
- Crossrail Funding (March 2016)
- Mayor's Climate Change Adaptation Strategy
- Mayor's Climate Change Mitigation and Energy Strategy
- Mayor's Water Strategy

6.8 **Government Planning Policy Guidance/Statements**

- The National Planning Policy Framework 2019 (NPPF)
- The National Planning Policy Guidance (NPPG) (updated 2019)

Emerging policy and guidance

- 6.9 Weighting of draft policies is outlined in paragraph 216 of the National Planning Policy Framework (NPPF) (2018) and paragraph 19 of the National Planning Practice Guidance (Local Plans). The degree of weight that can be attached to the Local Plan will depend upon how much progress has been made with the emerging plan and the number of unresolved objections to it, and the degree of consistency with the NPPF (2018). The more advanced the preparation and the fewer the number of objections to plan policies, the greater the weight it may be given in the determination of planning applications.
- 6.10 The Planning Inspectorate has on 20/09/2019 confirmed the soundness of the emerging Tower Hamlets Local Plan 2031: Managing Growth and Sharing the Benefits. The policies contained therein now carry substantial weight, pending formal adoption of the document by the Council.
- 6.11 The weight carried by the emerging policies within the emerging new London Plan is currently generally moderate as the document has been subject to examination in public and main modifications were published on 15/07/2019. Policies which have not been subject to substantial objections are considered to have substantial weight.
- 6.12 The following draft policies are relevant to the proposed development:

Tower Hamlets Local Plan 2031

S.SG2	Delivering sustainable growth in Tower Hamlets
D.SG3	Health impact assessments
D.SG4	Planning and construction of new development
D.SG5	Developer contributions
S.DH1	Delivering high quality design
D.DH2	Attractive streets, spaces and public realm
S.DH3	Heritage and the historic environment
D.DH4	Shaping and managing views
D.DH6	Tall buildings
D.DH7	Density
D.DH8	Amenity
S.EMP1	Creating investment in jobs
D.TC5	Food, drink, entertainment and the night-time economy
S.CF1	Supporting community facilities
D.CF3	New and enhanced community facilities
D.CF4	Public houses
S.OWS1	Creating a network of open spaces
S.OWS2	Enhancing the network of water spaces
D.OWS3	Open space and green grid networks
D.OWS4	Water spaces
S.ES1	Protecting and enhancing our environment
D.ES2	Air quality
D.ES3	Urban greening and biodiversity
D.ES4	Flood risk
D.ES5	Sustainable drainage

D.ES6	Sustainable water and wastewater management
D.ES7	A zero carbon borough
D.ES8	Contaminated land and storage of hazardous substances
D.ES9	Noise and vibration
D.ES10	Overheating
S.MW1	Managing our waste
D.MW3	Waste collection facilities in new development
S.TR1	Sustainable travel
D.TR2	Impacts on the transport network
D.TR3	Parking and permit-free
D.TR4	Sustainable delivery and servicing
Chapter 3: Sub-area 2 – Central (visions, objectives and principles)	

Draft London Plan (2019)

GG1	Building strong and inclusive communities
GG2	Making the best use of land
GG3	Creating a healthy city
SD1	Opportunity Areas
D1	London's form and characteristics
D2	Delivering good design
D3	Inclusive design
D5	Accessible housing
D7	Public realm
D8	Tall buildings
D10	Safety, security and resilience to emergency
D11	Fire safety
D12	Agent of change
D13	Noise
S3	Education and childcare facilities
S4	Play and informal recreation
S5	Sports and recreation facilities
E11	Skills and opportunities for all
G1	Green Infrastructure and natural environment
G4	Open space
G5	Urban greening
G6	Biodiversity and access to nature
SI1	Improving air quality
SI2	Minimising greenhouse gas emissions
SI3	Energy infrastructure
SI4	Managing heat risk
SI5	Water infrastructure
SI8	Waste capacity and net waste self-sufficiency
SI12	Flood risk management
SI13	Sustainable drainage
SI15	Water transport
SI16	Waterways – use and enjoyment
SI17	Protecting and enhancing London's waterways
T1	Strategic approach to transport
T2	Healthy streets
T3	Transport capacity, connectivity and safeguarding
T4	Assessing and mitigating transport impacts
T5	Cycling
T6	Car parking
T6.5	Non-residential disabled persons parking

T7	Deliveries, servicing and construction
T9	Funding transport infrastructure through planning

7. CONSULTATION RESPONSES

7.1 The views of the Directorate of Place are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

7.2 The following were consulted and made comments regarding the application, summarised below:

Internal LBTH Consultees

Sustainability Officer

7.3 The scheme is designed to achieve a BREEAM Excellent score. The proposal is also anticipated to deliver a 68% reduction in CO2 emissions which is above the policy requirement of 45% set out in the Managing Development Document.

7.4 Policy D.ES7 in the emerging local plan requires zero carbon for all development, and therefore, a carbon offsetting contribution of £33,357.00 is required.

7.5 Subject to securing the Energy Strategy, the stated CO2 savings, the stated BREEAM Excellent rating by condition, and the carbon offset payment, no objection is raised.

(Officer Comment: Noted and the sought planning conditions and planning obligation will be imposed).

Biodiversity Officer

7.6 No objection subject to conditions requiring a precautionary bat survey and the submission and approval of full details of biodiversity mitigation and enhancements.

(Officer Comment: Noted and the sought planning condition will be imposed).

Employment & Enterprise Officer

7.7 No objection subject to S106 agreement to secure £33,344.00 to support and/or provide the training and skills needs of local residents in accessing the job opportunities created through the construction phase of all new development; and a set of non-monetary obligations set out below:

- 20% of the construction phase workforce will be local residents of Tower Hamlets.
- 20% goods/services procured during the construction phase should be achieved by businesses in Tower Hamlets.

(Officer Comment: Noted and the sought planning obligations will be imposed).

Environmental Health

Noise Officer

7.8 Acoustics are an important aspect of the learning environment. The government published a performance document, Building Bulletin 93 (BB93) Acoustic Design of Schools, in 2003 to aid the design and construction of new education buildings. All the criteria of BB93 should be met.

7.9 Further to the above, new schools in the United Kingdom are now required to comply with Part E of the Building Regulations (Approved Document D); this also

includes new educational premises that are being created through changing the function of an existing building. The new building for teaching and educational purposes (Use Class D1) must also comply with this regulation.

- 7.10 The demolition phase must comply with the Councils Code of Construction Practice for: the noise levels; vibration levels; and days and hours of operation.

(Officer Comment: A planning condition will be imposed to ensure that the above regulations are formally met).

Air Quality Officer

- 7.11 No objection subject to a condition to protect local air quality and ensure the control of dust and emissions during construction. The air quality assessment submitted with the application is accepted.

(Officer Comment: Noted and the sought planning condition will be imposed).

Land Contamination Officer

- 7.12 No objection subject to a planning condition providing details of a scheme to identify the potential extent of contamination and the measures to be taken to avoid risk to the public, buildings and environment when the site is developed; an associated remediation strategy; and a verification report.

(Officer Comment: Noted and the sought planning condition will be imposed).

Highways & Transportation Officer

Westfield Way access

- 7.13 Initial objection to the removal of servicing vehicles away from the direct access from Mile End Road into the site, to the junction of Mile End Road and Bancroft Road, thus re-routing servicing vehicles to the narrower residential roads of Bancroft Road, Moody Street and Longnor Road.

(Officer Comment: The scheme has been amended to remove the proposed access constraints for servicing vehicles on Westfield Way. This will be addressed in more detail in section 14).

Servicing

- 7.14 Servicing should be considered as part of the wider DFD for the site, rather than a piecemeal approach. Not doing this is regrettable, as the proposed solution to use the Borough's residential roads for servicing is considered unsuitable and contrary to a 2001 outline permission for a student village (PA/01/00944).

(Officer Comment: A high level cumulative transport assessment to 2030 and a site-wide Refuse Servicing Statement were subsequently submitted. A full Waste, Servicing and Delivery Plan for the Mile End campus will also be required as a condition to any planning permission which may be granted).

Car parking

- 7.15 The submission states that "A total of five blue badge bays are currently provided on the site for students, staff and visitors with disabilities. These parking bays are accessible via Westfield Way." However, during the pre-application meetings it was stated that there were currently over 100 parking spaces across the campus. Again, officers need to consider this as part of an overall transport strategy, rather than a piecemeal approach.

Access at Mile End Road and Westfield Road

- 7.16 Changes are proposed to the access at Mile End Road and Westfield Road. This could result in an adverse impact on pedestrians and cyclists on Mile End Road as the imposition of bollards could result in vehicles blocking the footway and cycle superhighway. It is noted that a Stage 1 safety audit has been carried out and these issues are raised but rejected by the design team.

(Officer Comment: The proposed bollards were removed to address safety concerns. This will be addressed in more detail in section 14).

QMUL Development Framework Document

- 7.17 The proposals do not provide adequate information on the long term vision masterplan proposals to adequately assess the transportation impacts of the development across the network to both LBTH and TfL highways. For example, proposed changes to servicing via LBTH residential roads which will still require vehicles crossing the TLRN but at a junction where there are recorded accidents as opposed to the current situation where there are no recorded accidents.

(Officer Comment: A high level cumulative assessment to 2030 was subsequently submitted in line with above comments. A financial obligation will also be attached to any permission that may be granted to ensure the production of a masterplan framework document for the Mile End Campus. This document will consider in more detail the cumulative transport impact of any longer term growth on the campus. This will be addressed in more detail in section 14).

Waste & Recycling Officer

- 7.18 The applicant is required to provide details on the waste capacity for all streams of waste; and details how the waste collections vehicle will turn around within the site. A swept path analyses will be required to illustrate this. No objection, subject to receipt of the above information.

(Officer Comment: A Refuse Servicing Statement, including a swept path analysis, was subsequently submitted to the Council which sets out servicing and waste movements for the proposals within the wider site-wide strategy. A full Waste, Servicing and Delivery Plan will also be required as a condition to any planning permission which may be granted).

Surface Water Drainage Officer

- 7.19 No objection, subject to submission of a detailed surface water drainage scheme as outlined in the report, secured by planning condition.

(Officer Comment: Noted and the sought planning condition will be imposed).

External Consultees

Historic England

Significance

- 7.20 The site is located within the Regent's Canal Conservation Area and has a long elevation fronting onto the canal and a road frontage onto Mile End Road. The road frontage is addressed by a building at 357 Mile End Road, which is likely to date from the mid-19th century. This building is identified as a locally listed building and is considered to make a positive contribution to the character and appearance of the conservation area. The history of the building and the local area is set out in

some detail in the submitted Heritage Statement. It would appear that the 357 Mile End Road has clear links to the former use of the canal for the transport of goods, as it provided administrative offices to coal merchants and later wool merchants. When the canal ceased use for business purposes, the building was used for commercial accommodation and later became part of the Queen Mary University. It would appear that the 357 Mile End Road has been subject to numerous alterations dating from the late 20th century, including the remodelling/addition of the uppermost floor and various changes to window and door openings. However, the building still retains much of its mid-19th century character and scale, and in our view, still makes a significant contribution to the character and appearance of the Regent's Canal Conservation Area and to the setting of other nearby conservation areas. The site also contains a building called Hatton House, which appears to date from the 1980s and is 3 storeys high in a postmodern style that reflects the character of the more industrial buildings often associated with the canal in terms of colouration, scale and general form.

7.21 Located to the north of the application site is the Lock Keeper's Cottage, which also addresses the Regent's Canal and presents a modest two storey symmetrically arranged elevation faced in London stock brick. The cottage is considered to make a significant contribution to the character and appearance of the conservation area. The setting of the cottage and its relationship with the canal has been somewhat altered in recent years by the imposition of surrounding new development within the application site and to the north of the cottage. However, this new development has been of a limited bulk, height and scale, and is set back from the canal frontage. As such, the Lock Keeper's Cottage still retains a degree of primacy in important views from the tow path on the opposite side of the canal.

7.22 The site is also located close to other conservation areas and heritage assets, including the Clinton Road Conservation Area, which is located to the east along Mile End Road.

Consultee Position

7.23 The existing building at 357 Mile End Road is considered to be of heritage significance and its loss will cause a high degree of harm to the character and appearance of the Regent's Canal Conservation Area. The loss of this building is also considered to have a harmful impact on the setting of the adjacent Clinton Road Conservation Area in views looking east and west along Mile End Road, where it is seen to provide comfortable transition in scale and elevational design to the terrace properties to the east.

7.24 The proposed new building is of a much greater scale and bulk than the existing buildings within the site. It is therefore likely to have a dominant impact on views looking east and west along Mile End Road, where the overhanging facade and monumental bay treatment is particularly evident (see views 1, 2 and 14 in the Townscape and Visual Impact Assessment or 'TVIA'). In views looking west, the proposed building will have a significant impact on the setting of the mid-19th century terraces fronting onto Mile End Road and will feature on the skyline above the strong parapet lines of those terraces. In our view, the proposed development is considered to cause harm to the setting of the Clinton Road Conservation Area.

7.25 The change in scale is particularly evident in views through the Regent's Canal Conservation Area, where it is often seen as a dominant new element on the skyline and draw attention away from the canal and the canal side buildings. This is best illustrated in View 6 of the TVIA, where the proposed building is seen to loom

over the Lock Keeper's Cottage and is considered to have a high degree of dominance that causes harm to the setting of the cottage.

- 7.26 Overall, the proposals are considered to cause a high degree of harm to heritage assets. This harm will need to be weighed against any public benefits arising from the scheme, in accordance with policies 195 and/or 196 of the National Planning Policy Framework.

Greater London Archaeological Advisory Service

- 7.27 The planning application lies in an area of archaeological interest. It is advised that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case the consideration of the nature of the development, the archaeological interest and/or practical constraints is such that a two stage [post determination] archaeological condition could provide an acceptable safeguard.

(Officer Note: Noted and the sought planning condition will be imposed).

Metropolitan Police Designing Out Crime Officer

- 7.28 No objection, subject to a condition for the scheme to achieve a Commercial Award in respect of Secure by Design accreditation.

(Officer Comment: Noted and the sought planning conditions will be imposed).

Greater London Authority

Principle of development

- 7.29 The erection of a new educational building to support the planned growth of the university campus is strongly supported. However, the applicant is required to address the following issues:

Community use

- 7.30 According to the submitted Community Use Statement, the community hub is intended to be used by students, staff, local professional and charity-based community groups. To qualify as a genuine community space, it should be prioritised for use by the local community as well as local charity-based community groups. The applicant should identify exactly what facilities would be made available for community use, what the available hours of use would be, whether the use of facilities would be subject to a charge (which should not be prohibitive) and provide further details as to how it would be advertised. Further details are also required as to how the university will promote sharing of services with other social facilities in the area once agreed, the details should be secured as part of the s106 legal agreement.

(Officer Comment: Noted. Revisions to the Community Use Statement were submitted in relation to use and operation of the community space, as set out in more detail in section 11. Furthermore, a Community Use Implementation and Management Strategy will be secured by way of condition).

Loss of student bedspaces

- 7.31 The applicant has indicated that proposals for additional student accommodation to replace the bedspaces to be lost and support the universities growth strategy will be forthcoming. However, the applicant should identify how the lost bedspaces and any additional accommodation requirements generated by the wider masterplan in the intervening period would be met. As stated at pre-application stage, for the

university's planned growth to be fully sustainable, the university should commit to a strategy for providing the student accommodation necessary to house the planned additional students and ensure that any accommodation meets the requirements of London Plan Policy 3.18 and draft London Plan Policy H17.

Urban design

- 7.32 The proposed overhang does not lead to an entrance into the building and results in a façade treatment that is at odds with the design of the other facades. The applicant should consider removing the overhang and taking a more uniform approach to the design of the facade. In doing so, the building would still provide a generous set back from the footpath edge and the elevations would tie in with the established building line to the west. The applicant is encouraged to explore the opportunity for step free access to the canal footpath, to provide disabled access direct from Mile End Road.
- 7.33 The proposed development is part of a long-term plan to improve facilities and grow student numbers across the QMUL campus. The applicant should demonstrate how the proposal contributes to a wider design-led masterplan, public realm and landscaping strategy that creates a legible sequence and hierarchy of public realm improvements across the campus.
- 7.34 The applicant has set the building back slightly from the Lock Keeper's Cottage to the north of the site, which improves the overall setting around the cottage and provide a setting for potential future physical connections to Mile End Park, which is welcomed.

Heritage

- 7.35 The proposals involve the demolition of no. 357 Mile End Road which is locally listed and makes a positive contribution to the Conservation Area. However, it is acknowledged by GLA officers that the building is much altered since its original construction, which reduces its historical significance and the limitations of the building mean that it is unsuitable for teaching and studying. GLA officers consider that the loss of a non-designated asset would result in less than substantial harm in and of itself and the demolition of the building would result in less than substantial harm to the Regent's Canal Conservation Area and the setting of the adjacent Clinton Road Conservation Area.
- 7.36 The replacement building is also significantly larger than the existing group of buildings and historic buildings lining the canal. It would have a noticeable impact on short range views from within the Regents Canal Conservation Area and Mile End Park which would have a slight adverse impact on the canal side environment and setting of the listed Guardian Angels Roman Catholic School and the locally listed Lock Keeper's Cottage. The harm arising from the erection of the university building would amount to less than substantial harm to the Regents Canal Conservation Area, setting of Clinton Road Conservation Area as well as the setting of the school and Lock Keeper's Cottage.

