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## Application for Planning Permission

<b>Reference</b>	PA/19/02292
<b>Site</b>	Land Under The DLR Bounded By Scouler Street And Aspen Way And Prestage Way, Aspen Way, London
<b>Ward</b>	Poplar
<b>Proposal</b>	342-room, part-24 part-17 storey, apart-hotel (C1 Use Class), eight workspace units (B1 Use Class), new bus loop/stand, new youth play area, and public realm works
<b>Summary Recommendation</b>	Grant Planning Permission subject to conditions.
<b>Applicant</b>	Naval Row Freehold Limited
<b>Architect/agent</b>	Collado Collins Centro Planning Consultancy
<b>Case Officer</b>	James Woolway
<b>Key dates</b>	Application validated 17/10/2019 Neighbour letters issued 29/10/2019 3x site notices erected 06/11/2019 Press advertisement published 07/11/2019 Public consultation finished on 28/11/2019

## EXECUTIVE SUMMARY

The application comprises of a proposal for the erection of a part-17 and part-24 storey building accommodating 342-apart hotel (use class C1) rooms with associated roof plant, ground level servicing, and café/restaurant at ground floor. The scheme also includes 8 office space units (use class B1) beneath the DLR viaduct, and extensive landscaping, the delivery of a large multi-functional youth play space and the provision of a bus loop through the site.

The proposal would serve to 'drop-in' to the 2012 Blackwall Reach Masterplan, replacing Blocks P and Q while seeking to integrate seamlessly with the infrastructure and road network within the existing and future context.

In land use terms, the highly accessible location adjacent to the Blackwall DLR Station and associated No.15 bus services provides immediate access to Major and Central Activity Centres at Canary Wharf and City of London ensures that the proposed C1 short-stay accommodation use will be appropriately sited for visitor and business accommodation.

With regard to the site's environmental conditions, hotel accommodation is considered an effective use of the site given the air quality conditions and immediate adjacency to Aspen Way and the elevated DLR viaduct to the south of the site.

The provision of a large, high quality, youth play area will contribute positively towards the renewal of the area and will integrate with the obligations of Blackwall Reach, Phase 4. Similarly, the landscaping and regeneration of the existing car-park and removal of hot food takeaway pods is a considerable public benefit and will enhance legibility, safety and urban design within the locality.

The height, massing and design is considered to respond appropriately to its context within a Tall Building Zone and Opportunity Area, while not resulting in harmful impacts to heritage assets in the locality.

The impacts with regard to daylight and sunlight of existing residential accommodation is minor, with daylight and sunlight impacts to the envelopes of the consented parameter blocks of the Blackwall Reach Masterplan considered acceptable given the context and public benefits provided by the scheme.

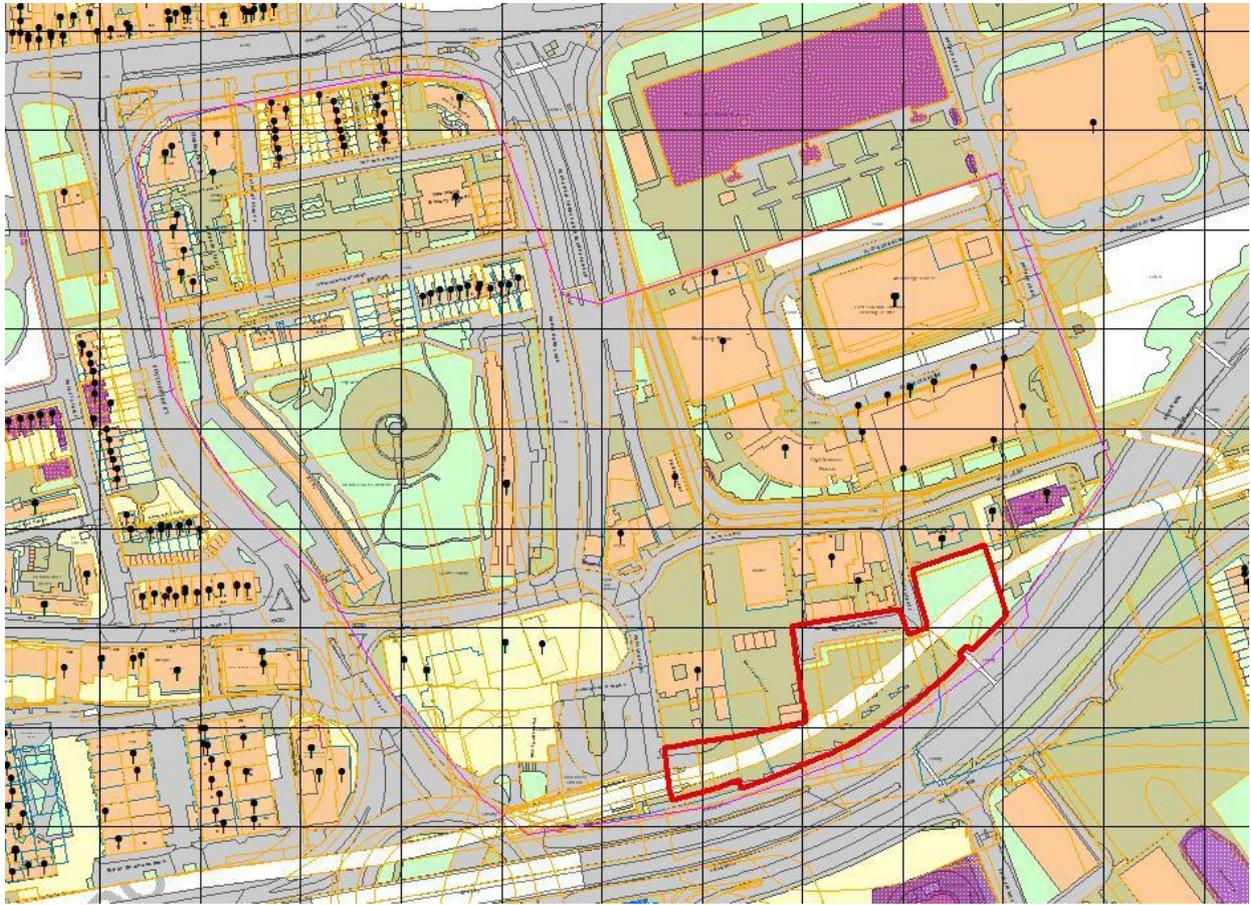
Highway improvement works, and a new bus loop and associated operational infrastructure have been developed in rigorous consultation with Transport for London, the GLA and Borough Highways Officers and will be provided within the proposal and secured in perpetuity by way of S106 legal agreement.

A strategy for minimising carbon dioxide emissions from the development is in compliance with policy requirements, with a substantive carbon offset contribution to be secured within the S106.

Biodiversity enhancements are also proposed which are considered sufficient to meet policy requirements, with the comprehensive landscaping of the site positively contributing towards ecology.

The scheme would be liable to both the Mayor of London's and the Borough's community infrastructure levy. In addition, it would provide a necessary and reasonable planning obligation to local employment and training.

# SITE PLAN



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- Planning Application Site Bound;
- Other Planning Applications
- Consultation Area
- Land Parcel Address Point
- Locally Listed Buildings
- Statutory Listed Buildings

## Planning Applications Site Map PA/19/02292

This site map displays the Planning Application Site Boundary and the extent of the area within which neighbouring occupiers / owners were



London  
Borough of  
Tower Hamlets

Scale : 50m grid squares

Date: 14 July  
2020

## **1 SITE AND SURROUNDINGS**

- 1.1 The application site relates to land under the elevated Docklands Light Railway (DLR) track. The site is predominantly in use as a carpark bounded by Prestage Way, Scouler Street, Quixley Street and Aspen Way, an eight lane freeway, to the south.
- 1.2 The application site, approximately 0.65 hectares in size, and characterised by hardstanding to accommodate the pay and display car parking which operates on site. The built form on site at present is related only to the modular hot food takeaway container buildings which benefit from a temporary consent. An open section of the eastern periphery of the site comprises of heavily overgrown vegetation with no public access.
- 1.3 The site is heavily constrained due to its siting under the elevated section of DLR track between Blackwall and East India stations and includes a portion of heavily vegetated land to the east of the site which abuts the boundary of nos. 32 – 62 Naval Row.
- 1.4 The prevailing character of the area is a mix of low density residential to the immediate north along Aspen Way, and larger scale commercial and civic uses along Clove Crescent. To the south of Aspen Way is a cluster of tall buildings which includes the mixed use development at New Providence Wharf which includes Ontario Tower and Charrington Tower, as well as a large scale data centre.
- 1.5 The application site lies on the periphery of the Poplar High Street Neighbourhood Centre and the Naval Row Conservation Area in fairly close proximity to the Grade II listed East India Dock Pumping Station. Notably it is also located centrally within the Blackwall Tall Building Cluster and Phase 4 of the consented Blackwall Reach Masterplan pursuant to PA/12/00001; the details of which are examined in the below sections.
- 1.6 Due to its proximity immediately adjacent to Blackwall DLR station, and in close proximity to the associated bus services, the application site has a strong PTAL rating of 4 which rises to 5 at the immediate periphery of the site. The site has immediate access to Cycle Superhighway 3 (Barking to Tower Hill) via Naval Row, and access to 19 hire cycles at the junction of Prestage Way and Naval Row.
- 1.7 The application site is located within both the Lower Lea Valley and the Isle of Dogs and South Poplar Opportunity Areas, highlighting the strategic importance of the locality.
- 1.8 The site is located with an Archaeological Priority Area, and Flood Zones 2/3.



Figure 1: Application Site (Indicative)

## 2. PROPOSAL

- 2.1 The application proposes the redevelopment of the site for the erection of a 342-bedroom hotel (C1 use class) comprising of a part-seventeen, part-twenty-four storey building, with associated roof top plant room, ground floor servicing, parking and landscaping. The development also includes the redevelopment of land beneath the DLR viaduct to include landscaping, public realm, youth play and the provision of a new bus loop linking into the Blackwall Reach Masterplan.
- 2.2 The application site overlaps part of the Blackwall Reach Masterplan, a large scale Outline consent granted in 2012, Phase 4 of which was subject to an unsuccessful Compulsory Purchase order (CPO) in 2015. As such, the proposed development would replace Blocks P and Q of this Phase; however the ambition of the development is to continue to bring forward the infrastructure requirements of this phase – most particularly the bus loop and youth play area.

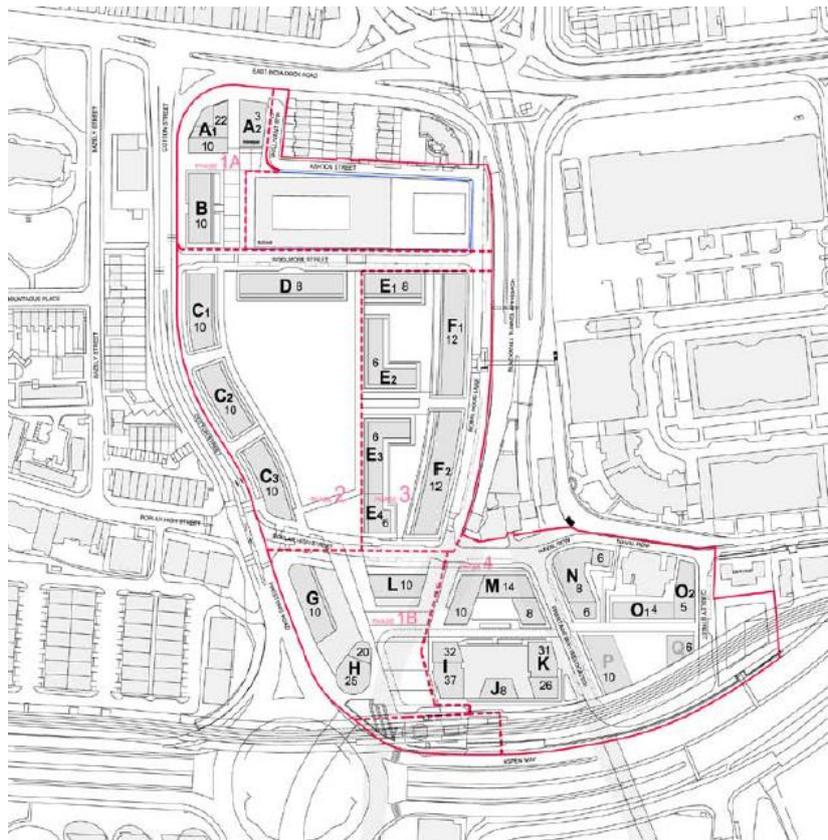


Figure 2: Blackwall Reach Masterplan (2012)

- 2.3 The only pedestrian access at present is accessed via Prestage Way, which acts as the primary access for the private carpark and Deliveroo kitchen pods which occupy the bulk of the site at present. Due to the private operation of the kitchen pods and car park, the site is largely fenced in from all other frontages, despite having immediate access to Scouler and Quixley Streets to its northern boundary. As part of the proposal the site will be opened up, significantly increasing the pedestrian permeability through this area. Vehicle and pedestrian access will be managed through Scouler and Quixley Streets, as well as Prestage Way in the interim.
- 2.4 The development will slot in with the proposed arrangement of Phase 4 to the Outline consent, including the realignments of Scouler Street and Prestage Way and the redirection of the bus service along a new carriageway beneath the DLR viaduct. The proposal seeks to ensure that Phase 4 can continue to be brought forward in absence of the application site, while ensuring the public benefits remain secured.
- 2.5 Due to the desire to create a development which integrates seamlessly with the Outline consent while ensuring a workable solution prior and following the build out of Phase 4, the development will have interim and 'final' landscaping and highways arrangements which deal with the site conditions prior to and following the realignment of Prestage Way to facilitate the new bus loop and the high density residential blocks of Phase 4 delivered at Blocks I, J and K while not prejudicing the delivery of the remaining housing blocks of the Phase.
- 2.6 The development will be serviced from Scouler Street in both the interim and final highways arrangement, while buses will be rerouted along the proposed new carriageway beneath the viaduct in both arrangements. Bus stands will be installed

within the red line boundary of the site in the interim arrangements, before being shifted onto the newly realigned Prestage Way in the final configuration.

- 2.7 In addition to the hotel use provided on site, a small number of flexible and small scale B1 units will be provided at the interface to Aspen Way beneath the viaduct in order to enhance the vitality of the regenerated carpark landscaping.
- 2.8 The proposed youth play area will be linked by way of soft and hard landscaping, and delivers on the ambitions of the Outline consent which sought to incorporate active play at this location for use by future occupants. The nature of this play space is intended as an active youth space, with various sports accommodated including basketball, badminton and table tennis. In total, the development contributes the majority of the site towards landscape enhancement and play facilities.
- 2.9 In architectural terms, the building will comprise of a green panelled aluminium façade system which an exaggerated crown to both the shoulder building and primary tower.

### **3 RELEVANT PLANNING HISTORY**

#### **PA/17/03211 – Permitted 13/07/2018**

Erection of nine Class B1c 'commercial kitchen' pod units, together with three ancillary pod units for storage and distribution, on a temporary basis for 3 years.

#### **PA/16/03605 – Permitted 28/11/2016**

Erection of seven Class B1c commercial kitchen pod units (on a temporary basis for 18 months)

#### **PA/16/02913 – Permitted 05/09/2017**

Submission of details pursuant to condition J1 (reprovision of multi-use games area) of planning permission PA/12/00001 dated 30/03/2012

#### **Blackwall Reach Outline Consent**

#### **PA/12/0001 – Permitted 30/03/2012**

Outline application for alterations to and demolition of existing buildings, site clearance and ground works and redevelopment to provide:

- Up to 1,575 residential units (up to 191,510 sq.m GEA - Use Class C3);
- Up to 1,710 sq.m (GEA) of retail floorspace (Use Class A1-A5);
- Up to 900 sq.m of office floorspace (Use Class B1);
- Up to 500 sq. m community floorspace (Use Class D1);
- Replacement school (up to 4,500 sq.m GEA - Use Class D1);
- Replacement faith building (up to 1,200 sq.m - Use Class D1)

The application also proposes an energy centre (up to 750 sq.m GEA); associated plant and servicing; provision of open space, landscaping works and ancillary drainage; car parking (up to 340 spaces in designated surface, podium, semi-basement and basement areas plus on-street); and alterations to and creation of new vehicular and pedestrian access routes.