Inclusive design

- 7.37 Overall, the scheme demonstrates a good standard of accessibility. The access improvements proposed to the towpath in particular are welcomed. Suitably sized fire evacuation lifts should be provided within each lift core in accordance with draft London Plan Policies D11 and D3.

Energy

- 7.38 The applicant should provide the following additional information and revisions in order to confirm compliance with London Plan, draft London Plan policies and GLA Energy Assessment Guidance: the GLA's Carbon Emission Reporting spreadsheet; fabric energy efficiency performance; a Dynamic Overheating Analysis to assess the overheating risk using the DSY 2 & 3 weather files; the development should also be designed to allow future connection to a district heating network; and further detail should be provided in relation to the proposed air source heat pumps (ASHPs) and carbon offset payment.

(Officer Comment: Subsequent information and clarification was submitted by the applicant addressing the above comments. The applicant is working with the GLA through any outstanding items. A condition will be attached to any permission that may be granted to secure details roof layout, rooftop PV panels and array system ensuring that the PV installation is maximised. It is also confirmed that a carbon offset payment of £33,357 will be secured).

Flood risk and drainage

- 7.39 The surface water drainage strategy for the proposed development does not comply with London Plan Policy 5.13 and draft Policy SI.13. Further details on how SuDS measures at the top of the drainage hierarchy will be included in the development, and how greenfield runoff rate will be achieved should be provided. SuDS maintenance information should also be provided.

- 7.40 The development generally meets the requirements of London Plan Policy 5.15 and draft London Plan Policy SI.5 but it does not meet the water consumption targets and should be revised accordingly.

(Officer Comment: Subsequent information was submitted by the applicant addressing the above comments in relation to flood risk. The applicant is working with the GLA through any outstanding items).

Urban greening

- 7.41 Urban greening should be embedded as a fundamental element of site and building design, in line with London Plan policy 5.10 and draft London Plan Policy G1 and G5. The scheme proposes some planting features including the introduction of floating reefs along the canal but more could be done to increase the proportion of soft landscaping within the public realm and on the building itself. Features such as street trees, green roofs, green walls, rain gardens, wild flower meadows and hedgerows should all be considered for inclusion. The applicant should seek to ensure that the development would achieve an urban greening factor of 0.3, as set out in Policy G5 of the draft London Plan.

(Officer Comment: Noted. Subsequent information was submitted by the applicant. The nature of the proposed public realm is based on nature of the scheme and the numbers of students, staff and cyclists using and moving through the space. A detailed landscaping of the scheme will be secured by way of condition, which will require efforts to increase the Urban Greening Factor when implemented).

TfL

Trip generation assessment

- 7.42 The application forms part of the QMUL 2030 vision which will result in an overall uplift of approximately 50,000 sqm of educational floorspace and an increase of 8,000-12,000 students at the Mile End Campus. At the pre-application stage, the applicant was requested to assess the impacts of the wider masterplan in the Transport Assessment (TA). This assessment has not been provided. Without it, it

is not possible to obtain a full understanding of the transport impacts of the implementation of the masterplan. Therefore, the site wide transport impact cannot be identified and mitigated in line with draft London Plan Policy T4. The applicant should undertake sensitivity testing which include the likely scale of development that may come forward at this site, to address TfL concerns.

- 7.43 Further information is required to verify the trip rates for students at the proposed development. A separate trip rate should be used for staff at the proposed development. The applicant should also provide a 'worse case scenario' trip generation assessment for the proposed community use at the site.

(Officer Comment: A high level cumulative assessment of the 'worst case' scenario to 2030 was submitted in line with comments. A financial obligation will also be attached to any permission that may be granted to ensure the production of a masterplan framework document for the Mile End Campus. This document will consider in more detail the cumulative transport impact of any longer term growth on the campus. This will be addressed in more detail in section 14).

Public transport

- 7.44 The TA estimates that the proposed development will represent a modest increase in trips on the transport network. However, as referred to above, the impact of the masterplan rather than the standalone site should be assessed to determine the overall impact on public transport services. Based on the numbers currently presented in the TA, the additional trips generated by this application alone are unlikely to cause capacity issues on public transport services; however this is unlikely to be the case for the entire masterplan. As identified above, sensitivity testing which include the likely scale of development that may come forward at this site should be undertaken.

- 7.45 Furthermore, no station assessment has been provided so it is unclear whether the uplift in trips generated by this site, or the masterplan development, could be accommodated.

(Officer Comment: A Station Capacity Assessment was subsequently submitted to TfL which indicates that the SBM proposal will not have a significant increase on gateline capacity at Mile End Station. The impact of the cumulative transport impact of the Mile End campus will be also considered as part of a jointly produced masterplan framework document secured via section 106).

Vehicle access

- 7.46 Amendments to the existing vehicular access to the site from Mile End Road are proposed. In its current form, the proposed amendments cannot be supported as they raise significant safety concerns and conflict with the Mayor's Vision Zero approach. This must be resolved prior to determination.

(Officer Comment: The proposed bollards were subsequently removed to address safety concerns. This approach is accepted by TfL).

Healthy streets

- 7.47 The applicant should assess the development against the 10 Healthy Street criteria identified within draft London Plan Policy T2. The improvements identified within the Active Travel Zone (ATZ) assessment should be secured as part of any permission to ensure that the development is connected to key destinations by high quality and convenient walking and cycling routes.

(Officer Note: Noted. A briefing note was subsequently submitted providing an assessment of the proposals against the Healthy Streets indicators, identifying where the SBM proposals address the ten principles of Healthy Streets. TfL accepted this note, subject to a condition requiring the development to deliver Healthy Street improvements (via section 278 agreement), which could include seating, planters, public art or lighting with the 'active travel zone' area set out in the submitted transport assessment).

Car parking

- 7.48 The applicant is proposing a car-free development, which is in line with draft London Plan Policy T6. Five blue badge parking spaces will be consolidated and relocated within the red line boundary. This is considered to be acceptable. In line with draft London Plan Policy T6, the necessary infrastructure required for electric or other Ultra-Low Emission vehicles should be provided.

Walking

- 7.49 Improvements to the accessibility of the canal are welcomed. The Council should secure public access to the canal through appropriate mechanisms.
- 7.50 The applicant has provided pedestrian comfort levels (PCL) for the proposed development and has concluded that the proposed pedestrian environment will be able to accommodate all expected future pedestrian demand from the above proposal. However, the PCL does not take account of the future pedestrian flows that would occur as a result of the implementation of the 2030 vision. This should be addressed.

(Officer Comment: As noted above, a high level cumulative assessment of the 'worst case' scenario to 2030 was submitted in line with comments, which included PCLs).

Cycling

- 7.51 The site should seek to maximise the benefits of being in close proximity to strategic cycling infrastructure by ensuring clear connections between the site and these assets are created.
- 7.52 182 additional cycle parking spaces are proposed as part of the development. Whilst this accords with draft London Plan minimum standards, it is 39 spaces below the cycle parking standards identified within Tower Hamlets draft Local Plan. Due to high cycling potential in this area, and the sites proximity to cycling infrastructure the applicant is strongly encouraged to increase cycle parking provision to meet Council standards. All cycle parking should comply with London Cycle Design Standards (LCDS).

(Officer Comment: Cycle parking provision has subsequently been revised to also meet LBTH draft standards. A cycle parking planning condition will be imposed to any planning permission which may be granted).

- 7.53 Cycle hire docking stations that are within 400 metres of the site are highly used, and any capacity that they currently have is likely to be used. To support additional demand that may be generated from the proposed development, or the implementation of the 2030 vision, the applicant should seek to fund the delivery of a docking station in close proximity to their site. This would support active travel, which is encouraged in the Mayor's Transport Strategy and the draft London Plan.

Conditions and obligations

- 7.54 No Delivery and Servicing Plan (DSP) has been submitted to support the proposed development, however the TA states that the servicing of the proposed development will be accommodated into a site-wide servicing strategy. In line with draft London Plan Policy T7, the application should be supported by a DSP and a DSP should be secured as part of any permission.

(Officer Comment: Noted. A full Waste, Servicing and Delivery Plan for the Mile End campus will be required as a condition to any planning permission which may be granted).

- 7.55 In accordance with London Plan Policies 6.3 and 6.14 and draft London Plan Policy T7, a full Construction Logistics Plan (CLP) and travel plan should be secured as part of any permission. The applicant should work with TfL officers to ensure the submitted CLP meets TfL's requirements.

(Officer Comment: Noted. A Construction, Logistics & Environment Management Plan will be required as a condition to any planning permission which may be granted).

- 7.56 Given the proximity of London Underground assets, the relevant London Underground conditions will need to be attached to any permission.

(Officer Comment: Noted. The applicant has engaged with London Underground Infrastructure Protection (LUIP) engineers, which is welcomed. The applicant should continue to engage with the LUIP engineers. This will be explained in an informative).

Canal and River Trust

Impact on the character and appearance of the waterway corridor

- 7.57 The Heritage Statement articulates a sound understanding of context and significance, and convincingly builds up the argument for the removal of no. 357 Mile End Road to enable the development. The heritage statement delivers the requisite understanding, albeit with some uncertainty remaining as to whether no.357 Mile End Road is a replacement of the original 1820 house. It is accepted that *"its built form is more in keeping with the Mile End Road rather than the industrial typology of the functioning canal."* In addition, we follow the assessment of the extent to which the original form of the building has been compromised by alterations and additions.

- 7.58 Whilst alterations have been made following our previous advice to address the interaction between the new building and the Lock Keeper's Cottage, a non-designated heritage asset, the proposed building still appears overly dominant and somewhat dwarfs the cottage. Further terracing/stepping down of the end elevation may assist in reducing the overbearing nature at the north end of the building.

- 7.59 We welcome the improved and widened canal-side space and access to it from both Mile End Road and from Westfield Way, and the activation of the canal-side area through increased public and university access and the provision of a café. The proposal is likely to provide additional benefit of increased passive surveillance of the towpath side from the building and public realm, which may improve the use of the bench area on the towpath opposite.

- 7.60 Canal-side path surfacing should include a defined/demarked hard edge/coping (in addition to the proposed coir roll habitat) to fully highlight the water's edge (this does appear to be shown on the indicative landscape masterplan drawing). It is recommended that any traffic calming measures installed on Westfield Way are cycle-friendly to promote the use of the route through the campus and along the western canal-side path to the north of the site, noting that the widened canal-side path directly beside the building is not likely to serve as a through cycle route due to the stepped-only access from Mile End Road, and the steep ramp at the lock.
- 7.61 It seems a missed opportunity that the ramp and steps to the north up to Lock Keepers Cottage do not attempt to improve the gradient of the existing ramp. The drawings appear to indicate a wall between the existing ramp and some new steps, which continues to provide a solid barrier beside the ramp, limiting usable space. If it is not possible to provide a fully accessible gradient, an improved gradient with integrated steps and rail may be more effective at maximising the space at this location.
- Impact on the ecology of the waterway corridor.
- 7.62 We welcome the canal enhancements (floating rafts) and plant species proposed in the Preliminary Ecological Appraisal and Initial Bat Roost Inspection (June 2019). The Lighting Engineers and the Bat Conservation Trust best practice guidelines should be followed as stated in the Bat emergence survey guidance (section 6.3) to limit light spill over the canal, so as not to impact bat foraging habitat. We have suggested wording of a hard and soft landscaping and a lighting plan condition for final details to be submitted for approval.
- Impact on the structural integrity of the canal wall.
- 7.63 A survey of the canal wall prior to and post construction will be required to ensure no damage to the wall and we have therefore suggested a condition regarding this be attached, below. The survey is necessary prior to works commencing to ascertain the condition of the wall before works are carried out and to determine once the works are completed, whether any damage to the wall has been inflicted.
- 7.64 A Risk Assessment Method Statement (RAMS) for all works within 15m of the canal, particularly for the demolition phase of the existing structures, will also be required.
- 7.65 The structural integrity of the canal wall is important for the safety of waterway users as well as the stability of neighbouring land and buildings, including the development site. It is a matter that should be considered through the planning process in accordance with paras 170 and 178 of the NPPF.
- 7.66 The proposed works will need to comply with the Code of Practice for Works Affecting the Canal & River Trust, and we have requested an informative regarding this, below. We have also suggested wording for a waterway wall survey and RAMS condition below.
- Impact on the water quality of the canal.
- 7.67 Demolition & construction phase: The Sustainability Statement states there is no indication of land contamination (though there have been no investigations to confirm this). Care should be taken during the construction phase to ensure that only clean surface water is discharged to the canal. We have suggested a condition below to ensure this.

- 7.68 Operational phase: Given the nature of the site once built and the limited number of car parking spaces, the discharge of surface water into the Regent's Canal is deemed acceptable during the operational phase of the development. We have provided an informative for the applicant to contact our Utilities Team to discuss surface water discharge to the canal, a commercial agreement and an application through Third Party Works would be required.

Conditions and informatives

- 7.69 Should planning permission be granted, it is requested that conditions and informatives are attached in relation to a hard and soft landscaping scheme; details of the proposed lighting and any CCTV scheme; a survey of the condition of the waterway wall and a method statement and schedule of works identified; a Risk Assessment and Method Statement outlining all works to be carried out adjacent to or affecting (directly or indirectly) the water; and a revised Construction Environmental Management Plan.

(Officer Comment: Noted and the sought planning conditions and informatives will be imposed).

Thames Water

- 7.70 No objection subject to the securing of conditions in relation to a piling method statement; and construction within 5m of the water main. Informatives will also be attached in relation to groundwater risk management; surface water drainage; and using mains water for construction purposes.

(Officer Comment: Noted and the sought planning conditions and informatives will be imposed)

National Air Traffic Services Ltd.

- 7.71 No objection.

Environment Agency

- 7.72 No comment.

London Fire and Emergency Planning Authority

- 7.73 No comments received.

Natural England

- 7.74 No comment.

London Bus Services Ltd

- 7.75 No comments received.

London Underground Ltd.

- 7.76 No comment.

London City Airport

- 7.77 No objection.

8. LOCAL REPRESENTATION

- 8.1 383 neighbouring properties were notified about the application and invited to comment. The application has also been publicised in the local press and site notices were erected in the local vicinity.

8.2 4 letters of objection have been received.

Issues raised in objection

8.3 Summary of issues raised:

- The proposed development adds to a lack of active frontage long Mile End Road, and would benefit on this frontage taking advantage of its proximity to the canal.
- Objection to the proposed bulk and height of the development which is excessive and out of character with the surrounding area.
- Objection to the loss of 357 Mile End Road as a historically-significant canal-side building.
- Objection to use of Longnor Road for vehicular access and servicing. A previous condition attached to a 2001 outline permission for a student village (PA/01/00944) prohibited all vehicles except emergency vehicles to use the Longnor Road entrance. This should be re-imposed.
- Objection to the levels of cycle provision provided and proposed cycle facilities, in particular, long term cycle facilities.

(Officer Comment: The proposal includes highly transparent upper and lower ground floors which is considered to contribute towards the active frontage along this section of the Mile End Road. Further detail is set out in section 11, 'Design'.

Impact on bulk and massing is discussed in section 11 and the impact to local heritage assets is discussed in section 12.

Following a subsequent amendment to the scheme, proposed access and servicing for the site has now reverted back to the original access via Westfield Way. Similarly, the scheme has been amended to provide a greater level of cycle parking provision thus meeting draft London Plan and draft Local Plan standards. More information is set out in section 14).