All matters associated with details of appearance, landscaping, layout and scale and (save for the matters of detail submitted in respect of certain highway routes, works and/or improvements for the use by vehicles, cyclists and pedestrians as set out in the Development Specification and Details of Access Report) access are reserved for future determination and within the parameters set out in the Parameter Plans and Parameter Statements

## **4 PUBLICITY AND ENGAGEMENT**

- 4.1 A total of 322 planning notification letters were sent to nearby properties on 29/10/2019. Site notices were displayed around the site on 06/11/2019 and a press notice was advertised on 07/11/2019.
- 4.2 The number of representations received in response to notification and publicity of the application is as follows:
- 6 letters of objection from 5 individual objectors, and 1 letter of observation.
- 4.3 The comments raised in objection to the proposal can be summarised as follows:
- Impact on the delivery of the Blackwall Reach Masterplan
  - Sunlight and daylight impacts to consented and existing residential units
  - Proximity of development to adjacent sites
  - Impact on Naval Row Conservation Area
  - Overlooking to consented blocks
  - Scope of Council's neighbour notification
  - Interference with DLR and Blackwall Tunnel exclusion zones
- 4.4 The comment received in observation of the application can be summarised as follows:
- Conditions should be imposed which protect microclimatic and environmental conditions around the site
- 4.5 The applicant engaged in their own community consultation prior to submission in July of 2019 which involved a consultation event preceded by the leafletting of 6,000 addresses within the locality.
- 4.6 The scheme was developed through extensive pre-application discussions with the Council between October 2018 and September 2019, including CADAP review, with the scheme dramatically changing over this period to better align with the Outline Consent and improve the overall architectural quality.

## **5 CONSULTATION RESPONSES**

### **LBTH Design**

- 5.1 Design officers broadly supportive of the scheme with regard to height, mass and scale; however concerns raised relating to the maximisation of active frontages to

Prestage Way and the securing of high quality material – namely anodised aluminium – requested.

- 5.2 Design and conservation officers acknowledge that while there would be some impact on the setting of the Naval Row Conservation Area, it was considered in principle acceptable subject to the resolution of broader design elements
- 5.3 An active frontage assessment has subsequently been submitted by the applicant which serves to evidence how the scheme has maximised the active frontages to the primary pedestrian areas and amended drawings have been received which replace the powder coated aluminium with anodized aluminium. A further condition securing anodised aluminium will be secured on consent.

### **LBTH Transportation and Highways**

- 5.4 Council highways officers raise the following concern with regard to the scheme of highways works as proposed by the development:
- Applicant must demonstrate servicing vehicles can safely enter and exit Scouler Street without conflict with accessible parking bays
  - Submitted plans should clearly mark out where it is expected that new highway(to be adopted) will be
  - For the new bus loop, a 2m width footway should be constructed either side of the carriageway
  - All highways land must be constructed to adoptable standards, with adoption agreed through S38 of the Highways Act (1980)
- 5.5 Council highways officers raise the following concerns with regard to the proposed highways arrangement of Phase 4, to which the development seeks to integrate:
- The Blackwall Reach Phase 4 highways arrangement would create conflicts with Cycle Superhighways 3 (CS3) to an unacceptable degree
  - The applicant should demonstrate an alternative safe cycling route that avoids the section of Naval Row between Poplar High Street and Quixley Street
- 5.6 A further Transport Addendum was submitted by the applicant which sought to address the salient highways points which included further vehicle tracking.
- 5.7 The applicant has sought to address all concerns within the demise of the application site, with a series of Road Safety Audits undertaken in collaboration with TFL and Borough Highways Officers. While the fundamental highway safety concerns do not relate to the works proposed by the development, it was viewed as essential to consider how the application may be able to enhance pedestrian and cyclist safety locally.
- 5.8 A detailed assessment of the highways impacts of the proposed scheme, and the mitigation measures implemented, will be discussed in detail in the Transport section of this report.

### **LBTH Waste Policy and Development**

- 5.9 Concerns raised with regard to accessibility of a refuse lorry to the site via the junction of Naval Row and Scouler Street. Concerns with regard to the non-separated bin stores, which may give rise to mixed refuse (recycling/refuse).
- 5.10 Submitted swept path diagrams for a 7.5t box truck indicate that the development can be safely accessed for servicing and waste collection. Details on the refuse stores, including separation of bins, to be secured by way of detailed waste condition.

### **LBTH Environmental Health (Air Quality)**

- 5.11 Development is acknowledged as being air quality neutral, and as such Air Quality Officers raise no objections subject to conditions relating to construction, odour, and low NOx boilers.

### **LBTH Environmental Health (Noise/Vibration)**

- 5.12 No objection subject to conditions

### **5.13 LBTH Environmental Health (Contaminated Land)**

- 5.14 No objection subject to conditions

### **LBTH Sustainable Urban Drainage**

- 5.15 No comments received.
- 5.16 Notwithstanding the lack of comments received, a standard condition will be secured to consent requiring the submission of a SUDS strategy post-consent.

### **LBTH Biodiversity**

- 5.17 Officers recommend a series of conditions relating to timing of site clearance to minimize impact to wildlife and to the securing of general biodiversity enhancements.
- 5.18 Biodiversity officers make note that the clearing of scrub at the eastern end of the site to make way of for the child play space would result in a loss of biodiversity, but it is anticipated that the proposed landscaping will offset this.
- 5.19 Furthermore, the officer raises some concerns with regard to the detailed planting within the landscaping masterplan and it is noted that a sufficiently worded landscaping and biodiversity condition will ensure appropriate vegetation is planted post-consent.

### **LBTH Energy Efficiency**

- 5.20 Proposed CHP to supply development to reduce onsite carbon reduction requirements is not considered suitable; applicant is advised to undertake a review of the energy proposals utilising the revised carbon factors of SAP10. Alternative low carbon heating methods, and integration of renewables, should be investigated with the strategy revised.

- 5.21 Following the submission of a revised energy strategy, and following meetings with GLA energy officers, the proposed strategy is considered acceptable and Borough energy officers recommend the imposition of three conditions and a contribution of £923,400.00 to achieve zero net carbon on site.

### **LBTH Policy**

- 5.22 Policy officers have raised concern with regard to the perceived loss of residential accommodation associated with the proposal's conflict with Blocks P and Q of the Blackwall Reach Masterplan, and raise issue with the level of detail included in the submitted residential re-provision study.
- 5.23 Officers have also commented on whether an appropriate level of detail has been included in an assessment of the local need for short-stay accommodation, and of those within the Borough, as to whether an overconcentration of hotels will occur by virtue of consenting the development.
- 5.24 It is noted that the applicant has provided supplementary assessments of the residential re-provision within the broader Phase 4 Outline Consent which seeks to directly address this comment. This is discussed in the Land Use section of the report in greater detail, as is the suitability of the location for short-stay accommodation use and associated overconcentration.

### **LBTH EIA (Wind)**

- 5.25 Wind and micro-climate independently reviewed by Temple Group. Seven points of clarification/issue raised which are subsequently addressed by the applicant in a supplementary submission as detailed in the Environment section of this report.

### **LBTH HIA**

- 5.26 Objection to the submission of a Rapid Health Impact Assessment (HIA), contrary to policy which requires GLA referable schemes to undertake a Detailed HIA.
- 5.27 It is noted that HIAs are to be developed in line with published LBTH Public Health guidance, as set out within Policy D.SG3. At the date of submission, and at present, this guidance has not yet been published. It is considered that in this instance, the undertaking of a Rapid HIA is considered sufficient.

### **LBTH Enterprise & Employment**

- 5.28 Enterprise and Employment officers have requested the following obligations be included within the S106 if consent should be granted:
- £ 880.00 to support and/or provide the training and skills needs of local residents
  - £ 52,683.00 towards the training and development of unemployed residents in Tower Hamlets

- 5.29 These figures will be secured through a s.106 Agreement.

### **5.30 Docklands Light Rail (DLR)**

- 5.31 Docklands Light Rail advises that they have no comment to make on the acceptability of the scheme until such time as the applicant undertakes a DLR Technical Submission. Until the completion of this assessment, the applicant is advised by the DLR that they proceed at their own risk.
- 5.32 It is noted that a formal Technical Submission to the DLR is a separate undertaking to the planning process, and one which requires a detailed submission of the final design and methodology for a consented scheme.
- 5.33 The applicant has subsequently submitted a desktop pre-cursor Technical Submission for consideration by the LPA; however it is noted that the DLR do not object in-principle to the proposal.
- 5.34 The applicant will be obligated to enter into an Asset Protection Agreement (APA) with Docklands Light Rail, and submit for a Technical Submission prior to any works on site. Seven conditions will be secured in relation to the safeguarding of DLR assets, as detailed in the below TFL consultation section and transport section of this report.

#### **Environment Agency**

- 5.35 No objection, advises the applicant that finished floor levels should be provided at above the 2100 breach flood level of 6.2m AOD.
- 5.36 Advice will be included as an informative on consent.

#### **Historic England/GLAAS**

- 5.37 GLAAS officers recommended the undertaking of a geo-archaeological borehole to determine the significance of any archaeological remains beneath the site, and whether the proposed building footprint may impact on any remains or artefacts.
- 5.38 Borehole testing undertaken in May 2020 served to satisfy GLAAS officers with regard to the significance of the site. GLAAS have since recommended the inclusion of two conditions which will be secured on consent.

#### **London City Airport**

- 5.39 No comment.
- 5.40 Condition will be secured on consent with regard to cranes, referable to London City Airport.

#### **Thames Water**

- 5.41 No objection, informative requested.

#### **TfL – Land Use Planning**

- 5.42 The scheme of highway and transport related works has been developed in collaboration with Transport for London across pre-application and submission. Comments were received in February 2020 with their extensive comments summarised as follows:

- Framework of controls need to be secured regarding bus stand relocation
- Suitable mechanism needs to be included which ensures each phase of bus standing is delivered prior to the removal of the previous
- Vehicle tracking for the phase 1 interim bus layout should be provided
- Discussion regarding additional bus mileage mitigation is required between TFL, Council and the applicant
- Infrastructure protection conditions need to be placed on consent with regard to the Blackwall Tunnel
- Demolition and construction methodologies will need to be reviewed and agreed and access to DLR infrastructure maintained
- A DLR Assess Protection Agreement will need to be entered into
- Detailed matters in relation to protecting the integrity of the DLR must be dealt with prior to determination
- A number of Healthy Streets improvements should be secured in support of the application
- An additional short-stay cycle space is required
- A parking design and management plan should be secured
- Active Electric Vehicle Charging points should be provided for at least one blue badge bay
- Permit free obligation should be secured via a S106 obligation
- Swept path analysis or blue badge parking should be provided
- A Travel Plan should be improved in light of comments and secured by S106 agreement
- CLP should be secured by condition
- Secure appropriate Mayoral CIL payment towards Crossrail

5.43 The submission of a further Transport Technical Note prepared by Odyssey was prepared in May 2020 following two further meetings with TFL and the Council which sought to address the above points as well as the agreement to contribute £40,000.00 towards the additional bus mileage generated by the movement of the bus stands within the application site.

5.44 Additionally, a further Road Safety Audit was undertaken in June 2020 to provide further detail on the Blackwall Reach Masterplan highways arrangement; and its safety implications for pedestrians and cyclists following the development of a detailed brief in collaboration with TFL and Council officers.

5.45 It is considered that the submitted information, and the commitment to obligations and conditions, has addressed the detailed comments provided by TFL in February 2020. These comments are discussed in greater detail within the transport section of this report.

### **Greater London Authority (Planning)**

5.46 The principle of developing the site in the Isle of Dogs & South Poplar Opportunity Area to provide a new 342 bedroom hotel and opportunity area location is acceptable. GLA advise that further engagement with neighbouring stakeholders is needed to demonstrate that the proposal would not compromise the delivery of residential units or floor space within the consented Blackwall Reach Masterplan.

- 5.47 The GLA are supportive of the urban design, siting that the scheme responds well to its local context and proposed a high-quality development that would not harm the significance of nearby heritage assets.
- 5.48 Further details on the energy strategy are requested, in line with policies 5.2 of the current London Plan and S13 of the draft New London Plan.
- 5.49 GLA officers recommend a suitable mechanism to ensure the bus standing is adequately re-provided across all phases. Access to DLR infrastructure and its safe operation must be maintained. Additional short-stay cycle spaces for the apart-hotel are required, and cycle-parking for the commercial units should be provided. Healthy Streets improvements should be secured in support of the application.
- 5.50 It is noted that the above comments have broadly been addressed through subsequent revisions to the Transport Statement, Energy Statement, and the submission of a detailed residential re-provision assessment. These elements are all discussed in the respective sections of this report.

5.51 **Greater London Authority (Energy)**

- 5.52 GLA Energy Officers provided a series of detailed comments within the GLA Energy Sheet relating to the Energy Hierarchy of Policy SI2 to the draft New London Plan.
- 5.53 These points were addressed following a series of revisions and discussions with the applicant, the GLA and Council energy officers and are discussed in greater detail in the relevant sections below.

**Metropolitan Police (Designing Out Crime)**

- 5.54 Detailed comments provided on scheme, with recommendation of one condition and one informative for consent.
- 5.55 It is noted that a number of the comments on the scheme can be satisfactorily addressed within a standard Secure by Design condition, requiring accreditation post-consent.

**London Fire Brigade**

- 5.56 No comment.
- 5.57 Notwithstanding the lack of response by London Fire Brigade, a Fire Strategy Statement has been submitted and a further condition securing a final Fire Strategy will be conditioned post-consent and referred to LFB for comment.

**Poplar Neighbourhood Forum**

- 5.58 No comments received.

**National Air Traffic Services (NATS)**

- 5.59 No objection.

**6 RELEVANT PLANNING POLICIES AND DOCUMENTS**

- 6.1 Legislation requires that decisions on planning applications must be taken in accordance with the Development Plan unless there are material considerations that indicate otherwise.
- 6.2 The NPPF (2019), which the Development Plan needs to be in accordance with, sets out the Government's planning policies for England and how these should be applied and provides a framework within which locally-prepared plans for housing and other development can be produced. The purpose of the planning system is to contribute to the achievement of sustainable development which has the following three overarching objectives: economic, social and environmental.
- 6.3 The adopted Development Plan comprises:
- The London Plan (2016, LP) and
  - Tower Hamlets Local Plan 2031(adopted January 2020)
- 6.4 The key adopted development plan policies relevant to the determination of this proposal are:
- Land Use  
 Local Plan policies - S.SG1, D.TC6, S.EMP1, D.SG3  
 London Plan policies – LP3.14, LP4.5, LP4.7, LP2.13, LP2.15, LP2.16,
- Design and Heritage - (*layout, townscape, massing, heights and appearance, materials, heritage*)  
 Local Plan policies - S.DH1, D.DH2, S.DH3, D.DH4, D.DH6, D.DH8  
 London Plan policies – LP7.1 - 7.8
- Amenity - (*privacy, outlook, daylight and sunlight, noise, construction impacts*)  
 Local Plan policies - D.DH8,  
 London Plan policies – LP7.6, LP 7.14, LP7.15
- Transport - (*sustainable transport, highway safety, car and cycle parking, servicing*)  
 Local Plan policies - S.TR1, D.TR2, D.TR3 D.TR4  
 London Plan policies – LP 6.1, LP6.3, LP6.5- LP6.13
- Environment - (*energy efficiency, air quality, odour, noise, waste, biodiversity, flooding and drainage, Thames Water and contaminated land*)  
 Local Plan policies – S.SG2, D.SG3, S.ES1, D.ES7, D.ES2, D.ES9, D.ES3, D.ES4, D.ES5, D.ES7, D.ES8  
 London Plan policies – LP3.2, LP5.1 - 5.15, LP5.21, LP7.14, LP7.19, LP7.21,
- 6.5 Other policy and guidance documents relevant to the proposal are:
- National Planning Policy Framework (2019)
  - National Planning Practice Guidance (updated 2019)

## Emerging Policy

6.6 The Mayor of London's Draft New London Plan with Consolidated Suggested Changes was published in July 2019. The Examination in Public took place in January 2019. Generally, the weight carried by the emerging policies within the Draft New London Plan is considered significant as the document has been subject to Examination in Public (EiP), incorporates all of the Mayor's suggested changes following the EiP and an 'Intent to Publish' was made by the Mayor of London. However, some policies in the Draft New London Plan are subject to Secretary of State directions made on 13/03/2020, these policies are considered to have only limited or moderate weight. The statutory presumption still applies to the London Plan 2016 up until the moment that the new plan is adopted.