9. MATERIAL PLANNING CONSIDERATIONS

9.1 The planning application has been assessed against all relevant policies under the following considerations (with report section number in brackets):

- Land Use (10)
- Design (11)
- Heritage (12)
- Amenity (13)
- Highways & Transportation (14)
- Planning Balance (15)
- Planning Obligations (16)

Other Considerations including

- Noise and Dust (17)
- Contaminated Land (18)
- Flood Risk & Water Resources (19)
- Energy and Sustainability (20)
- Biodiversity (21)
- Waste (22)

- Microclimate (23)
- Financial Considerations (24)
- Human Rights (25)
- Equalities (26)

10. Land Use

Provision of Higher Education Space

- 10.1 Policy SP07 supports the growth and expansion of further and higher education facilities in the borough; and the promotion of universities as employment hubs for the innovation sector and the wider knowledge economy. This policy specifically identifies QMUL as a place for local office and the knowledge economy, to help reinforce the academic role of this area. Policies DM19 and D.CF3 also support the expansion of existing further and higher education facilities within the borough.
- 10.2 Policy 3.18 of the London Plan describes how the Mayor will support the provision of further and higher education facilities. Draft London Plan Policy E8 also promotes the development of higher and further education facilities.
- 10.3 Draft London Plan Policy S3 seeks to ensure that there is a sufficient supply of good quality education facilities to meet demand and offer educational choice. New educational facilities should:
- Be located in areas of need;
 - Be located in accessible locations with good public transport accessibility;
 - Locate entrances away from busy roads, with traffic calming at entrances;
 - Link to existing footpath and cycle networks;
 - Maximise the extended or multiple use of educational facilities for community or recreational use, through appropriate design measures;
 - Encourage the shared use of services between schools, colleges, universities, sports providers, and community facilities;
 - Ensure that new developments are accessible and inclusive for a range of users, including disabled people, by adopting an inclusive design approach;
 - Ensure that facilities incorporate suitable, accessible outdoor space;
 - Locate facilities next to parks or green spaces, where possible; and
 - Ensure that there is not a net loss of facilities, unless it can be demonstrated that there is no ongoing or future demand.
- 10.4 As set out in detail in the submitted DFD, which sets out QMUL's wider growth and accommodation strategy, the university is planning for significant growth. Student numbers are expected to double by 2030 and an additional 65,000 sqm of non-residential floorspace is expected on the Mile End campus.
- 10.5 The SBM is currently accommodated within the Francis Bancroft Building which is located north west of the site on the Mile End Campus. This building does not provide sufficient teaching space to meet the school's current needs. The proposed building would provide 8,336 sqm of new educational floorspace which would meet current needs and provide sufficient space for the department to increase student numbers in line with the University's wider growth strategy for the campus.
- 10.6 The proposed building has been designed to cater for the particular needs of the SBM, for example, including space for smaller group sizes, presentations, group work and discussion. The proposed building includes additional teaching space, social learning space, a community space facility available to local community

groups, and a publically accessible café. These proposed uses contribute to QMUL's aspirations to deliver a community facing building; and to encourage students and staff to stay on the campus outside of teaching/learning times (i.e. the 'sticky campus' concept).

- 10.7 Officers consider that the provision of high quality, higher education and research floorspace would have significant regenerative benefits for the local area and is strongly supported in land use terms.

Loss of student accommodation

- 10.8 The proposed demolition of Hatton House would result in the loss of 65 student bedrooms.
- 10.9 Policy D.H6 of the emerging local plan sets out that the net loss of student accommodation will only be supported where: it can be demonstrated that the accommodation is no longer needed because the needs of students can be better met elsewhere; or adequate replacement housing will be provided which meets the criteria in part 1 above.
- 10.10 London Plan Policy 3.14 states that the loss of all housing, including student accommodation, will be resisted unless it is replaced at existing or higher densities with at least equivalent floor space. GLA officers raise particular issue to the need to set out clearly how the proposed lost bedspaces and any additional accommodation requirements generated by the wider masterplan in the intervening period would be met.
- 10.11 Following a comprehensive building condition survey of all campus buildings, the Hatton House survey identified that the building was unsuitable for current use and the M&E (i.e. mechanical and electrical equipment) was at serious risk of failure. The university have therefore taken the Hatton House bedspaces out of the market and they will not be available to let from September 2019.
- 10.12 The university have a nominations agreement with Scape for their recently completed development ('Scape 2') to the rear of Pooley House to the north of the site. This will provide 412 bedspaces specifically for QMUL from September 2019, thus coinciding with, but not directly replacing, the loss of the Hatton House student accommodation.
- 10.13 In the longer term, the bed spaces lost through this application are intended to be re-provided as part of the university's wider student accommodation strategy, which is explained within the submitted DFD. This includes proposals for new accommodation coming forward at both Mile End and Whitechapel, both of which are currently subject to pre-application engagement with the Council.
- 10.14 Further to the above, LBTH and QMUL will jointly produce a masterplan framework document for the Mile End campus, secured in the Section 106, to ensure that new development on the campus, including proposals for new student accommodation, is considered in a comprehensive manner. More information on the aim of this document is set out in section 4.
- 10.15 In light of all the above, officers are satisfied that the loss of student accommodation as a result of the proposed development is acceptable in this instance.

Community space provision

- 10.16 The proposed development seeks to provide a 'community facing' element as part of the new SBM building. This would include a bookable community space facility available to local community groups; and the creation of a 'Community Partnership Hub' that will provide a connection point to the local community within the new SBM building. The submitted Community Use Statement appended to the Planning Statement sets out further detail on how this space will function.
- 10.17 Initial comments by LBTH and GLA officers included the need to ensure that community groups are prioritised in regards to booking this space. Further clarity was also sought on university protocol when forming 'new community partnerships'; how the facilities would be accessed; available hours of use; charges; and proposed advertisement. The applicants subsequently submitted a revised Community Use Statement addressing the above. In particular, it is now proposed that the facility is prioritised for local community groups between 5pm and 7pm. A Community Use Implementation and Management Strategy and Annual Monitoring Report will be secured by way of condition. Overall, the proposed 'community facing' elements of the proposal are supported by officers.
- 10.18 To conclude in summary officers are satisfied, based on the information provided in the submission documentation, that the proposed development is acceptable in land use terms.

11. Design

- 11.1 The NPPF promotes high quality and inclusive design for all development, optimising the potential of sites to accommodate development, whilst responding to local character.
- 11.2 Chapter 12 of the NPPF explains that the Government attaches great importance to the design of the built environment. It advises that it is important to plan for high quality and inclusive design and encourages engagement at all stages of the process.
- 11.3 Chapter 7 of the London Plan places an emphasis on robust design in new development. Policy 7.4 specifically seeks high quality urban design and having regard to the local character, pattern and grain of the existing spaces and streets. Policy 7.6 seeks highest architectural quality, enhanced public realm, materials that complement the local character, quality adaptable spaces and urban design that optimises the potential of the site.
- 11.4 Policies SP10, DM23, DM24, D.DH1 and D.DH2 seek to ensure that buildings and neighbourhoods promote good design principles to create buildings, spaces and places that are high-quality, sustainable, accessible, attractive, durable and well-integrated with their surrounds.
- 11.5 Policies DM26 and D.DH6 concern themselves with building heights and tall buildings to ensure that proposals for tall buildings satisfy a range of criteria which will be discussed further below.

Height, scale and massing

- 11.6 The proposals are for a replacement building comprised of seven storeys (plus a lower ground floor). The top storey of the building would be set back from the lower

levels of the building. This set back would be most prominent at the northern end of the building closest to the Lock Keeper's Cottage. There would be an additional plant screen enclosure at roof level which would be located above the parapet line and well set back from the edge of the building.

- 11.7 The proposed massing would optimise the available plot area in accordance with the applicant's aspirations for the facility. This includes providing suitably generous floor to ceiling heights for teaching space functions.



Figure 4: Model photo of the proposed building in relation to surrounding context

- 11.8 A number of massing options were tested using Townscape and Visual Impact and the Sunlight, Daylight and Overshadowing Assessments. Massing was further refined through pre-application discussions and CADAP. This is outlined in section 4 of this report and set out in detail within Chapter 6 of the submitted Design and Access Statement. The Design and Access Statement also contains a scale and massing precedents study for the full length of the Regents Canal.

Principle of a Tall Building

- 11.9 Given the resultant impact on views, the scale of existing development on the site and the height of the neighbouring buildings found within the university campus that face onto Regents Canal (with buildings set between 2 and 5 storeys), the proposed development needs to be assessed against the building height and tall building development plan policies. The site sits outside appropriate areas for tall buildings identified in the Core Strategy; and outside tall building zones identified in the emerging local plan.
- 11.10 Part 2 of Policy DM26 requires that proposals for tall buildings will satisfy the following criteria:

- Be of a height and scale that is proportionate to its location within the town centre hierarchy and sensitive to the context of its surroundings (2a);
- Achieve high architectural quality and innovation in the design of the building (2c);
- Provide a positive contribution to the skyline (2d);
- Not adversely impact on heritage assets or strategic and local views (2e);
- Present a human scale of development at the street level (2f);
- Not adversely impact on the microclimate of the surrounding area (2g);
- Not adversely impact on biodiversity or open spaces, including watercourses and waterbodies (2i);
- Provide positive social and economic benefits and contribute to socially balanced and inclusive communities (2j);
- Demonstrate consideration of public safety requirements as part of the overall design, including the provision of evacuation routes.

11.11 In addition to the above, Policy D.DH6 of the emerging local plan requires that tall buildings outside of tall building zones to:

- be located in areas with high levels of public transport accessibility within town centres and/or opportunity areas (4a);
- significantly strengthen the legibility of a Major, District or Neighbourhood Centre or mark the location of a transport interchange or other location of civic or visual significance within the area (4c); and
- not undermine the prominence and/or integrity of existing landmark buildings and tall building zones (4d).

11.12 In line with the above policies, the site is located on the edge of Mile End town centre in a highly accessible location (PTAL rating of 6a). It is therefore considered that the proposed building would be of a height and scale proportionate to its location within the town centre hierarchy, whilst also maintaining a clear relationship with other university-related buildings of a similar scale along Mile End Road to the west of the site (see the 'Scape' development in figure 5); other university buildings within the Mile End Campus; and more recent buildings adjacent to the Regents Canal Conservation Area to the north of the site on the west bank of the canal (such as the 'Scape Two' student accommodation building and the Suttons Wharf development, figures 6 and 7 respectively).



Figure 5: The 'Scape' development at 438-490 Mile End Road is located to the south west of the site across Mile End Road. This recently completed building reaches 9 storey's at its highest point.



Figure 6: A CGI of the 'Scape Two' student accommodation development north of the site adjacent to the Regents Canal Conservation Area. This building, when complete, will reach 10 storey's at its highest point.



Figure 7: Suttons Wharf development looking north along Regents Canal. This development reaches 16 storey's at its highest point.

- 11.13 Further to the above, while the Council has not identified a deficiency in strategic infrastructure with regards to higher education space, the applicants documentation identifies a shortfall, which given the scale of the proposed development, could be considered to address 'deficiencies in strategic infrastructure'. The proposal would also provide positive social/economic benefits through its public benefits (see section 15), as well as biodiversity improvements.
- 11.14 The proposal would provide a gateway and landmark building to the Mile End campus that 'marks a location of civic significance', and is considered to achieve high architectural quality following extensive pre-application discussions with officers.
- 11.15 The proposal is, however, considered to have an adverse impact to local heritage assets on account of the proposed loss of a locally-listed building; and the impact of the building's scale to the Regents Canal and Clinton Road Conservation Areas. This is contrary to one of the policy criteria for tall buildings in the adopted and emerging local plans, and is set out in more detail in section 12 (heritage).

Townscape

- 11.16 The site does not fall within any strategic London panoramas, linear views, river prospect or townscape views, as identified by the London View Management Framework (LVMF). It also does not fall within emerging local plan 'Borough Designated Views ' or views towards 'Designated Landmarks'.
- 11.17 There are other buildings in and around the Mile End campus that are of a comparable height and scale to the proposed development. These buildings contribute towards, and are part of, the existing townscape setting.
- 11.18 The Regent's Canal Conservation Area Character Appraisal states: *'the views within the conservation area are of the canal and towpath fringed by green stretching into the distance. In some instances, these views also include structures associated with the canal including locks, lock cottages and bridges and industrial buildings... Walking south the views of Canary Wharf rising in the distance are astounding.'*
- 11.19 The Clinton Road Conservation Area Character Appraisal states: *"Panoramic views from the Green Bridge...highlight views towards the Canary Wharf towers to the southwest and to the Westfield Student Village to the northwest, as a backdrop to the Mile End Park grounds. The most important visual landmark in the area is the Guardian Angels Roman Catholic Church and spire which is visible from numerous viewpoints within the Clinton Road Conservation area, and extensively from surrounding streets beyond...In terms of views and silhouettes, the church has the most significant presence in the Conservation Area."*
- 11.20 The proposed building is of a notably larger scale than the existing buildings on the application site. The submitted TVIA demonstrates that that the proposed development will be clearly visible in views from Mile End Road; the Regent's Canal; from locations within the QMUL campus; and Mile End Park.
- 11.21 In views east and west along Mile End Road (views 1, 2, and 14 in the submitted TVIA), the building height combined with the framed overhanging projection creates a highly visible element in the street scene in this location. The most sensitive of these views in the view looking east towards the Clinton Road Conservation Area, and while views of the Grade II listed Guardian Angels Roman Catholic Church remain unimpeded, the massing of the proposed development would to some

degree be detrimental to its setting. This is evidenced in Verified View 2 within the TVIA.



Figure 8: Verified View 2 – Existing view east along Mile End Road towards the Grade II listed Guardian Angels Roman Catholic Church (summer)



Figure 9: Verified View 2 – Proposed view east along Mile End Road towards the Grade II listed Guardian Angels Roman Catholic Church (summer)



Figure 10: Verified View 14 – Existing view west along Mile End Road from the Grade II listed Guardian Angels Roman Catholic Church (summer)

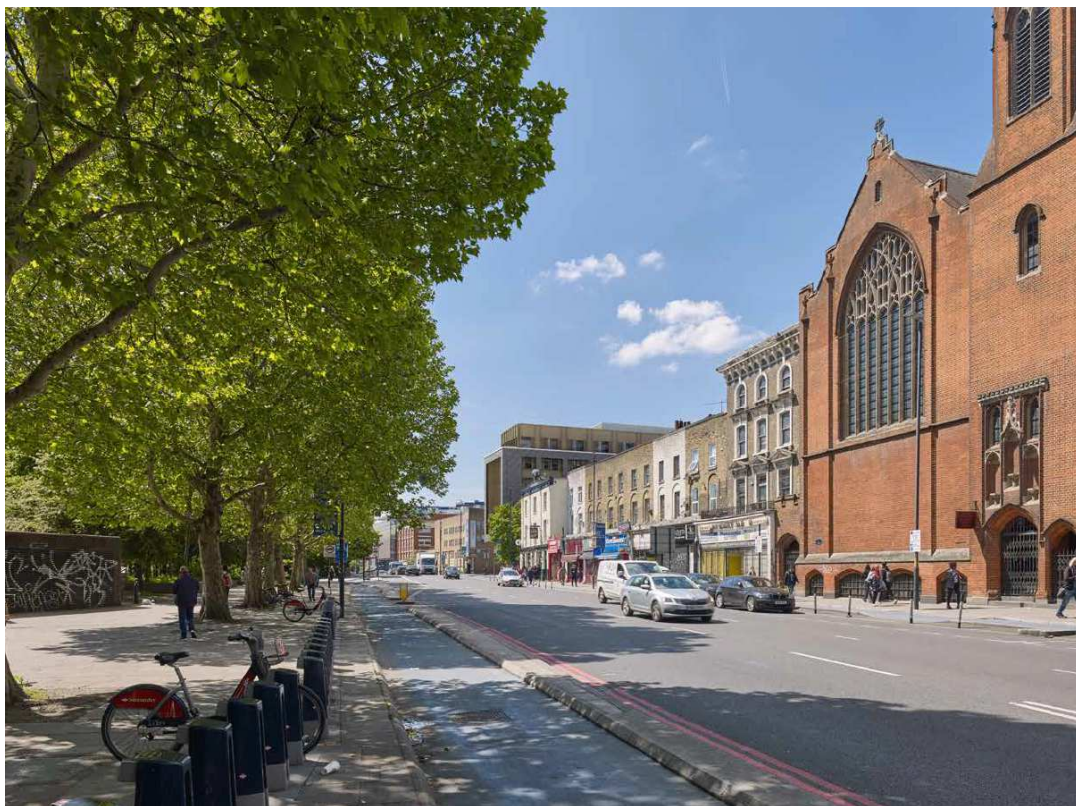


Figure 11: Verified View 14 – Proposed view west along Mile End Road from the Grade II listed Guardian Angels Roman Catholic Church (summer)



Figure 12: Illustrative proposed view west along Mile End Road from the Grade II listed Guardian Angels Roman Catholic Church (winter/spring)

- 11.22 Further to the above, it is considered that there is a degree of disparity between the scale of the historic environment and the proposals in some of the views through Regents Canal Conservation Area. In particular, the relationship the proposed building has with the Lock Keeper's Cottage, which is identified as a building that makes a strong positive contribution to the character of the conservation area. This is evidenced in the Verified View 6 within the TVIA
- 11.23 However, it is noted that during the course of the application, the applicant has sought to address concerns about the dominance of the building in relation to the cottage through 'pulling back' the rear building line; adjusting the footprint of the proposed building; and amending the rear elevation of the proposed building. It is also noted that the setting of the cottage would benefit through proposed public realm enhancements, and more generally, improved public access to this section of the canal.



Figure 13: Verified View 6 – Existing view across the canal of the Lock Keepers Cottage (summer)



Figure 14: Verified View 6 – Proposed view across the canal of the Lock Keepers Cottage (summer)



Figure 15: Illustrative proposed view across the canal of the Lock Keepers Cottage (winter)

- 11.24 The site abuts the 'Mile End Green Spine' character area as identified in the TVIA. Similar to concerns raised above, as evidenced in figures 17 and 18 below, the proposed development would be highly visible in views south from the Mile End Park towards the Regents Canal Conservation Area.
- 11.25 The proposals would clearly stand proud of the existing pattern of development in this view. However, given the scale of change from the existing situation, along with the retained student blocks to the north of the site and the acceptability of this height of building in this location as noted above, is not considered undue.