6.7 The key emerging London Plan policies relevant to the determination of this application are:

Land Use - (*hotel*)

- New London Plan policies – E10, SD7, SD1, H1, E10

Design and Heritage - (*layout, townscape, massing, heights and appearance, material heritage*)

- New London Plan policies – D1A+B, D2, D3, D4, D7, D8, D9, D10, D11, HC1

Amenity - (*privacy, outlook, daylight and sunlight, noise, construction impacts*)

- New London Plan policies – D13.

Transport - (*sustainable transport, highway safety, car and cycle parking, servicing*)

- New London Plan policies – T1, T2, T3, T4, T5, T6, T6.1, T6.4, T6.5, T7, T9

Environment - (*energy efficiency, air quality, odour, noise, waste, biodiversity, flooding and drainage, Thames Water and contaminated land*)

- New London Plan policies – SI2, SI3, SI12, SI13, G6

## **7 PLANNING ASSESSMENT**

7.1 The key issues raised by the proposed development are:

- i. Land Use
- ii. Design & Heritage
- iii. Neighbouring Amenity
- iv. Microclimate
- v. Transport and Servicing
- vi. Infrastructure Impact
- vii. Human Rights and Equalities

### **Land Use**

7.2 The proposal is to redevelop the site for the erection of a 342-bedroom hotel (C1 use class) comprising of a part-seventeen, part-twenty four storey building, with associated roof top plant room, ground floor servicing, parking, extensive landscaping and eight B1 workspace units.

### London Plan Policy

- 7.3 London Plan (2016) Policy 4.5 ‘London’s Visitor infrastructure’ broadly supports visitor accommodation and recognises the contribution it makes to supporting the economy and stimulating growth. The policy seeks to ensure visitor accommodation is in appropriate locations such as: town centres; in areas with good PTAL; the CAZ fringe; and near to major visitor attractions of regional or sub-regional importance. Specifically it seeks to achieve 40,000 net additional hotel bedrooms by 2036, with at least 10% wheelchair accessible.
- 7.4 Draft London Plan policy E10 broadly re-iterates the existing policy albeit it updates the demand for additional rooms. The evidence for increased demand is from the GLA Working Paper 88 which outlines the projections for demand and supply until 2050. The estimate is 58,000 additional rooms will be required by 2041.
- 7.5 The site is located within both the Lower Lea Valley Opportunity Area and the Isle of Dogs and South Poplar Opportunity Areas, highlighting the site’s potential for redevelopment.

### Local Policy

- 7.6 Policy D.TC6 states that short stay accommodation will be supported in the following locations:
- Central Activities Zone (CAZ)
  - Canary Wharf (Major Centre)
  - Tower Hamlets Activity Areas
  - District centres
  - or along primary routes where adjacent to transport interchanges
- 7.7 The policy further highlights a number of criteria that new short stay accommodation developments would be required to meet:
- a. the size, scale and nature of the proposal is proportionate to its location
  - b. it does not create an over-concentration of such accommodation, taking account of other proposals and unimplemented consents in the local area
  - c. it does not compromise the supply of land for new homes (in accordance with our housing trajectory) or jobs and our ability to meet the borough’s housing and employment targets, and
  - d. the applicant can demonstrate adequate access and servicing arrangements appropriate to the scale, nature and location of the proposal.

### Assessment

#### *Proposed C1 Uses*

- 7.8 It is considered that the principle of short stay, ‘apart-hotel’ accommodation, is considered acceptable and appropriate at this location and would contribute towards addressing London’s increasing demand for short-stay accommodation within the capital. The site’s inclusion within both the Isle of Dogs & South Poplar and Lower

Lea Valley Opportunity Areas recognises the sites importance in an area of change and regeneration, as detailed in the following paragraphs.

- 7.9 In the first instance is it considered that the proposed scheme is appropriate with regard to its size and scale given it's siting in the near-centre of the Blackwall Tall Building Zone, and its immediate emerging context which includes a series of tall buildings now delivered within Phase 1b of the Blackwall Reach Masterplan.
- 7.10 The site is excellently positioned with regard to accessibility for public transport, immediately adjacent to the Blackwall DLR station and existing bus services associated. The DLR services provide immediate access to the Canary Wharf Major Centre, an area which accommodates the bulk of London's commercial activity. Further services to London City Airport from Bank and Tower Hill Underground Stations ensure swift access to Central London for visitors to the city. Mindful of the above, it is considered that the site is ideally positioned for a short-stay accommodation use for both commercial and tourist purposes.
- 7.11 Draft Policy E10 of the new London Plan makes note that in parts of inner London outside of the Central Activity Zone (CAZ), serviced accommodation should be promoted in designated centres and within Opportunity Areas where they are well connected by public transport to Central London. Mindful of the sites designation within two separate Opportunity Areas, its immediate access to the CAZ and Canary Wharf Major Centre, and siting at the edge of an emerging Neighbourhood Centre it is considered that the scale of development and use is therefore considered appropriate with regard to policy D.TC6.
- 7.12 Applications for hotels must not be found to contribute towards creating an overconcentration of short-stay accommodation in the locality. While the policy does not provide further guidance with regard to how an assessment should be undertaken of 'over-concentration', it does acknowledge the function and role of different short-stay typologies including budget hotels, traveller hotels, and boutique accommodation.
- 7.13 In undertaking an assessment of 'over-concentration' the applicant has submitted a Supplementary Planning Note which seeks to identify short-stay accommodation in the locality and its associated typology. In undertaking this assessment, the 'locality' has been defined by a 500m radius of the application site to replicate a prospective customers search area around Blackwall DLR. As detailed within the assessment, the applicant has identified 5 hotel operators including The Radisson Blu, Docklands Lodge, Ibis London Docklands, Rainbow Studio Canary Wharf, and Travelodge London Docklands.
- 7.14 It is noted that the applicant has not considered consented, but undeveloped, hotel sites. In making an assessment of overconcentration it is considered appropriate to consider the existing context, given the difficulty in ascertaining the likelihood of development for extant consents.
- 7.15 It is noted that of the 5 hotels within a 500m radius of the site, all are conventional hotels with the exception of Rainbow Studios which operates under an 'AirBnB' model. With regard to this, it is considered that the apart-hotel model would contribute towards the diversity within the existing short-stay accommodation market while not resulting in an 'overconcentration' within the locality.



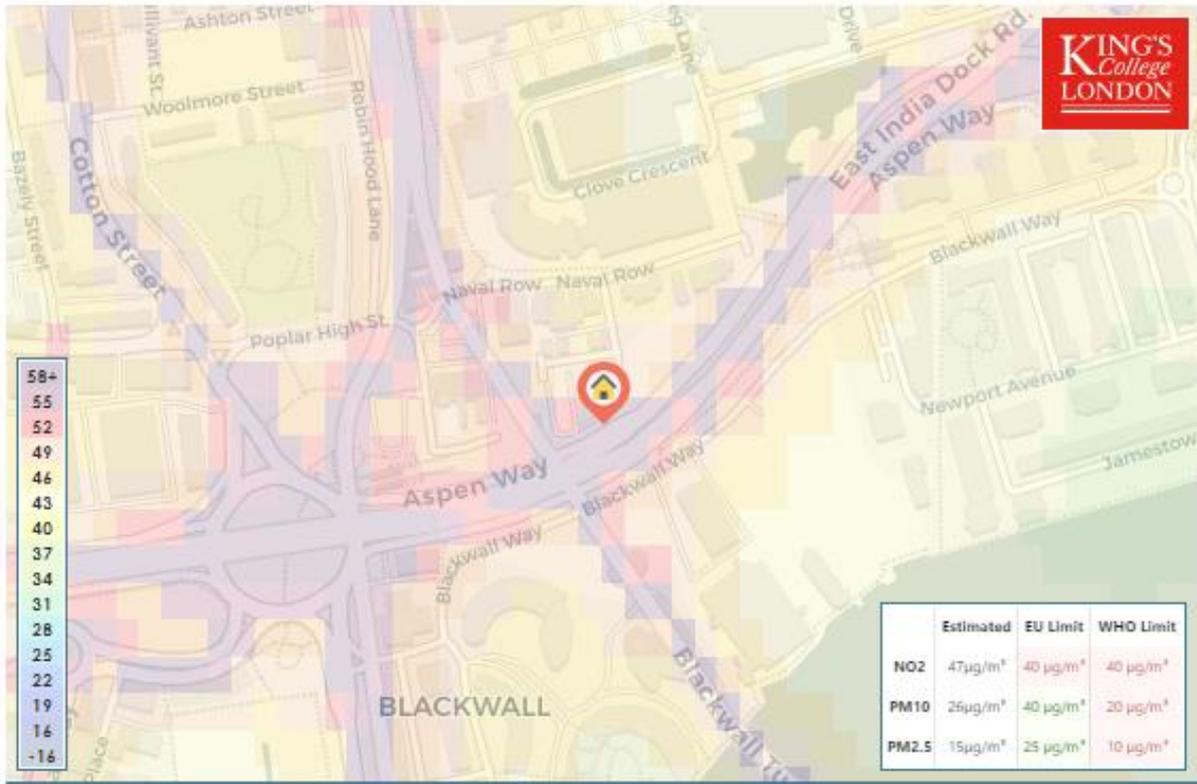
- 7.20 It is noted that Council policy officers, and objectors, raised concern with regard to the originally submitted residential study and as a result a more detailed study was subsequently undertaken by the applicant and appended to the application in December 2019. GLA Planning Officers are fundamentally supportive of the approach outlined by the applicant, as outlined within their Stage 1 consultation response.
- 7.21 The testing seeks to analyse the consented parameter blocks (I, J, K, N, and O) to assess whether the mix and tenure of residential units, as secured within the Outline consent and S106, could be maintained while absorbing the 73 units lost from Blocks P and Q. As such, the study sought to determine whether 643 units in total could be accommodated within the above blocks, at the below pre-determined residential mix:

<b>Target unit mix</b>
11.3% 1 bedroom
67.5% 2 bedroom
12.4% 3 bedroom
8.2% 4 bedroom
0.6% 5 bedroom

- 7.22 The methodology for determining the potential residential accommodation within Phase 4 was based on creating indicative layouts based on the parameter block maximum dimensions, and creating typical floor plates. As no Reserved Matters have been submitted or discharged for Phase 4, the unit layouts and floor plates have not been established for these Blocks and as such have been generated to indicate the potential capacity of the blocks. The study included provision for the appropriate amount of cycle and refuse stores, cores, and minimum internal standards.
- 7.23 The assessment concluded that Blocks I, J, K, N and O could accommodate 650 units, 7 more than required. The resulting residential mix is noted below, as compared against the consented targets for Phase 4:

<b>Modelled unit mix</b>	<b>Target unit mix</b>
10.2% 1 bedroom	11.3% 1 bedroom
68.9% 2 bedroom	67.5% 2 bedroom
12.0% 3 bedroom	12.4% 3 bedroom
8.2% 4 bedroom	8.2% 4 bedroom
0.8% 5 bedroom	0.6% 5 bedroom

- 7.24 It is considered in light of the updated residential study that the balance of Phase 4 has the likely capacity to absorb the units of Blocks P and Q which would be 'lost' by virtue of this application. It is noted that there remain concerns with regard to the detailed layout of some units, with particular regard to aspect ratios and composition of some blocks; however it is considered that the intent of the study which was to establish whether the quantum of housing could feasibly be re-provided is sound.
- 7.25 Further to the above study, it is crucial to note that the proposed scheme will serve to integrate as seamlessly as possible into the balance of Phase 4 and will provide considerable contributions to the Masterplan by way of the bus loop, viaduct enhancements, and child play spaces. These components are considered critical to delivering Phase 4 of the Masterplan which notably remains in fragmented ownership.
- 7.26 Mindful of the capacity of Phase 4 to absorb the 73 residential units of Blocks P and Q, and the significant contributions the application makes towards ensuring the successful delivery of the Masterplan, it is as such considered that the application does not compromise the ambition to deliver 1,575 new homes within the Blackwall Reach Masterplan and as such would not be contrary to part c of Policy D.TC6.
- 7.27 Further to the above, it is also considered that a hotel use on the site may be more appropriate than that of a sensitive use such as residential given the sites immediate proximity to the four lane carriageway of Aspen Way. It is noted that based on 2016 GLA Atmospheric Emissions Inventory data that the site, which is also recognised with the Local Plan Policies Map as having substandard air quality, suffers from particularly poor air quality with a particular regard for Nitrogen Dioxide levels as noted in the image below.



Nitrogen Dioxide ( $\mu\text{g}/\text{m}^3$ ) - Tower Hamlets, E14 9PS

Figure 4: Nitrogen Dioxide levels (2016)

- 7.28 With regard to the poor air quality, it is considered that a hotel use which will benefit from sealed rooms and no obligation to provide private amenity spaces such as that associated with typical C3 residential units is a preferable use within an area of particularly poor air quality.
- 7.29 It is noted that due to the separation from Aspen Way, the proposed youth play area would benefit from improved air quality when compared against the main development area within the site and as confirmed by LBTH Air Quality officers would be within acceptable thresholds for sustained play.
- 7.30 Due to the nature of the apart-hotel typology as being similar to that of 'serviced apartments' a Management Plan and controls on duration of stays will be conditioned on consent to ensure that the development meets the criteria of para 11.47 of Policy D.TC6 in ensuring that it remains short stay accommodation.
- 7.31 With regard to the above it is therefore considered that the proposed hotel use would be appropriately located, would not result in an overconcentration of short-stay accommodation, and would not prejudice Tower Hamlets' housing delivery aspirations. It is also noted that the proposed hotel use is considered a suitable alternative use within an air of particularly sub-standard air quality.
- 7.32 *Proposed B1 Uses*
- 7.33 The application includes the provision of eight flexible B1 workspaces, comprising of 'container units' along the periphery of the site at its interface with Aspen Way which total 220sqm of B1 use.

- 7.34 With regard to Policy, D.EMP2 of the Tower Hamlets Local Plan encourages the development of new employment space within designated employment locations, Tower Hamlets Activity Areas and identified site allocations. Where outside these designated areas, new employment floorspace must meet a series of tests as below:
- a) it can be demonstrated that there is a reasonable prospect of occupancy
  - b) the employment use would contribute towards integrated place making
  - c) the area forms part of a cluster of similar employment uses, or
  - d) the employment space is being provided as part of a temporary use
- 7.35 It is noted that while the site was located within the Blackwall Reach Site Allocation within the now superseded Tower Hamlets Managing Development Document (2013), this Site Allocation is no longer designated within the Tower Hamlets Local Plan.
- 7.36 While the site is located at the very periphery of the Poplar High Street Neighbourhood Centre and Blackwall Local Employment Location (LEL), it is noted that the application site therefore falls outside of a designated employment centre and as such is subject to the above tests.
- 7.37 It is considered that the flexible B1 uses within the scheme are appropriately sited adjacent the hotel use which will accommodate a significant business accommodation function. It is expected by virtue of their scale and nature that the office 'pods' would provide an opportunity for small and medium enterprise (SME) and start-up businesses which will benefit from the adjacency to short stay accommodation.
- 7.38 It is noted that the Blackwall LEL seeks to provide "smaller units suitable for small-to-medium enterprises". With regard to this, it is considered that while on the outside periphery of the LEL it would contribute towards this location aspiration. It is expected that due to the small scale and flexible nature of the office pods that it would foster local start-ups and small businesses within the Borough.
- 7.39 With regard to place making, it is considered that further activation and football beneath the DLR viaduct will enhance the vibrancy of the area and contribute towards the successful regeneration of a site with considerable anti-social behaviour pressures.
- 7.40 On balance it is considered the flexible workspaces within the development will contribute towards place making within the locality, and will complement the proposed and delivered uses within the Blackwall Reach Masterplan and the Blackwall LEL in accordance with the aims of part 3 to D.EMP2.