Figure 16: Verified View 8 – Existing view south from Mile End Park (summer)



Figure 17: Verified View 8 – Proposed view south from Mile End Park (summer)



Figure 18: Illustrative proposed view south from Mile End Park (winter/spring)

Internal layout

Lower and upper ground floors

- 11.26 The proposed lower and upper ground floors have double height spaces and a stair case bringing views and light down into the partially buried lower ground floor. The main entrance and foyer sit at the centre of the upper ground floor with views over the canal. Beneath this central area, at lower ground, the cafe fronts onto the canal side path and provides external tables and chairs.

- 11.27 At the northern end of the building lies the main 200-seater lecture theatre which spans the two floors. Along the southern wing is a mix of open plan office for administrative staff (ground floor) and small teaching spaces (lower ground floor). The southern end of the building also includes social learning areas and the community space at the lower ground floor, visible from Mile End Road.

- 11.28 The upper and lower ground levels are largely accessible to the public as shown in figure 19 below.

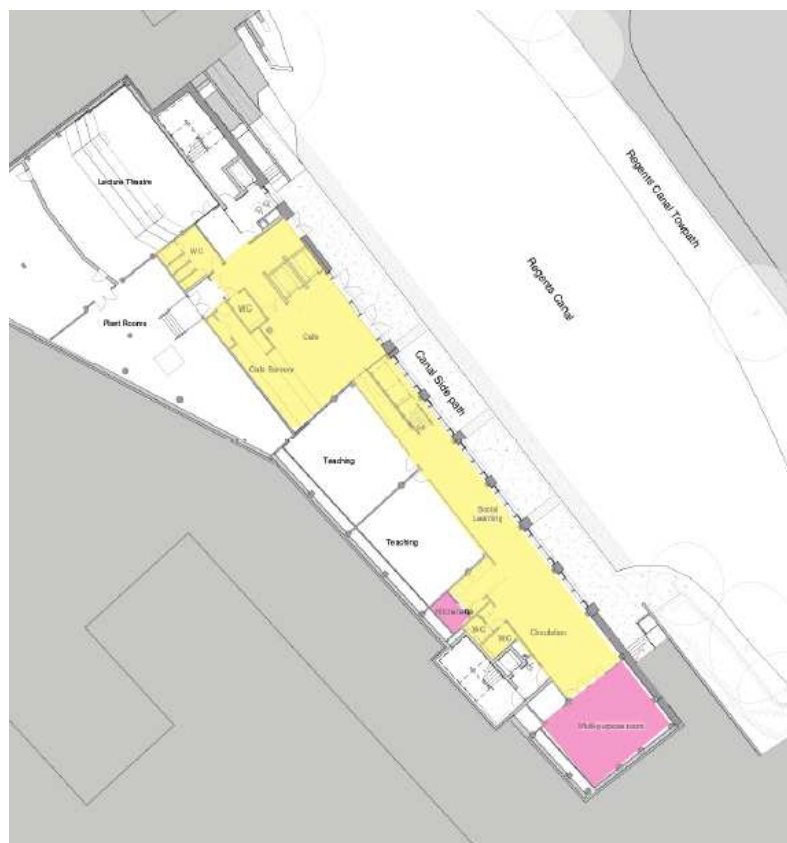
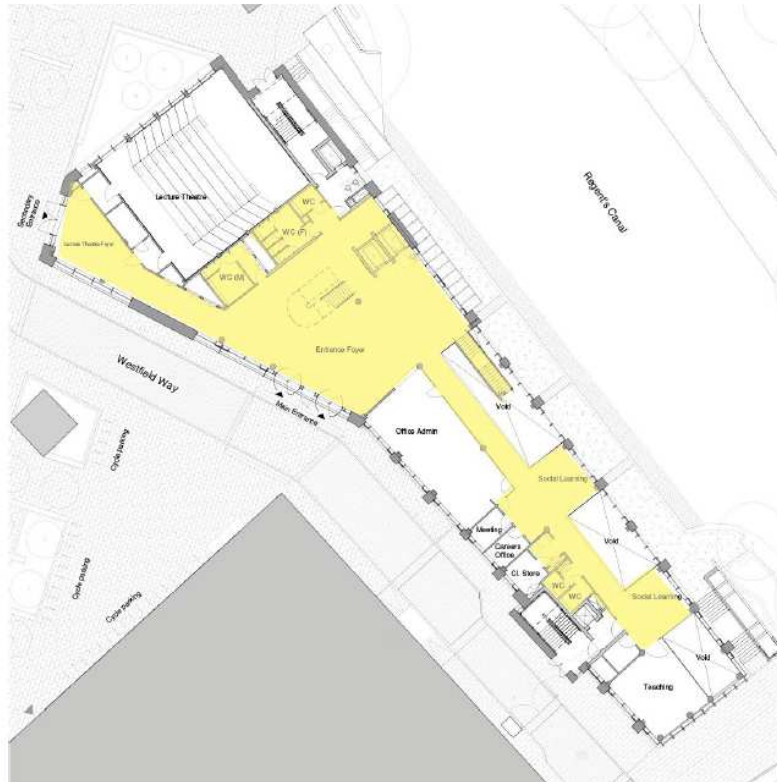


Figure 19: Plans showing publicly accessible areas at the upper ground floor (top) and lower ground floor (bottom)

*Yellow – Publically accessible areas, including WCs, café and social learning space
Pink – Community accessible room and kitchenette facilities*

Upper ground floors

- 11.29 The upper floors have a broadly similar layout. At the centre is the main stair and student learning areas; to the north are two large teaching spaces; and the southern wing, on all levels, include small teaching space and a mix of offices for academics, staff and Phd students.

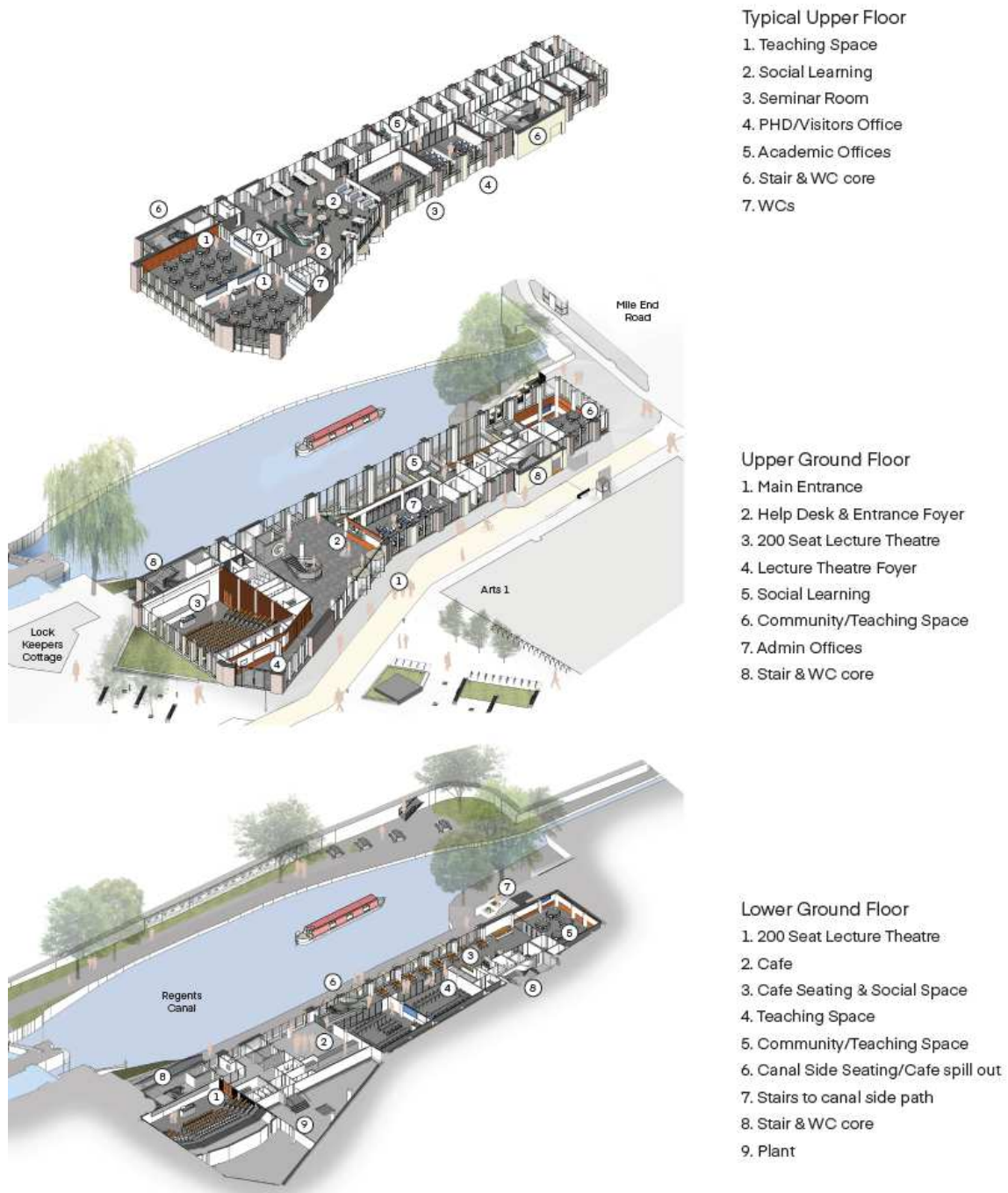


Figure 20: Proposed internal layout

Roof layout and plant

- 11.30 In addition to the plant rooms at lower ground level there are two roof-top plant enclosures. The rooftop also includes PV panels; brown roofs to support

biodiversity and reduce rain water run off; paving to provide access for maintenance and cleaning; and a roof terrace at 6th floor for SBM staff.

Siting, External Layout and Appearance

- 11.31 The proposed building has a tapered plan form closely following the shape of the site. This includes a narrow southern wing fronting Mile End Road which widens out towards the northern end of the site.
- 11.32 The front elevation on the Mile End Road comprises an overhang element. Concerns were raised at pre-application in relation to the scale and dominance of this overhang. However, it is understood that the building line at ground and lower ground level on the Mile End Road is set by the proximity of the London Underground tunnels which means that the building needs to be significantly set back from the original back of pavement line, and in order to meet the required quantum of education floorspace, the overhang of levels 2-5 is needed. It is noted that during the course of the application, the applicant has sought to address these concerns by reducing the scale of the overhang. On the basis of the above, and given that the overhang projection aligns with the building line of the neighbouring Arts 1 building, this element is considered to be acceptable in this instance.
- 11.33 Officers also raised concerns that the overhang feature of this scale would likely signal an entrance point to the building for those passing. In this regard the applicant states that for security reasons it is not possible to include an entrance on Mile End Road as this would require additional dedicated security staff.
- 11.34 As proposed, the main entrance would be located on the western edge of the building towards the north of the site, along with a secondary entrance into the canal side café. Despite being located away from the Mile End Road, the proposed main entrance on Westfield Way would provide a large, open entrance from the main public squares, allowing for a strong visual connection through to the canal. Furthermore, despite the Mile End Road frontage not including an entrance, officers note that the highly glazed frontage, providing visibility into the proposed community spaces, would serve to improve the activation along this stretch of the streetscene.



Figure 21: Front elevation on Mile End Road



Figure 22: View of the SBM main entrance from the proposed Arts 1 square looking east

- 11.35 The proposed materials include a simple palette of smoky grey brick, bronze coloured aluminium and large glazed panels. This is intended to be evocative of industrial waterside architecture.

- 11.36 Articulation is provided through large openings in the brickwork along with deep brick reveals. As set out in the submitted Design and Access Statement, the proposed rhythm and proportions of the facades were developed following detailed analysis of other warehouse and canal side buildings. There are also large areas of brickwork, which primarily serve the lecture theatre to the north of the building, which would be broken up through areas of rusticated brickwork.
- 11.37 The lower two levels offer a high degree of transparency, providing views through the building and thereby creating a higher quality pedestrian experience. This transparency also rises up through the central zone of circulation and student learning spaces.



Figure 23: Top: Regents canal elevation; Bottom left: Mile End Road elevation; Bottom Right: Westfield Way elevation.

The images show the three horizontal sections of the elevation – the base middle and top. The three vertical sections of the elevation include the north ‘teaching’ area, the highly glazed central area; and the south ‘academic’ area.

- 11.38 The scheme will benefit from significant public realm improvements. This includes improved pedestrian-friendly gateway into the campus from Mile End Road; two new landscaped squares with planting, seating and cycle parking; and new access to the canal from Mile End Road which will include a widened canal side path and planting along the canal edge. Officer’s considered that the proposed landscaping will serve to improve the setting of the Lock Keeper’s Cottage and ensure views through from the west towards the cottage and canal. The Canal and Rivers Trust are supportive of the landscaping around the Lock Keeper’s Cottage and the improved access to the canal from this area.



Figure 24: Landscape design proposals

Legend

- 1 – Existing trees retained
- 2 - New feature entrance gates (vehicular and pedestrian) with security hut
- 3 - Pedestrian gates
- 4 - New steps down to canal
- 5 - Access control bollards
- 6 - Vehicular route
- 7 - Relocated accessible parking bays (5no.)
- 8 - Drop-off bay
- 9 - Sheffield cycle hoops (134 spaces total)
- 10 - Covered cycle parking (132 spaces total)
- 11 - New landscaped square
- 12 - Canal side walk with seating for cafe spill-out
- 13 - New bollards to protect building facade from vehicles
- 14 - Bin store locations
- 15 - Existing ramp and steps reconfigured
- 16 - Existing levels retained and ramp resurfaced, new part M compliant stepped route provided between ramp and new building
- 17 - Regent's Canal
- 18 - Pre-seeded vegetation rafts fitted to canal edge
- 19 - Ecological planting under existing trees

Design summary

- 11.39 In light of all the above, while the proposed scale and mass of the building would result in a significant and detrimental impact on some of the views into the site, this should be considered in the context of the prevailing large scale built form along Mile End Road and within the campus; the scale and width of the Mile End Road

corridor itself; the unimpeded views of the Guardian Angels Roman Catholic Church; and the overall distinctiveness of a new gateway building.

- 11.40 Whilst it is not possible on a site of this nature to divorce urban design approaches to massing and architectural treatment from its resultant implications upon heritage assets, both on-site and beyond, officers are supportive of the proposed architectural approach to the building, the provision of high quality internal spaces and layouts; and the overall enhancement to public realm and pedestrian experience.
- 11.41 Planning of conditions would be attached to any planning permission that may be granted to ensure that high quality design, materials and landscaping are secured.

12. Heritage

- 12.1 The Council has a statutory duty to consider a proposal's impact on listed buildings, including their settings and conservation areas. This is contained in Sections 66(1) and 72(1) (respectively) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), which is reflected in central, regional and local policy and guidance.
- 12.2 Section 16 of the NPPF headed "Conserving and enhancing the historic environment" contains guidance in consideration of development proposals and their effect on the historic environment. Section 16 of the NPPF is consistent with the aforementioned statutory duty in demanding determining planning authorities afford great weight to the impact of development upon the significance of heritage assets.
- 12.3 Paragraph 185 of the NPPF states that in determining planning applications local planning authorities need to take into account:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
 - the desirability of new development making a positive contribution to local character and distinctiveness; and
 - opportunities to draw on the contribution made by the historic environment to the character of a place.
- 12.4 Paragraphs 189 and 190 require local authorities when assessing the effects of development on a heritage asset, to give weight to an asset's conservation in proportion to its significance. Heritage assets include designated heritage assets such as listed buildings, World Heritage Sites, Scheduled Monuments and conservation areas.
- 12.5 Paragraph 193 provides that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. It emphasises that the weight given should be proportionate to the asset's significance, and that clear and convincing justification will be required for loss and harm to heritage assets.
- 12.6 Paragraphs 193-196 address the balancing of harm to designated heritage assets against public benefits. If a balancing exercise is necessary, considerable weight

and importance should be applied to the statutory duty under sections 61 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) where it arises.