## **Design**

- 7.41 Development Plan policies require high-quality designed schemes that reflect local context and character and provide attractive, safe and accessible places that safeguard and where possible enhance the setting of heritage assets.
- 7.42 Policy S.DH1 of the Local Plan (2020) requires developments to meet the highest standards of design, layout and construction which respects and positively responds

to its context, townscape, landscape and public realm at different spatial scales. Development should be of an appropriate scale, height, mass, bulk and form in its site and context.

- 7.43 Policy D.DH4 requires developments to positively contribute to views and skylines that are components of the character of the 24 places in Tower Hamlets. Intrusive elements in the foreground, middle ground and backdrop of such views will be resisted. Development will be required to demonstrate how it:
- a) complies with the requirements of the London View Management Framework and World Heritage Site Management Plans (Tower of London and Maritime Greenwich)
  - b) positively contributes to the skyline of strategic importance, forming from the silhouettes of tall building clusters around Canary Wharf (as defined on the Policies Map)
  - c) preserves or enhances the prominence of borough-designated landmarks and the skyline of strategic importance in the borough-designated views (as defined in Figure 6)
  - d) preserves or enhances local views identified in conservation area appraisals and management guidelines
  - e) preserves or enhances visual connection of the public realm with water spaces, and
  - f) preserves or enhances townscape and views to and from the site which are important to the identity and character of the area
- 7.44 The Tall Buildings policy D.DH6 sets out the criteria for assessing the appropriateness of a tall building. The policy further directs tall buildings towards the designated tall building zones.

#### Height, Scale and Massing

- 7.45 The application site sits centrally within the Blackwall Tall Building Zone, which is described within Policy D.DH6 as requiring proposals to step down in height towards the edge of the cluster and to remain subservient to the Canary Wharf Tall Building Zone.
- 7.46 The application proposes a 24-storey tower, with a stepped 17-storey shoulder block which serves to break up the massing of the tower block. The scheme is intended to be metal clad, with twin shades of green providing visual contrast between the tower volumes within the architecture. The crowns of both elements are expressed vertically, with the upper level crown concealing plant and lift overruns at the roof, while the 17-storey rooftop will benefit from an outdoor space for use by guests.
- 7.47 The consented and built form context in which the development sites is typified by tall buildings. Notably the recently constructed Blocks H, G and L of Blackwall Reach Phase 1b consist of a 25-storey block and two 10-storey blocks to Poplar High Street. More centrally within the cluster sit Blocks I, K, M and J of the consented Phase 4 of Blackwall Reach which represent the tallest elements of the Outline Masterplan with upper levels of 37, 31, 14 and 8 storeys allowed by the parameter plans.



Figure 5: Contextual townscape view (Poplar Docks)

- 7.48 With respect to the above it is therefore considered that the scheme importantly relates appropriately to its built form context, and its role centrally within the Blackwall Tall Building Zone with particular regard for Policies D.DH6 and S.DH1.
- 7.49 In considering the broader policy requirements of Local Plan Policy D.DH6 it is considered that the proposed materiality will provide a successful contrast to other buildings in the locality, particular the masonry vernacular of the recently constructed Blocks H, G and I. It is considered in light of this to contribute positively towards a varied and interesting skyline within the locality.
- 7.50 As demonstrated within the submitted Townscape Assessment, particularly when considered in the cumulative assessment of consented blocks it is considered that the development does not detract from the townscape. The descent in height from the middle point of the tall building zone which is characterised by the 37-storeys of Block I is considered to contribute towards a 'nodal skyline' as identified within Tall Building Zone guidance in the Local Plan.
- 7.51 As noted by Borough Design and Conservation officers and Members of the Conservation and Design Advisory Panel (CADAP), the overall massing and height of the scheme is considered appropriate for its immediate context. It's impact on local heritage assets, particularly the Naval Row Conservation Area is noted as being limited, and is discussed in greater detail in the below 'Heritage' section of this report.
- 7.52 It is noted that the proposed building footprint immediately abuts the western boundary of the site at its interface with the adjoining site at Prestage Way. It is

acknowledged that this interface is particularly strained, and will result in a building built to the near boundary of the adjacent site.

- 7.53 At present the site is occupied as predominantly a storage and goods yard, and within the Blackwall Reach Masterplan will accommodate the realignment of Prestage Way above the Blackwall Tunnel Exclusion Zone and parts of Blocks K, N and M within the parameter plans of Phase 4. In its present state the adjoining site would not be detrimentally impacted, visually, with regard to the adjacency of the building. Further to this, given the sites usage, it is not considered that there are any reasonable impacts to amenity or its operational requirements.
- 7.54 It is further considered that the relationship would not unduly impact on the alternative development ability of the site given its relative size and physically unconstrained nature, as compared to the application site.
- 7.55 In considering the acceptability and impact of the buildings siting at the boundary, it is important to note that the Blackwall Tunnel Exclusion Zone, as below, bisects the adjacent site near the boundary with the application site. This exclusion zone precludes substantial build over, and would therefore restrict any large schemes from similarly building in close adjacency to this boundary.

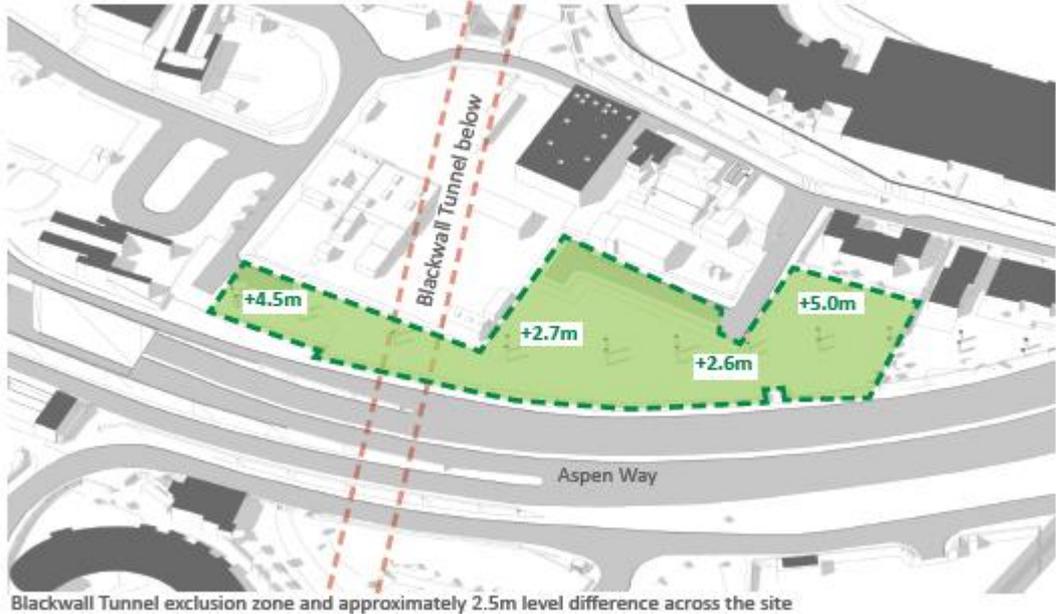


Figure 6: Blackwall Tunnel Exclusion Zone

- 7.56 Furthermore, the proposed siting of the building does not serve to conflict with any remaining parameter blocks of the Outline Consent with regard to proximity or separation at this western interface. Mindful of the adjoining site constraints, the limited impact to adjoining parameter blocks and the considerable public benefits of the scheme it is considered the limited setback from the adjoining site is considered acceptable.