- 12.7 Proposals that would result in substantial harm or total loss of significance should be refused, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss (paragraph 195). The Planning Practice Guidance tells us that the test of whether a proposal causes substantial harm is very high and will often not arise. The Court has ruled in *Bedford BC v Secretary of State for Communities and Local Government* [2013] that such harm is that which would have such a serious impact that its significance was either altogether or very much reduced.
- 12.8 Where less than substantial harm arises, this harm should be weighed against the public benefits of a proposal, including its retention in its optimum viable use (paragraph 196).
- 12.9 Policies 7.3, 7.4, 7.8, 7.9 and 7.10 of the London Plan; Policies SP10 and SP12 of the Core Strategy; Policy DM27 of the Managing Development Document and Policy D.DH3 of the emerging local plan seek to protect the character, appearance and setting of heritage assets and the historic environment.
- 12.10 London Plan Policies 7.11 and 7.12 and Policies SP10, DM26, DM28 seek to ensure large scale buildings are appropriately located and of a high standard of design whilst also seeking to protect and enhance regional and locally important views.
- 12.11 The application is accompanied by a TVIA containing verified views that assess the likely effects of the proposed development on the townscape and local heritage assets.
- 12.12 The site is located within the Regents Canal Conservation Area and it includes a locally listed building, 357 Mile End Road.
- 12.13 To the west of the site lies the Clinton Road Conservation Area. The nearest statutory listed buildings to the site are: the Grade II listed Novo Cemetery boundary wall and the Grade II listed Queens Building located 0 metres and 135 metres to the west of the site respectively; and the Grade II listed Guardian Angels Roman Catholic Church located approximately 80 metres to the east of the site.
- 12.14 The Regents Canal Conservation Area Appraisal describes how *‘the scale of the Conservation Area varies from the small scale of the Lock Cottages which adjoin the Canal and the Georgian Cottage at the junction of Corbridge Crescent and the Oval, to the larger scale of the Bethnal Green Gasholders and the converted industrial warehouse building of Wharf Place, but the scale is predominantly low and essentially human in character.’*
- 12.15 For the specific character of the site’s location, the Regents Canal Conservation Area Appraisal states: *“Where the Canal is bordered by the campus of Queen Mary, University of London, and Grand Walk on the south side of Mile End Road, the character is one which is founded on the amenity value of the Canal and public uses and spaces, together with residential accommodation bordering the canal. These are set back from the edge of the canal offering the opportunity for people to enjoy the view of the Canal...”*

- 12.16 The Clinton Road Conservation Area Character Appraisal states: *“Panoramic views from the Green Bridge...highlight views towards the Canary Wharf towers to the southwest and to the Westfield Student Village to the northwest, as a backdrop to the Mile End Park grounds. The most important visual landmark in the area is the Guardian Angels Roman Catholic Church and spire which is visible from numerous viewpoints within the Clinton Road Conservation area, and extensively from surrounding streets beyond...In terms of views and silhouettes, the church has the most significant presence in the Conservation Area.”*

Loss of the locally listed building

- 12.17 The proposals involve the loss of 357 Mile End Road, a locally listed building. The exact date of 357 Mile End Road is unclear, but a property in this location is indicated in Greenwoods Plan of 1827, and Kellys directory of 1837 refers to businesses at this address including the proprietor of Commercial Wharf (a wharf to the rear of the locally listed building), John Gardner, Coal Merchant.



Figure 25: No. 357 Mile End Road front elevation

- 12.18 While it is possible that the property may have been reconfigured as it disappears from the maps for a number of years before reappearing in 1862, it remained the home of the same coal merchants for the remainder of the century through until the 1930s, and has links to the Wharf building to its rear, from which the business was run.

- 12.19 This building is identified as a locally listed building and is considered to make a positive contribution to the character and appearance of the conservation area. The building has been subject to alteration; however, it retains some interest and contributes positively to the conservation area having links to the former Commercial Wharf and to the terrace to the east of it on Mile End Road which is also locally listed. It forms a link between the two sides of the canal at this point, matching the scale of the building on the opposite corner, and offers a transition between the modern buildings of the university to the west and the more historic terrace to the east on the opposite side of the canal.
- 12.20 On the basis of the above, officers consider that the loss of this building constitutes harm to the character of the Regents Canal Conservation Area; as well as harm to the setting of the adjacent Clinton Road Conservation Area in views looking east and west along Mile End Road, where the building is seen to provide comfortable transition in scale and elevational design to the terrace properties to the east (see figures 8 and 10 above).

Impact of the proposed development

- 12.21 As noted in section 11, the proposed building is of a much greater scale than the existing buildings on the site, and as a result it has a significant impact on some of the views into the site.
- 12.22 In views east and west along Mile End Road, the height and scale of the proposed development combined with overhanging projection creates a highly visible element in the street scene. It has a particularly significant impact in views looking west where it affects the setting of the Grade II listed Guardian Angels Roman Catholic Church and the locally listed mid-19th century terraces fronting Mile End Road, being seen silhouetted against the skyline above the strong parapet lines of those terraces, and affecting the character and appearance of the Clinton Road Conservation Area (see figures 9, 11 and 12 above).
- 12.23 Further to the above, it is considered that the scale of the proposed development is not in keeping with the character and appearance of the Regents Canal Conservation Area which is '*predominantly low and essentially human in character.*' The proposed building has a particularly significant impact on the adjacent Lock Keeper's Cottage (see figures 14 and 15 above). The cottage, a small classical building dating from 1864, makes a strong positive contribution to the character of the conservation area, its former use being inextricably linked with the canal itself, being one of the few surviving structures which relate to the working past of the canal which forms the focus of the linear Regents Canal Conservation Area.
- 12.24 On the basis of the above, officers consider that the scale of the proposed development would have a harmful impact on the Regents Canal Conservation Area and the setting of the adjacent Clinton Road Conservation Area.

Categorisation of harm

- 12.25 The decision about whether proposals constitute substantial or less than substantial harm to heritage assets as set out within Chapter 16 of the NPPF is always a matter of fact and degree.
- 12.26 Whilst there are a number of beneficial consequences of the proposals to the setting of the local heritage assets, not least the significant improvement in public realm and landscape and the new public access to the west side of the canal, it is

considered, for the reasons outlined above, that 357 Mile End Road has heritage significance and that its demolition would cause harm to the character and appearance of the Regent's Canal Conservation Area, as well as the setting of the adjacent Clinton Road Conservation Area.

- 12.27 However, there is evidence of substantial alteration to the building, as well as a modern extension to the rear, which reduces its interest. These alterations include differently sized doorway entrances; differing brickwork suggesting a top floor has been added or remodelled; and blocked windows at the side/rear which suggest alteration. There are also no internal features of historic interest remaining. Furthermore, it is considered that the building's relationship is one that is more connected to the Mile End Road than the canal side, thus reducing its contribution to the Regents Canal Conservation Area. On the basis of the above, officers consider that the loss of this building constitutes less than substantial harm to the character of the Regents Canal Conservation Area and the setting of the Clinton's Road Conservation Area, and it therefore needs to be balanced against the public benefits of the proposals.
- 12.28 In regards to the proposed building itself, the building is set in the context of being located on a large, busy highway (Mile End Road) along with a number of other large scale buildings, typically associated with QMUL, located along both the north and south sides of Mile End Road set to the west of the application site; within the QMUL campus itself; and along the west bank of the Regents Canal to the north of the site. The proposal provides significant improvements to the canal side public realm which is consistent with the '*amenity value of the canal and public uses and spaces*' identified within the Regents Canal Conservation Area Appraisal. Finally, it is of note that, while the proposed building would have a significant impact on the setting, there is a natural break provided by the canal between the Clinton Road Conservation Area and the university campus.
- 12.29 In regards to the relationship with the Lock Keepers Cottage, as set out in section 11 of this report under 'townscape', the applicant has sought to address concerns about the dominance of the building in relation to the cottage through 'pulling back' the rear building line and amending the rear elevation of the proposed building. The setting of the cottage would also benefit through proposed public realm enhancements, and more generally, improved public access to this section of the canal.
- 12.30 On the basis of the above, officers consider that the proposed building constitutes less than substantial harm to the character of the Regents Canal Conservation Area and the setting of the Clinton's Road Conservation Area, and again, it will therefore needs to be balanced against the public benefits of the proposals.
- 12.31 With regard to consideration of the public benefits of the scheme including weighing the heritage benefits of the scheme against the harm to heritage assets as part of a broader undertaking of assessing the overall planning benefits of the proposed scheme, this is addressed in Section 15 of this report.

Archaeology

- 12.32 With respect to the heritage implications of the scheme pertaining to archaeology, the site is located within an archaeological priority area in the emerging local plan. It is therefore considered that the development could cause harm to archaeological remains. Furthermore, GLAAS have raised no objection to the granting of planning

consent subject to applying two suggested conditions to ensure that further appropriate archaeological investigations are undertaken.

13. Amenity

- 13.1 Policy DM25 of the Borough's adopted Managing Development Document (MDD) requires development to protect, and where possible improve, the amenity of surrounding neighbours, have a concern for the amenity of future occupants of a building and have regard to users of the surrounding public realm to a new development. The policy states that this should be by way of protecting privacy, avoiding an unacceptable increase in sense of enclosure, avoiding a loss of unacceptable outlook, not resulting in an unacceptable material deterioration of sunlighting and daylighting conditions or overshadowing to surrounding open space and not creating unacceptable levels of noise, vibration, light pollution or reductions in air quality during construction or operational phase of the development.

Future Users

- 13.2 The scheme is acceptable in these terms in the following ways:
- The scheme is designed with regard to the principles of inclusive design, including consideration for people with a disability including wheelchair accessibility to all the ground floor and lifts, toilet and showering facilities services and on site disabled car parking provision;
 - The development has considered noise and air quality to ensure a suitable internal environment for future users of the building; and
 - The development shall provide high quality educational space that benefits from good levels of daylight, sunlight and outlook.
- 13.3 As such, a satisfactory level of amenity is achieved to the proposed educational spaces.

Neighbours Amenity

- 13.4 The site is predominantly surrounded by student accommodation, including Maynard House, Chesney House and Chapman House located approx. 30 metres to the north of the site. 438-490 Mile End Road is the 'Scape' building which also contains student accommodation. The closest point of this building is located approximately 40 metres to the southwest of the site on the opposite side of Mile End Road.
- 13.5 The closest residential units to the site include 4 Whitman Road and 359 Mile End Road. Both properties are located approximately 40 metres to the east of the site on the other side of the Regents Canal.
- 13.6 Taking account of the minimum separation distances noted above, it is not considered that the development would give rise to any significant adverse impacts in regards to overlooking, outlook or undue sense of enclosure, to the majority of surrounding residential units.

Effect on Daylight and Sunlight to Neighbouring Dwellings

- 13.7 Guidance relating to daylight and sunlight is contained in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight' (2011).
- 13.8 A number of residential properties surround the site which can be impacted by the development, these have been tested as part of the application, and the results have been independently reviewed on behalf of the Council, these are discussed below.
- 13.9 For calculating daylight to neighbouring residential properties affected by the proposed development, the primary assessment is the vertical sky component (VSC) method of assessment together with the no sky line (NSL) assessment where internal room layouts are known or can reasonably be assumed. These tests measure whether buildings maintain most of the daylight they currently receive.
- 13.10 BRE guidance in relation to VSC requires an assessment of the amount of daylight striking the face of a window. The VSC should be at least 27%, or should not be reduced by more than 20% of the former value, to ensure sufficient light is still reaching windows. The NSL calculation takes into account the distribution of daylight within the room, and again, figures should not exhibit a reduction beyond 20% of the former value.
- 13.11 A 3D model of the proposals and surrounding properties has been produced which is based on a photogrammetric 3D model, proposed scheme drawings provided by the architects, site photographs, aerial photography and an OS Map. Assumptions have been made regarding the internal layouts of the rooms as access was not requested to the adjoining properties.

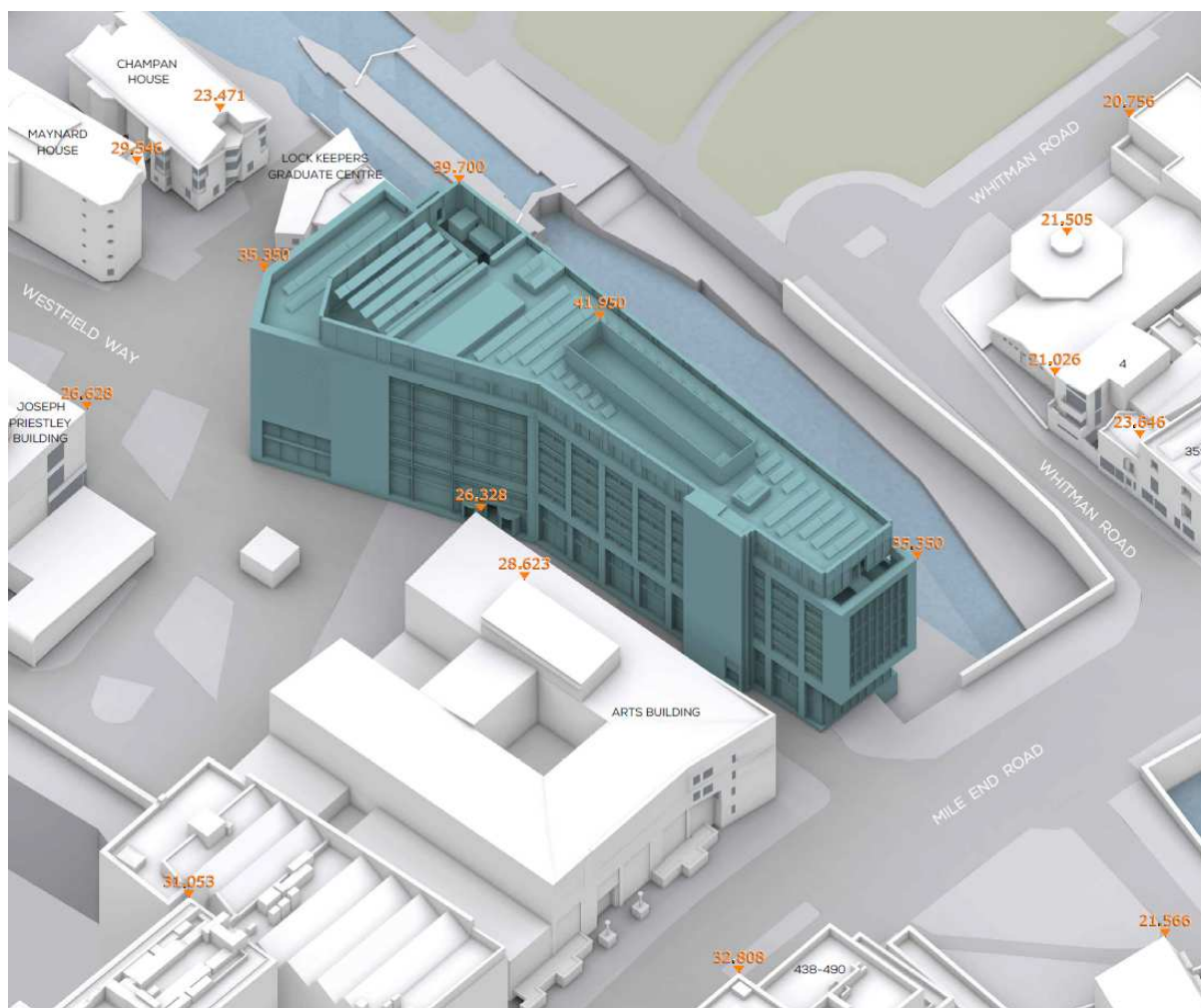


Figure 26: 3D image of proposal with surrounding properties

13.12 Annual probable sunlight hours (APSH) is a measure of direct sunlight that a given window may expect over a year period. The BRE handbook recognises that sunlight is less important than daylight in the amenity of a room and is heavily influenced by orientation. The BRE handbook recommends that the APSH received at a given window in the proposed case should be at least 25% of the total available, including at least 5% in winter. Where the proposed values fall short of these, and the loss is greater than 4%, then the proposed values should not be less than 0.8 times their previous value in each period.

Impact on Residential Dwellings

13.13 The Council's appointed daylight and sunlight consultant has assessed the DSA and is satisfied that the study has included all relevant neighbouring properties. The following significance criteria banding is used when summarising the overall daylight and sunlight effects to the surrounding buildings;

- Negligible; 0-20% loss against existing
- Minor adverse; 20-30% loss against existing
- Moderate adverse; 30-40% loss against existing
- Major adverse; >40% loss against existing

- 13.14 The table below shows the properties which would experience negligible or minor adverse daylight and sunlight impacts.

Figure 27: Properties experiencing minor or lesser impacts

Negligible Impact on Daylight	Negligible Impact on Sunlight
<ul style="list-style-type: none"> Chesney House 359 Mile End Road 438 Mile End Road 	<ul style="list-style-type: none"> Chesney House Maynard House Chapman House 359 Mile End Road
Minor Adverse Impact on Daylight	Minor Adverse Impact on Sunlight
<ul style="list-style-type: none"> Maynard House Chapman House 4 Whitman Road 	<ul style="list-style-type: none"> 4 Whitman Road

- 13.15 Three properties experience a minor adverse impact on daylight. Two of these properties are student accommodation blocks to the north of the site, Maynard House and Chapman House, and the other is 4 Whitman Road to the east.
- 13.16 Maynard House will only experience a minor adverse impact in VSC to 3 windows (29.2%, 24.8% and 27.6% loss respectively), although there will be no adverse impact in NSL.
- 13.17 Chapman House will experience a minor adverse impact (20-30% loss) in VSC to 9 windows and in NSL to 2 windows (of a total of 26 windows). One window, which serves a bedroom located at ground floor level, will experience a VSC reduction of 32.1% which is a moderately adverse impact. It should be noted, however, that the BRE guidelines state that bedrooms have less of a requirement for natural light. It should also be noted that this bedroom will achieve BRE compliance for NSL, and therefore, on balance the impact is minor adverse.
- 13.18 In regards to 4 Whitman Road, of a total of 9 windows, there are 3 bedroom windows that would experience a minor adverse impact for VSC (22.9%, 29.9% and 26.7% loss respectively) and one living/kitchen/dining room window that would experience a moderate adverse impact (30.1% loss), which does achieve BRE compliance for NSL. There is also one window (of a total of 5 windows) that will experience a moderate adverse impact in NSL and one that would experience a major adverse impact in NSL (34.7% and 46.7% loss respectively). The NSL results are exacerbated by the windows being set back behind balcony overhangs which limit sky visibility. On balance, therefore, this is considered by the Council's consultants to be a minor adverse impact on daylight to 4 Whitman Road.
- 13.19 4 Whitman Road will also have one window that does not meet the BRE recommended standard for sunlight and this is a bedroom at ground floor level. Otherwise, 8 out of 9 windows and 4 out of the 5 rooms achieve BRE compliance. The impact has therefore been classified by the Council's consultant as negligible to minor adverse.

Figure 28: VSC impacts of proposed development

	Negligible (0-20% loss)	Minor (20-30%)	Moderate (30-40%)	Major (40% +)	Total windows
Maynard House	32	3	0	0	35
Chapman House	16	9	1	0	26
4 Whitman Road	5	3	1	0	9

Figure 29: NSL impacts of proposed development

	Negligible (0-20% loss)	Minor (20-30%)	Moderate (30-40%)	Major (40% +)	Total rooms
Maynard House	20	0	0	0	20
Chapman House	11	2	0	0	13
4 Whitman Road	3	0	1	1	5

Conclusions on Daylight, Sunlight and Overshadowing

- 13.20 The methodology used for the assessment has been completed in accordance with the principles and tests as explained within the BRE Report 209 Site Layout Planning for Daylight and Sunlight: A Guide to good practice (2011).
- 13.21 6 neighbouring properties have been analysed with 3 of the properties experiencing minor transgressions from the BRE guidelines, these are discussed within the applicants report in more detail.
- 13.22 Of a total of 128 windows tested for VSC, 111 windows (87%) are BRE compliant. Similarly, of a total of 76 windows tested for NSL, 72 windows (95%) are BRE compliant.
- 13.23 Part 1(d) of Policy DM25 of the Managing Development Document requires that new developments should not result in an unacceptable material deterioration of the daylighting conditions of surrounding development including habitable rooms of residential dwellings. This requirement is also reiterated in Part 1(d) of Policy D.DH8 of the emerging local plan.
- 13.24 Overall the proposals demonstrate a high level of compliance with BRE guidelines, and given the minimal level of transgression from the guidelines both in terms of number of properties affected; the types of properties affected (i.e. 2 of 3 affected properties are student accommodation); and the level to which they are affected, it is considered that the proposed development would not lead to unacceptable material deterioration in daylighting and sunlighting in accordance with Policy SP10(4) of the adopted Core Strategy (2010), Policy DM25 of the Managing Development Document (2013) and Policy D.DH8 of the emerging local plan.

14. Highways and Transportation

- 14.1 The NPPF and Policy 6.1 of the London Plan seek to promote sustainable modes of transport and accessibility, and reduce the need to travel by car. Policy 6.3 of the London Plan requires transport demand generated by new development to be within the relative capacity of the existing highway network. London Plan Policy 6.13 states that developments need to take into account business delivery and servicing. This is also reiterated in Policy DM20 which requires Transport Assessments submitted with

a development scheme to assess adequate regard has been made for servicing and for safe vehicular movements associated with this.

- 14.2 Policies SP08, SP09, DM20, DM22, S.TR1, D.TR2, D.TR3 and D.TR4 together seek to deliver an accessible, efficient and sustainable transport network, ensuring new development has no adverse impact on safety and road network capacity, requires the assessment of traffic generation impacts and also seeks to prioritise and encourage improvements to the pedestrian environment.
- 14.3 The applicant has submitted a Transport Statement, Draft Travel Plan, Outline Construction Logistics Plan and Draft Construction Management Plan. As set out below, in response to consultee comments, the applicant also submitted a cumulative assessment of likely trip generation by all modes to 2030; a site-wide Refuse Servicing Statement; a Station Capacity Assessment; and a Healthy Streets briefing note.

Cumulative transport assessment

- 14.4 Following initial comments raised by TfL and LBTH Highways, the applicants submitted a cumulative assessment of likely trip generation by all modes to consider the indicative impact of the DFD (i.e. projected growth within the Mile End Campus to 2030) as a worst case 'sensitivity test'. This includes assessment of trip generation by all modes, site-wide cycle and car parking demand and provision, public transport use and pedestrian comfort level assessment on Westfield Way based on stated assumptions.
- 14.5 The sensitivity test demonstrates a significant reduction of car parking provision across the Mile End campus; over-provision of cycle spaces against forecast demand; and acceptable pedestrian comfort levels across the campus to 2030. Overall, officers accept the findings set out in the high-level cumulative transport assessment sensitivity test.
- 14.6 Further to the above, as set out in section 4, the Council will be preparing a masterplan framework document for the Mile End campus working closely in partnership with the university in its preparation. This document will promote active travel; enable the successful integration of the built form within its surrounding area; and will help to mitigate the impact on the surrounding transport network. TfL are in support of this approach and wish to be engaged in its formulation.

Servicing

- 14.7 The initial submission included the downgrading of Westfield Way to a secondary access thus restricting traffic movements and relocating servicing trips currently using Westfield Way via an alternative access on Longnor Road. Initial concerns were raised in relation to the impact of the re-routing of servicing traffic along residential Borough roads.
- 14.8 The proposals have been subsequently amended to remove the proposed constraints on permitted movements at the Westfield Way controlled access to include all servicing trips currently using this access point, thus retaining the existing level of vehicular movement on Longnor Road. Officers are supportive of this amendment subject to a planning condition to identify measures (within a submitted Waste, Servicing and Delivery Plan) to reduce vehicular traffic along Longnor Road.

- 14.9 The applicant also proposes site-wide servicing initiatives in order to consolidate and reduce deliveries and servicing trips to the site, particularly by larger goods vehicles. Deliveries and servicing internally within the Mile End campus, including the SBM, will be by electric vehicles.
- 14.10 As stated above, a full Waste, Servicing and Delivery Plan taking into account the wider Mile End campus will be required as a condition to any planning permission which may be granted.

Westfield Way access

- 14.11 The applicant initially proposed the inclusion of bollards at the Westfield Way access point to act as a physical deterrent to vehicular access. Concerns were raised by officers in relation to safety of pedestrians and cyclists at this junction as a result of vehicles blocking the footway/cycle superhighway. In response, the scheme has been amended to remove the bollards located adjacent to the highway boundary which is supported by officers.
- 14.12 It is also noted that the applicant proposes to install signage and provide information to prevent unauthorised vehicles from turning down Westfield Way. While it is acknowledged that the implementation of these measures could support a reduction in unauthorised vehicles, TfL request that further information should be provided on how unauthorised vehicles will be managed should they turn down Westfield Way. On this basis, the Waste, Servicing and Delivery Plan Delivery and Service Plan secured by way of condition, will contain a chapter addressing unauthorised vehicle movement.
- 14.14 Finally, given that the submitted Road Safety Audit identified that the body a Mercedes Benz Tourismo Bus would overhang pathway of Mile End Road when accessing the site, a 'Coach Management Plan' will be also be secured by way of condition to provide details on how coaches will enter and exit the site, and measures that will be put in place to ensure the safety of Mile End Road.

Healthy Streets

- 14.15 The applicant submitted a note which details how the proposed development supports the delivery of the Mayor's Healthy Street approach. However, it is still considered by TfL that the proposed Westfield Way site access gives preference to vehicle movement over pedestrians and cyclists.
- 14.16 Therefore, on TfL's request in order to ensure that any amendments made to the road layout should positively deliver against the Healthy Streets criteria, a condition requiring the delivery of Healthy Street improvements (secured through a section 278 agreement with TfL) will be attached to any planning permission that may be granted. This could include seating, planters, public art or lighting within an area identified by TfL, taking into consideration the applicant's 'Active Travel Zone' assessment.

Car parking

- 14.17 The development will be car free. There are no proposed parking spaces provided, although five blue badge bays will be re-provided on the site for students, staff and visitors with disabilities. These parking bays are accessible via Westfield Way.

Cycle parking

- 14.18 The development proposes to provide a total of 222 additional cycle parking spaces, of which:
- 168 cycle parking spaces (in the form of two-tier stands) in a secure covered storage facility located in the Humanities Quarter square;
 - 46 cycle parking spaces (in the form of Sheffield Stands) to the north-west of the main entrance to the Arts One building; and
 - 8 cycle parking spaces (in the form of Sheffield Stands) to the west of the Lock Keepers.
- 14.19 The proposed cycle parking provision exceeds the draft London Plan cycle parking standards (164 spaces) and the draft LBTH cycle parking standards (221 spaces) based on uplift in staff and students.

Walking

- 14.20 The proposal would provide improved public realm and pedestrian permeability which would enable easier and improved walking through the site and the wider campus. This links into QMUL's 'sticky campus' concept where students and visitors will be encouraged to spend more time on campus by providing a place where they will want to stay even if they have not attending lectures.
- 14.21 The main pedestrian entrance to the building will be located on the western elevation directly from Westfield Way. The location of the entrance is such that it is provided at the point of termination of one of the key campus desire lines, therefore, providing a visual marker.
- 14.22 As set out in more detail within the submitted Transport Assessment and Draft Travel Plan, pedestrian comfort levels have been assessed and found that the proposed pedestrian environment will be able to accommodate all expected future pedestrian demand.

Construction Management Plan

- 14.23 The submitted Construction Management Plan outlines the measures to be taken by the contractor for traffic management during the construction stage, including access routes, temporary traffic/highway arrangements, parking and traffic estimates.

Construction Logistics Plan

14.20 The Construction Logistics Plan outlines the strategy for implementing the key objectives for the construction of the SBM, these include lowering emissions, enhancing safety (improved vehicle and road user safety) and reducing congestion (reducing trips overall, especially in peak periods). A Construction, Logistics & Environment Management Plan will be required as a condition to any planning permission which may be granted.

Summary

- 14.24 TfL are satisfied with the proposed highway provisions subject to a section 278 agreement to secure public realm improvements, site access changes and Healthy

Streets improvements. Proposed cycle parking provision for the scheme complies with emerging London Plan and emerging Local Plan standards.

- 14.25 The scheme complies with relevant Chapter 6 (Transport) London Plan policies; and Policies SP08, SP09, DM20, DM22, D.TR3 and D.TR4 of the adopted and emerging Local Plans.
- 14.26 Planning conditions will be imposed to secure submission of a Waste, Servicing and Delivery Management Plan, Construction, Logistics & Environment Management Plan and Coach Management Plan; and to ensure the delivery of compliant cycle parking. This is to ensure the scheme encourages use of sustainable modes of transportation; minimises impacts upon neighbours and the surroundings road network; and safeguards pedestrian and other road users safety.

15. Planning Balance

- 15.1 The local planning authority has a statutory obligation under Sections 66 (1) and 72 (1) of the Planning (Listed Building and Conservation) Acts 1990 to the conservation of designated heritage assets. In accordance with the aforementioned Act, paragraph 193 of NPPF sets out that “great weight” should be given to protection of designated assets, “irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance”.
- 15.2 As set out Section 12 of this report concerning the heritage assessment of the scheme, officers concluded the scheme would result in less than substantial harm to designated heritage assets. Upon that basis it falls upon the Council, as decision-maker to this submitted scheme to apply a public benefit planning balance test, as set out in paragraph 196 of NPPF.
- 15.3 Paragraph 196 of NPPF states “*Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use*”
- 15.4 The key public benefits of the proposed scheme would be:
 - a. Provision of 8,336 sqm high-quality education and research facilities;
 - b. Enhanced public access to the west back of Regent’s Canal from Mile End Road;
 - c. Public realm enhancements; and
 - d. Provision of a community space facility to be available for use by local community groups.
- 15.5 Planning policy at both the local and strategic level supports the growth and expansion of further and higher education facilities. Indeed, the provision of world class higher education facilities is recognised within the Draft London Plan as being important to the growth and regeneration of London. It is also acknowledged within the Draft London Plan (Paragraph 5.3.1) that access to high quality education and training has a profound effect on people’s life chances and is one of the most powerful ways to break down inequalities.

- 15.6 QMUL has experienced a period of rapid growth in student recruitment in recent years, student numbers grew by a third in the years from 2013-14 to 2017-18, and current growth projections show a 12,000 increase in taught students across QMUL from 2018 to 2030. It is stated within the planning submission documents that a high proportion of QMUL's Mile End estate is in need of repair, replacement or refurbishment, however, there is a lack of readily available development sites. This, along with the demonstrated need for new teaching space, means that the proposed redevelopment of the application site represents a key enabler development that will facilitate the growth and expansion of the university within Tower Hamlets.
- 15.7 Overall, officers recognise the importance of the evolving Mile End Campus for the Borough's 'central area' in the emerging local plan, and therefore, it is considered that the provision of 8,336 sqm new, high quality educational and research floorspace would be a significant public benefit given its regenerative potential for the university, Mile End and the borough as a whole.
- 15.8 The western bank of the canal is currently underutilised and inaccessible from Mile End Road. Thus, the provision of new public access to the canal from this location; the widening of the canal side footpath; the café spill out area; and new planting is considered to have a significantly positive impact to this section of the canal, increasing opportunities for public use, enjoyment and activation in accordance with Policy S.OSW2 of the emerging local plan, as well as increasing passive surveillance for the towpath on the opposite side of the canal.
- 15.9 Similarly, other proposed public realm improvements across the site include two new landscaped squares, urban greening and new pedestrian paving across the site. This would enhance the pedestrian experience; it would contribute towards creating a new 'gateway' location; and it would improve the setting of the Lock Keepers Cottage.
- 15.10 The proposed development seeks to provide a 'community facing' element as part of the new SBM building. This would include a bookable community space facility available to local community groups, with specific dedication of the space to community groups between 5pm and 7pm. Overall, given that the current level of community provision in the local area is relatively low (as evidenced in the LBTH Infrastructure Delivery Plan, 2017), the provision of new community space is considered to be a significant public benefit.
- 15.11 Within Chapter 12 of the NPPF concerned with "achieving well designed places", an obligation is placed upon decision-makers when determining planning decisions to ensure new developments "optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development" (Paragraph 127). This requirement on decision makers is echoed again in Chapter 16 (the NPPF chapter dealing expressly with conserving and enhancing the historic environment) in Paragraph 196 of the NPPF when it sets out that the public benefit associated with "securing optimum viable use" also applies to a scheme that will lead to less than substantial harm to a designated heritage asset.
- 15.12 In summary, officers conclude on-balance the scheme would deliver public benefits that outweigh the identified less than substantial harm to heritage assets; and meets the tests set out in paragraph 196 of the NPPF (2019).
- 15.13 The proposed scheme would provide an opportunity and a secure mechanism (through planning conditions) to actively manage and maintain the large number of

trees on-site that for some time have been not managed. This aspect of the scheme of itself would provide a visual public benefit to the neighbourhood and go towards improving the visual appearance of the conservation area alongside serve as an ecological benefit.

OTHER MATERIAL CONSIDERATIONS

16. Planning Obligations

- 16.1 Core Strategy Policy SP13 seeks planning obligations to offset the impacts of the development on local services and infrastructure in light of the Council's Infrastructure Delivery Plan (IDP). The Council's 'Planning Obligations' SPD sets out in more detail how these impacts can be assessed and appropriate mitigation.
- 16.2 The NPPF requires that planning obligations must be:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and,
 - Are fairly and reasonably related in scale and kind to the development.
- 16.3 Regulation 122 of the CIL Regulations 2010 brings the above policy tests into law, requiring that planning obligations can only constitute a reason for granting planning permission where they meet such tests.
- 16.4 Securing appropriate planning contributions is further supported policy SP13 in the CS which seek to negotiate planning obligations through their deliverance in kind or through financial contributions to mitigate the impacts of a development.
- 16.5 The Planning Obligations SPD was adopted in 2016. The Boroughs main priorities are:
- Affordable Housing and Wheelchair Accessible Housing
 - Student Housing Development
 - Employment, Skills, Training and Enterprise
 - Transport and Highways
 - Public Access and Children's Play Space
 - Environmental Sustainability
- 16.6 LBTH CIL is not applicable to the development.
- 16.7 The applicant has agreed to the full financial contributions as set out in the Planning Obligations SPD in relation to:
- Employment, Skills and Training;
 - Carbon offsetting; and
 - A Masterplan Framework Document for the QMUL Mile End campus.
- 16.8 The applicant has agreed, to accord with the requirements set out in the Borough's Planning Obligations' SPD, to make reasonable endeavours to (a) procure at least 20% of goods and services locally and (b) use 20% local (i.e. Borough) labour in construction.
- 16.9 The applicant has agreed to secure the delivery of a community space facility in accordance with the details set out in the submitted Community Use Statement and

a 'Community Use Implementation and Management Strategy' (secured via condition). The applicant has also agreed to work jointly with LBTH to deliver a Masterplan Framework Document for the Mile End Campus.

- 16.10 The financial contributions agreed with the applicant are summarised in the following table:

Heads of Terms	s.106 financial contribution
Training and Skills of local residents in accessing the job opportunities created through the construction phase of new development	£33,344.00
Carbon Offsetting	£33,357.00
Financial contribution towards the production of a Masterplan Framework Document for the QMUL Mile End campus.	£80,000.00
Monitoring	<i>Monitoring for all obligations will be discussed and agreed with the developer prior to commencement of works.</i>
Public Realm Improvements; Site access changes; and Health Streets improvements	Exact monetary value to be confirmed but shall be met in full by applicant and secured in s.278 agreement

- 16.11 These obligations are considered to meet the tests set out in guidance and the CIL regulations.

OTHER MATERIAL CONSIDERATIONS

17. Noise and Dust

- 17.1 A Noise Impact Assessment has been submitted with the planning application which assesses the proposed rooftop plant installation in accordance with BREEAM 2014 New Construction, Pol05 'Reduction of noise pollution' requirements.
- 17.2 The report outlines that the proposed rooftop plant installation comply with the requirements of London Borough of Tower Hamlets, as well as BREEAM 2014 New Construction, Pol05 'Reduction of noise pollution' requirements, provided that the mitigation measures stipulated in Section 6.3 are implemented. These would entail proprietary acoustic enclosure to accommodate the proposed air source heat pump (ASHP) units.
- 17.3 The adoption of the noise control strategy would ensure that the amenity of the closest identified noise-sensitive receiver would be fully protected in line with all current Standards and the London Borough of Tower Hamlets requirements.
- 17.4 The Council's Environmental Health Team have reviewed the documentation and are satisfied the development's impact in terms of control of noise, dust and vibration during demolition, construction and occupation phases will be acceptable, subject to the imposition of relevant planning conditions in relation to compliance

with Building Bulletin 93 (BB93) Acoustic Design of Schools (2003) and Part E of the Building Regulations (Approved Document D), should planning permission be granted.

18. Contaminated Land

- 18.1 In accordance with the requirements of the NPPF, Policy DM30 of the Managing Development Document and Policy D.ES8 of the emerging local plan, the application has been accompanied by a land contamination assessment which assesses the likely contamination of the site.
- 18.2 The Council's Environmental Health Officer has reviewed the submitted assessment, and advises that subject to conditions to ensure that further site based assessments and appropriate mitigation measures are taken should contamination be found there are no objections to the scheme on grounds of contaminated land issues, subject to the appliance of an appropriately worded planning condition.

19. Flood Risk & Water Resources

- 19.1 A flood risk assessment and SuDS strategy has been submitted in support of the application. The prepared assessment considers the proposed development represents no risk in terms of flooding.
- 19.2 Subject to relevant conditions, the proposal would be acceptable with regard to flood risk, sustainable drainage, sewerage and water supply and use and as such accord with relevant policy and guidance as set out in NPPF, Policies 5.12, 5.13 of the London Plan, Policies SP04 and DM13 of the adopted Local Plan and Policies D.ES4, D.ES5 and D.ES6 of the emerging local plan.

20. Energy and Sustainability

- 20.1 The NPPF sets out that planning plays a key role in delivering reductions to greenhouse gas emissions, minimising vulnerability and providing resilience to climate change.
- 20.2 The climate change policies as set out in Chapter 5 of the London Plan 2016 and the Borough's Core Strategy (Policies SO24 and SP11) and MDD (Policy DM29) collectively require new development to make the fullest contribution to the mitigation and adaptation to climate change and to minimise carbon dioxide emissions.
- 20.3 Policy D.ES7 in the emerging local plan requires zero carbon for all development to be achieved through a minimum 45% reduction in regulated carbon dioxide emissions, and the remaining regulated carbon dioxide emissions to 100%, to be off-set through a cash in lieu contribution. D.ES7 builds on the existing local plan policy DM29 and still retains the requirement to achieve at least a 45% carbon reduction, beyond Part L 2013 of the Building Regulations.
- 20.4 Policy SI2 of the emerging London Plan requires major development to be net zero-carbon. This means reducing carbon dioxide emissions from construction and operation, and minimising both annual and peak energy demand in accordance with the following energy hierarchy.

- 20.5 The scheme is designed to achieve a BREEAM Excellent rating. The proposal is also anticipated to deliver a 68% reduction in CO2 emissions. Therefore, in order to be considered compliant with emerging policies for net-zero carbon, a carbon offsetting contribution of £33,357.00 is required for the residual emissions.
- 20.6 To conclude, the scheme complies with Chapter 5 of the London Plan, Policy DM29 of the Management Development Document, Policy D.ES7 of the emerging local plan and Policy SI2 of the emerging London Plan, subject to the imposition of planning conditions and obligations to secure the Energy Strategy; the stated CO2 savings; the stated BREEAM Excellent rating; the PV array system; and the carbon offset contribution.

21. Biodiversity

- 21.1 The Borough's Biodiversity Action Plan (2014), Emerging Biodiversity Action Plan (2019), Policy 7.19 of the London Plan, and Local Policies SP04 and DM11 seek to protect and enhance biodiversity value through the design of open space and buildings and by ensuring that development protects and enhances areas of biodiversity value in order to achieve a net gain in biodiversity.
- 21.2 The Council's Biodiversity Officer is satisfied subject to the application of an appropriate condition to secure a precautionary bat survey and the submission and approval of full details of biodiversity mitigation and enhancements. The completion of the proposed development will result in a net gain in biodiversity. Accordingly, the proposal will serve to improve the biodiversity value as sought by the relevant London and Local Plan policies.

22. Waste

- 22.1 All waste and refuse collections for the SBM will be accommodated within the existing site-wide servicing and waste collection initiatives. QMUL operates a daily collection of general and recycling waste from non-residential buildings to externally sited bins. Within the current proposals, it is intended to provide screened enclosures for these bins. These are collected on regular basis by the University's electric vehicles and taken to the waste management area to the north of the 'Curve' building. There the waste is compacted before being collected by refuse collection vehicles (a private contractor) and taken off site.
- 21.2 The submitted documents have been reviewed by the Council's Waste Team and, subject to relevant conditions, is considered satisfactory and to be consistent with the Policy DM14 of the Managing Development Document and D.MW3 of the emerging local plan in regard to managing waste.

23. Microclimate

- 23.1 A Wind Microclimate Study was submitted with the application. The Council appointed a consultant to review this study. The methodology adopted is considered to be suitable. The overall approach and conclusions reached in the submitted study are accepted based on the information provided.
- 23.2 The Council's appointed consultants initially requested seven clarification points. Each of the applicant responses were accepted and no further clarification was required.

24. Financial considerations

Localism Act (amendment to S70(2) of the TCPA 1990)

- 24.1 Section 70(1) of the Town and Country Planning Act 1990 (as amended) entitles the relevant authority to grant planning permission on application to it. Section 70(2) requires that the authority shall have regard to:
- The provisions of the development plan, so far as material to the application;
 - Any local finance considerations, so far as material to the application; and,
 - Any other material consideration.
- 24.2 Section 70(4) defines “local finance consideration” as:
- A grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown; or
 - Sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy.
- 24.3 As regards Community Infrastructure Levy considerations, Members are reminded that the London Mayoral CIL became operational from 1 April 2012 and would be payable on this scheme.
- 24.4 The mechanism for contributions to be made payable towards Crossrail has been set out in the Mayor’s Supplementary Planning Guidance (SPG) “Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy” (April 2013). The SPG states that contributions should be sought in respect of uplift in floorspace for B1 office, hotel and retail uses (with an uplift of at least 500sqm).
- 24.5 Based on the summary of proposed floorspace, the Mayoral CIL contribution is equivalent to £378,126 which would attract relief as it is an educational establishment.
- 24.6 This application is not subject to the Borough’s Community Infrastructure Levy, which came into force for applications determined from 1st April 2015, as there is no chargeable rate for this use in this area.

25. Human Rights

- 25.1 In determining this application the Council is required to have regard to the provisions of the Human Rights Act 1998. In the determination of a planning application the following are particularly highlighted to Members:-
- 25.2 Section 6 of the Human Rights Act 1998 prohibits authorities (including the Council as local planning authority) from acting in a way which is incompatible with the European Convention on Human Rights. "Convention" here means the European Convention on Human Rights, certain parts of which were incorporated into English law under the Human Rights Act 1998. Various Convention rights are likely to be relevant, including:-
- Entitlement to a fair and public hearing within a reasonable time by an independent and impartial tribunal established by law in the determination of a person's civil and political rights (Convention Article 6). This includes property rights and can include opportunities to be heard in the consultation process;

- Rights to respect for private and family life and home. Such rights may be restricted if the infringement is legitimate and fair and proportionate in the public interest (Convention Article 8); and,
 - Peaceful enjoyment of possessions (including property). This does not impair the right to enforce such laws as the State deems necessary to control the use of property in accordance with the general interest (First Protocol, Article 1). The European Court has recognised that "regard must be had to the fair balance that has to be struck between the competing interests of the individual and of the community as a whole".
- 25.3 This report has outlined the consultation that has been undertaken on the planning application and the opportunities for people to make representations to the Council as local planning authority.
- 25.4 Were Members not to follow Officer's recommendation, they would need to satisfy themselves that any potential interference with Article 8 rights will be legitimate and justified.
- 25.5 Both public and private interests are to be taken into account in the exercise of the Council's planning authority's powers and duties. Any interference with a Convention right must be necessary and proportionate.
- 25.6 Members must, therefore, carefully consider the balance to be struck between individual rights and the wider public interest.
- 25.7 As set out above, it is necessary, having regard to the Human Rights Act 1998, to take into account any interference with private property rights protected by the European Convention on Human Rights and ensure that the interference is proportionate and in the public interest.

26. Equality

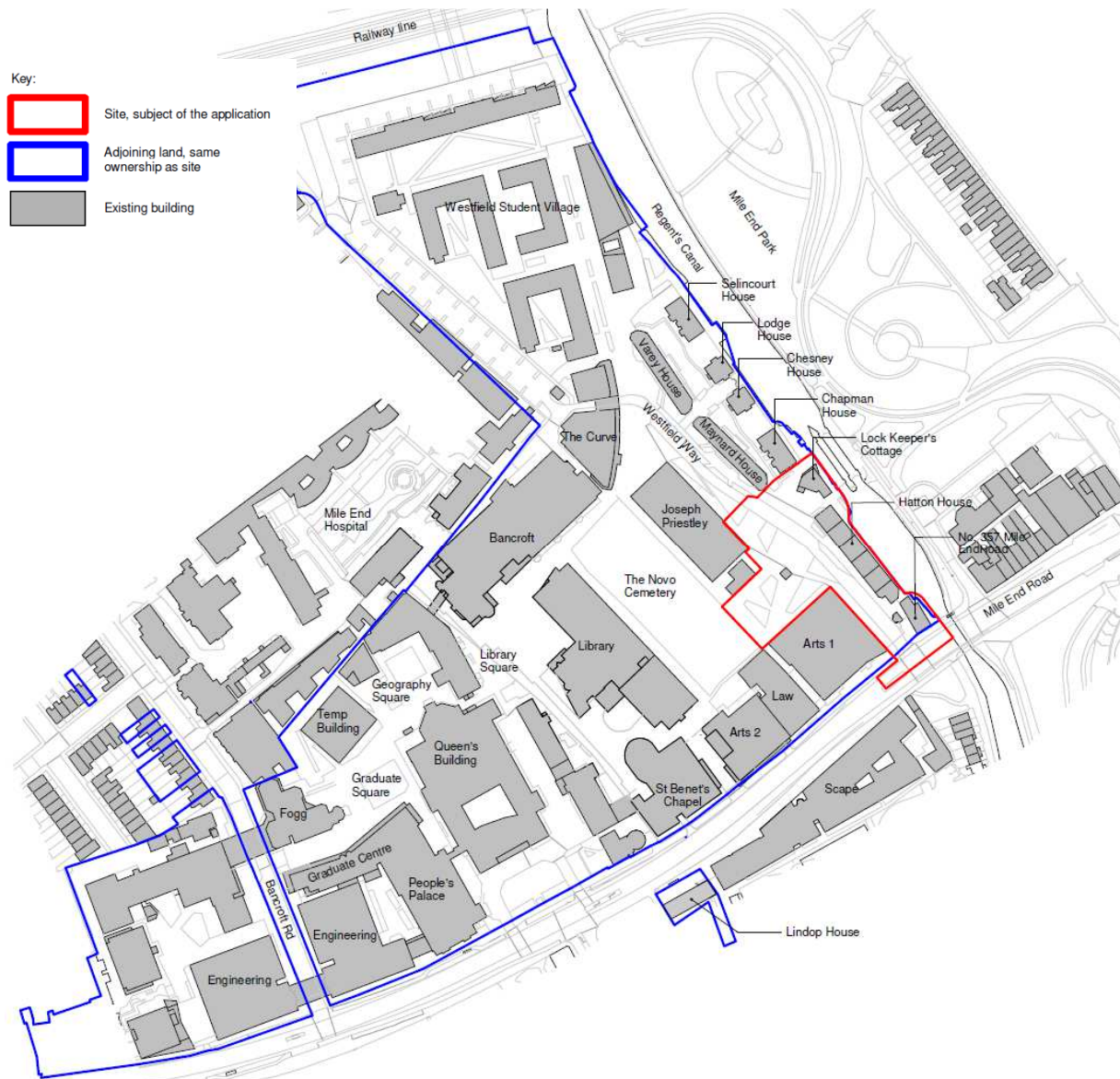
- 26.1 When deciding whether or not to proceed with the project, the Council must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who don't (the public sector duty). Some form of equality analysis will be required which is proportionate to proposed projects and their potential impacts.
- 26.2 The Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics, namely: age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs and sex and sexual orientation. It places the Council under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers. Officers have taken this into account in the assessment of the application and the Committee must be mindful of this duty, inter alia, when determining all planning applications. In particular the Committee must pay due regard to the need to:
1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and,
 3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 26.3 The requirement to use local labour and services during construction and at end phase enables local people to take advantage of employment opportunities, supports community wellbeing and social cohesion.
- 26.4 The proposed development allows for an inclusive and accessible development for, employees, students, visitors and workers. Conditions secure accessibility for the life of the development.
- 26.5 Although there would be a reduction in accessible parking, the proposal does meet the minimum criteria for the land uses proposed, as outlined under Local Plan requirements.
- 26.6 The scheme is designed with regard to the principles of inclusive design, including consideration for people with a disability including wheelchair accessibility to all the ground floor and lifts, toilet and showering facilities services and on site disabled car parking provision.
- 26.7 It is noted that there are currently 2 disabled student rooms within Hatton House. Due to nature of proposals it is not deemed necessary to re-provide these rooms on-site. However, the applicant is seeking to provide additional student accommodation on the Mile End Campus which would be required to provide disabled student accommodation.

26 Conclusion

- 26.1 All other relevant policies and considerations have been taken into account. Planning Permission should be APPROVED subject to conditions and legal agreement for the reasons set out in this report.

APPENDIX 1: SITE MAP AND WIDER QMUL CAMPUS



APPENDIX 2: List of documents and plans for approval

EXISTING DRAWINGS

QMUL-NHA-BM-ZZ-DR-A-PL000 REV 03; QMUL-NHA-BM-ZZ-DR-A-PL011 REV 00.

PROPOSED DRAWINGS

QMUL-FAB-BM-ZZ-DR-L-00210 REV P04; QMUL-NHA-BM-01-DR-A-PL102 REV 03; QMUL-NHA-BM-02-DR-A-PL103 REV 03; QMUL-NHA-BM-03-DR-A-PL104 REV 03; QMUL-NHA-BM-04-DR-A-PL105 REV 03; QMUL-NHA-BM-05-DR-A-PL106 REV 03; QMUL-NHA-BM-06-DR-A-PL107 REV 03; QMUL-NHA-BM-07-DR-A-PL108 REV 03; QMUL-NHA-BM-B1-DR-A-PL100 REV 03; QMUL-NHA-BM-GF-DR-A-PL101 REV 03; QMUL-NHA-BM-ZZ-DR-A-PL001 REV 03; QMUL-NHA-BM-ZZ-DR-A-PL010 REV 00; QMUL-NHA-BM-ZZ-DR-A-PL200 REV 03; QMUL-NHA-BM-ZZ-DR-A-PL201 REV 03; QMUL-NHA-BM-ZZ-DR-A-PL300 REV 03; QMUL-NHA-BM-ZZ-DR-A-PL301 REV 03.

SUPPORTING DOCUMENTS

- Air Quality Assessment prepared by AECOM dated 17/04/19;
- Archaeological Desk-based Assessment prepared by Compass Archaeology dated 06/19;
- Arboricultural Impact Assessment prepared by AECOM dated 06/19;
- Bat Emergence Survey prepared by AECOM dated 06/19;
- Construction Management Plan prepared by Blue Sky Building dated 06/19;
- Daylight and Sunlight Assessment prepared by GIA dated 19/06/19;
- Design and Access Statement prepared by Nicholas Hare Architects dated 07/19;
- Development Framework Document prepared by BDP date 09/19;
- Energy Statement prepared by MLM Group dated 28/06/19;
- External Light Strategy prepared by MLM Group dated 27/06/19;
- Flood Risk Assessment and SuDS Strategy prepared by AECOM dated 28/06/19;
- Geotechnical and Geo-environmental Ground Conditions Report prepared by AECOM dated 09/08/19;
- Healthy Streets Approach Statement prepared by AECOM dated 10/19;
- Heritage Statement prepared by KM Heritage dated 06/19;
- Landscape Design Strategy prepared by Fabrik dated 06/19;
- Mechanical and Electrical Utilities Report prepared by MLM Group dated 27/06/19;
- Noise Impact Assessment prepared by KP Acoustics dated 21/06/19;
- Outline Construction Logistics Report prepared by Blue Sky Thinking dated 06/19;
- Outline Construction Resource Management Plan prepared by AECOM dated 06/19;
- Planning Statement prepared by CBRE dated 06/19;
- Preliminary Ecological Appraisal and Initial Bat Roost Inspection prepared by AECOM dated 06/19;
- Refuse Servicing Statement prepared by AECOM date 10/19;
- Regent's Canal - Water Framework Directive Compliance Assessment prepared by AECOM dated 06/19;
- Statement of Community Involvement prepared by Snapdragon Consulting dated 06/19;
- Sustainability Statement prepared by AECOM dated 26/07/19;
- Townscape and Visual Impact Appraisal prepared by Arc Landscape and Planning Ltd dated 06/19;
- Transport Assessment prepared by AECOM dated 06/19;
- Transport Technical Note - High Level Cumulative Assessment Sensitivity Test

prepared by AECOM dated 09/19;

- Travel Plan prepared by AECOM dated 06/19;
- Wind Microclimate Desk Study prepared by Urban Microclimate dated 06/19.

APPENDIX 3: Existing site photos



Figure A: View of 357 Mile End Road looking north



Figure B: View of Hatton House from the East Gate



Figure C: View of Hatton House and the lock keeper's cottage from Mile End Park



Figure D: View of the Lock Keeper's Cottage looking east

APPENDIX 4: Proposed images



Figure E: View along Mile End Road looking west



Figure F: View across the canal of the Lock Keepers Cottage



Figure G: View south from Mile End Park



Figure H: Front elevation on Mile End Road



Figure I: View of the SBM main entrance from the proposed Arts 1 square looking east



Figure J: Basement plan



Figure K: First floor plan

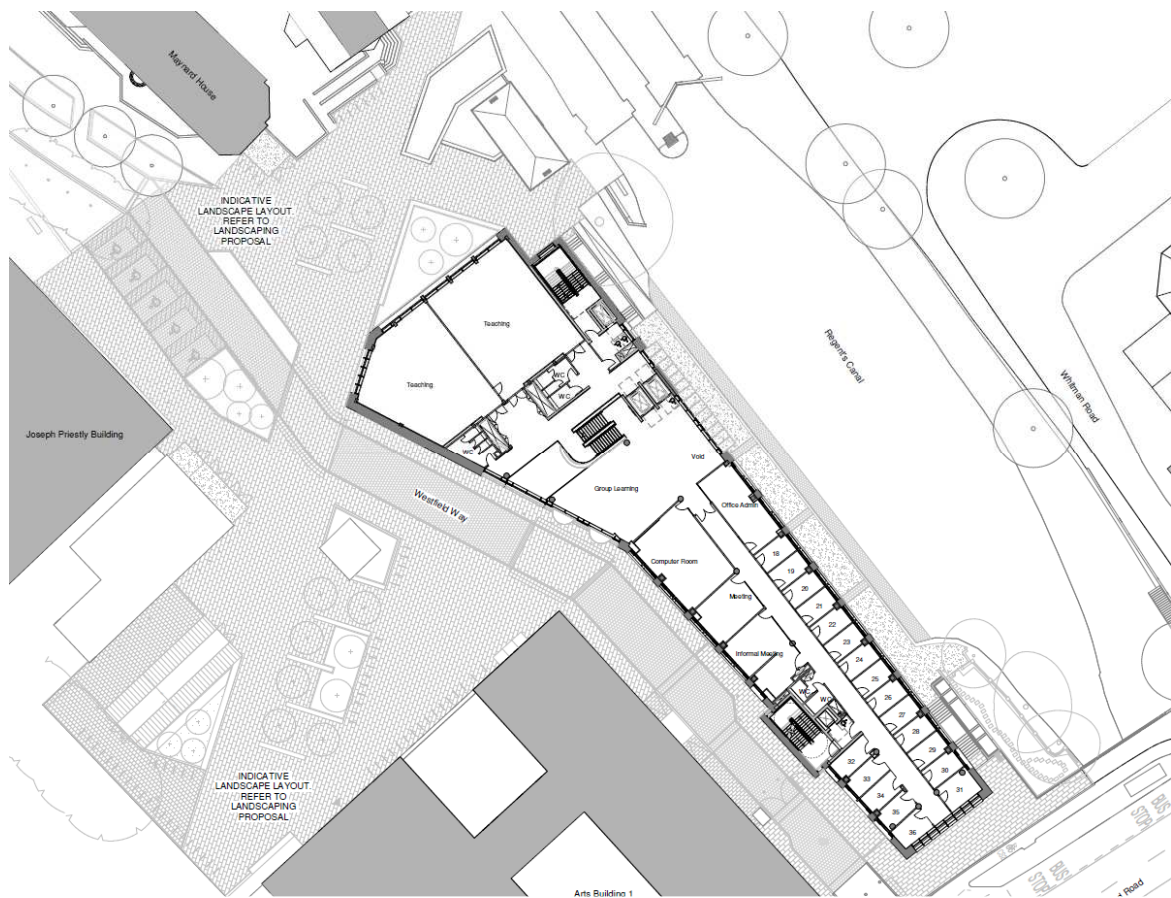


Figure L: Typical upper floor plan

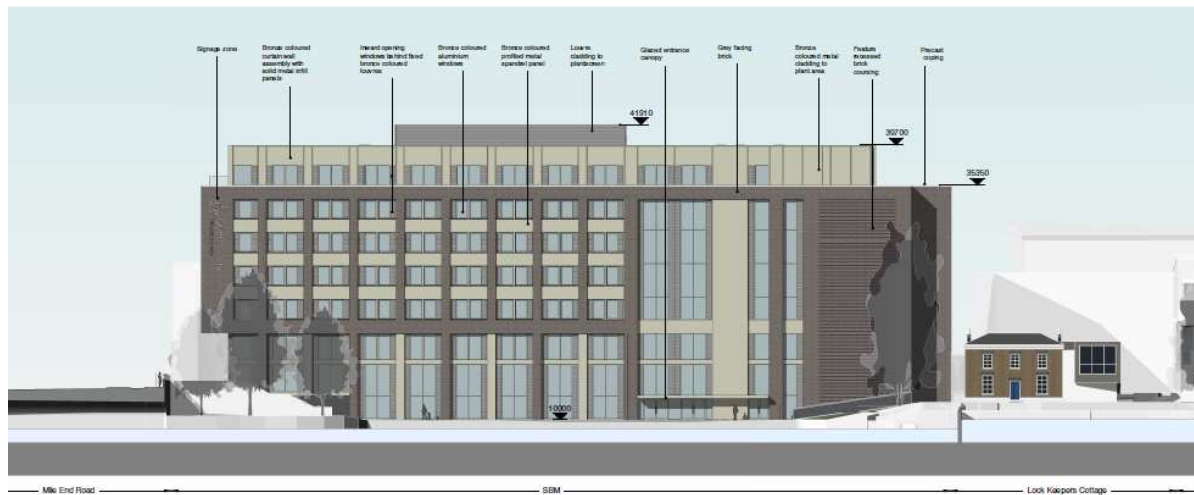


Figure M: East elevations

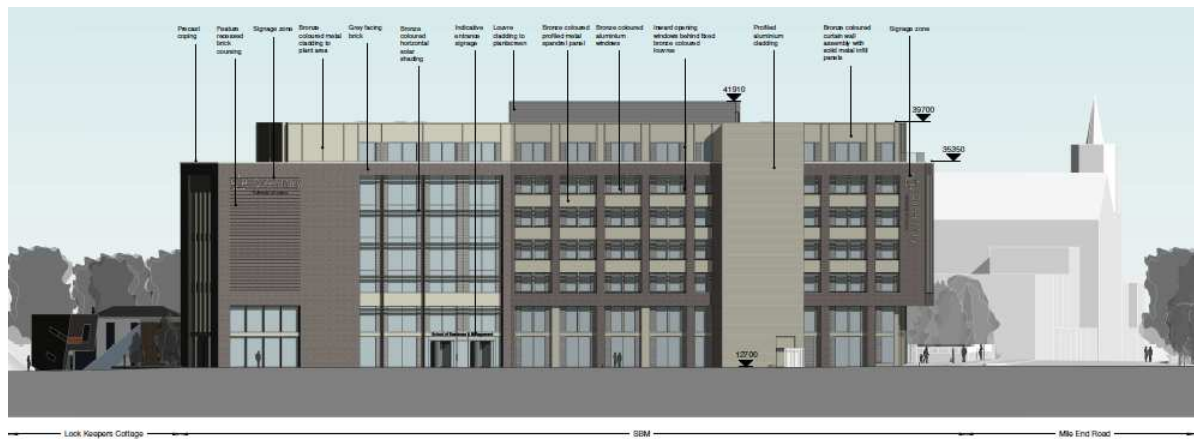


Figure N: West elevation



Figure O: North elevation

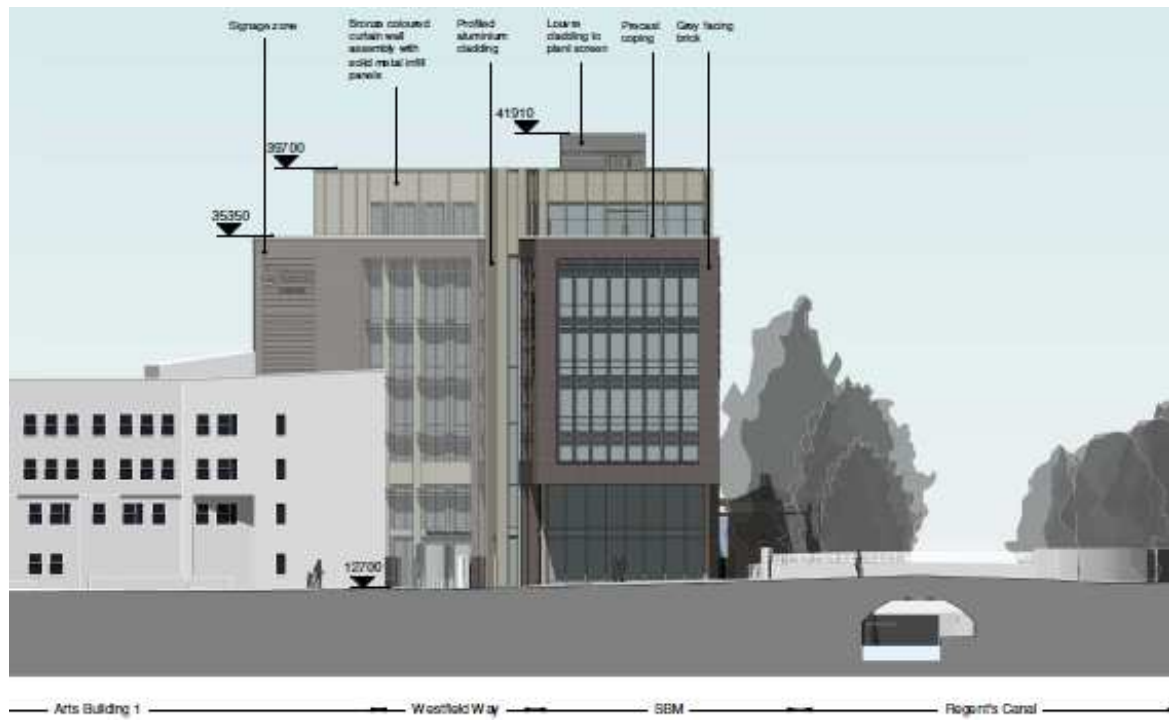


Figure P: South elevations

APPENDIX 4: Surrounding properties subject to daylight/sunlight testin

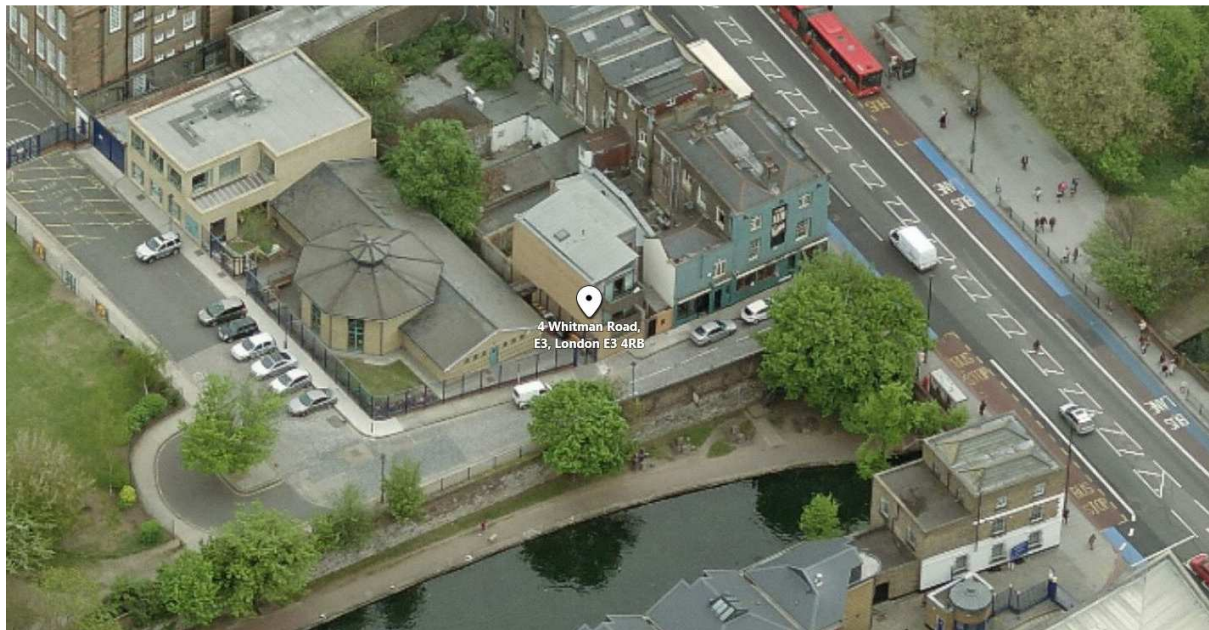


Figure A: 4 Whitman Road (to the east of the application site)

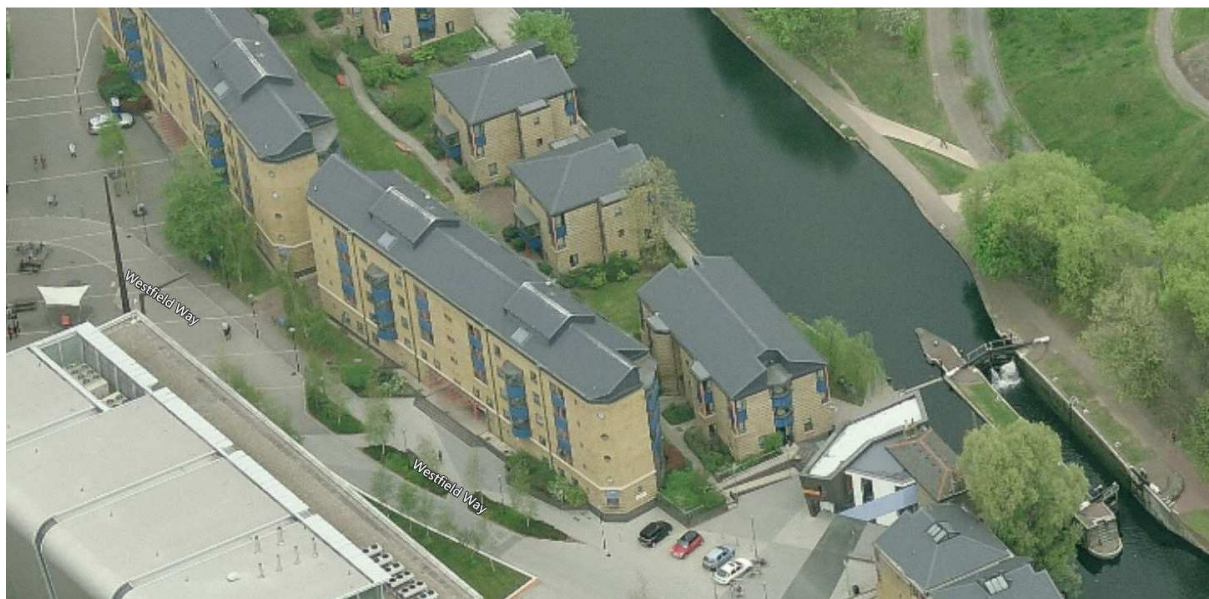


Figure B: Maynard House and Chapman House (to the north of the application site)