Appearance and materials

**Tower Block**

- 7.57 The architecture of the building is defined by two intersected volumes comprising of 17 and 24-storey tower blocks. The façade is comprised of repetitious metal panels and expressed fins which enhance the verticality of the scheme and provides a commercial aesthetic to the building which will add to its distinctiveness in the locality.
- 7.58 Fenestration to the broader norther and southern elevation consist of large glazed panelling which reflect the interior composition of the apart-hotel rooms and provides a reflective quality which contrasts with that of the metal cladding. The slender eastern and western elevations benefit from more limited and slimmer fenestration, with the vertical fins of the metal cladding more clearly expressed in these elevations – enhancing the verticality and slenderness of these elevations.
- 7.59 The palette of the two intersecting volumes which comprise the tower block consists of two shades of dark green, providing contrast between the blocks and an interesting visual point of different within the locality. It is considered the palette and materiality will ensure the proposal reads as an identifiable and distinct contribution to the Tall Building Zone and skyline around Blackwall DLR.



Figure 7: South Facing CGI

- 7.60 Both volumes terminate with an expressed and transparent crown. The façade system of the shoulder block extends beyond the upper level floorplates to enclose an outdoor amenity space for hotel guests, while the 24-storey upper level crown conceals the roof plant and lift overrun. The crowns of both components contribute towards distinctiveness within the skyline, without being overly dominant or stylized.

## Lower Levels

- 7.61 The design of the lower levels of the proposal, at its intersection with the public realm and landscaping, are considered of critical importance in the success of the building given its site context and layout.
- 7.62 The siting of the building ensures that the development will benefit from 3 frontages, which will eventually extend to 4 once the balance of Blackwall Reach Phase 4 is built out. The primary access to the site is anticipated to be from Prestage Way and Blackwall DLR, beneath the viaduct. As such, the lower level treatment is considered particularly important given the future 360 degree frontage of the site.
- 7.63 The primary entrance to the hotel is by way of the southern edge of the building line, which interfaces directly beneath the DLR viaduct with the proposed landscaping enhancements. The hotel entrance itself is located on the south-eastern corner of the building line and recessed beneath an almost triple height overhang, with a sheltered cut out at ground level defining the means of access for guests arriving primarily from the DLR. A separate access for the restaurant and café is located more centrally within the southern elevation, and benefits from an identical entry treatment.
- 7.64 The metal cladding of the building, which is the predominant material of the tower blocks, terminates at a double height ground and mezzanine floor which will comprise of reconstituted stone. The ground level frontages are characterised by tall glazed windows which frame the internal reception, lobby and restaurant and café areas.



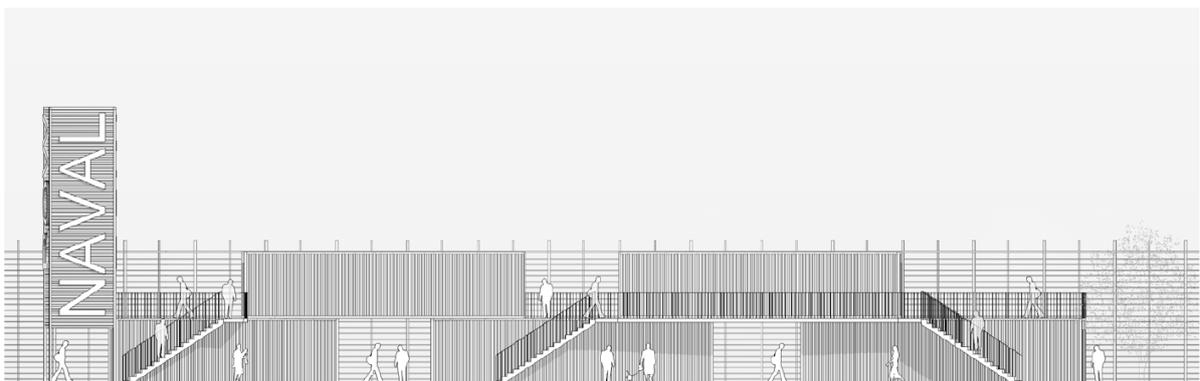
Figure 8: Ground Floor Pedestrian Entrance CGI

- 7.65 The proposed ground floor treatment is considered to ground the building successfully, and provides a successful distinction in materiality between the upper levels of the tower block of the hotel and the ground floor pedestrian experience which is broadly supported by Borough Design Officers.

- 7.66 It is noted that officers raised concern with regard to the level of activation, given its unusually high level of frontages when considered in the 'final' arrangement following the implementation of Blackwall Reach Phase 4. In support of the application the applicant has submitted an active frontages assessment which outlines the maximum level of activation possible with regard to servicing requirements and site constraints has been achieved.
- 7.67 In summary, in the final layout whereby Prestage Way is re-aligned in accordance with the ambitions of Blackwall Reach Phase 4, the scheme would benefit from 78.9% active frontages at ground level. The limited amount of servicing requirements to the northern Scouler Street frontages constitutes only 18.6% of the overall northern elevation. While in the final arrangement it will have greater visibility due to the continuation of Scouler Street through the neighbouring sites, in the interim arrangement the limited amount of inactive frontage will be sited furthest away from pedestrian areas while maximising the primary southern, northern and eastern elevations.
- 7.68 Overall the lower level treatment of the building is considered a successful grounding of the tower blocks and provides an appropriate pedestrian scale while contrasting the upper level metallic finishes with a reconstituted stone finish. It is considered that the design quality of the building will be critical to its success, and as such detailed material conditions will be placed on consent to ensure the high quality finishes of all building materials.

### Office Pods

- 7.69 Set to the southern boundary of the site, and providing visual screening and acoustic amelioration to Aspen Way, the office pods serve an important design role within the scheme.
- 7.70 The eight office pods are arranged in two groups of five and three, with an interlocking stacked design as highlighted below. In appearance terms, the pods will look similar to that of shipping containers and are designed internally to provide flexibility to small and medium enterprises and are described within the submitted Planning Statement as supporting local start-ups.



02 Container Elevation 02  
1:100

Figure 9: Demountable Office Pods (Elevation)

- 7.71 The appearance would be similar to that of other in-situ shipping container developments, with the most notably example being that of Boxpark Shoreditch and Brixton. The detailed design of these pods will be secured by condition, but it is anticipated their external finishes could provide flexibility and vibrancy within the landscape while fulfilling a practical role in visually and acoustically screening the impacts of Aspen Way which abuts the site to the south.
- 7.72 The office pods will also serve to provide much needed passive surveillance in an area which at present is subject to anti-social behaviour. The activation these pods will provide within the landscaping will be crucial, and will further increase the footfall from the Blackwall DLR, to the considerable benefit of the scheme.
- 7.73 Vertical elements are included within the container units, which will provide wayfinding for the site beneath the DLR viaduct. The final detailed design of these containers will be secured by condition upon consent.

### **Landscaping & Play Space**

- 7.74 The proposed landscaping represents a significant public benefit within the scheme, as does the associated child play space at the eastern periphery of the application site. The scheme seeks to integrate as closely as possible with the aspirations of the Blackwall Reach Outline Consent, and provides for both an interim and long term landscaping arrangement which safeguards infrastructure delivery such as the proposed bus loop through Phase 4 and the site while providing for a high quality public realm and urban design response in the intervening period.
- 7.75 In addition to the regeneration of an underutilised carpark space beneath the elevated DLR viaduct, the scheme accommodates for critical infrastructure associated with Phase 4 of the Blackwall Reach Masterplan in order to seamlessly 'slot in' with the final development.
- 7.76 The provision within the landscaping schemes for the site include an immediate 'interim' layout (as below) which will be in place until such a time as the balance of Phase 4 is brought forward and the re-alignment of Prestage Way. This interim scheme will provide for a bus-loop through the site, as supported by Borough Highways Officers and Transport for London (TFL) bus operations and planning officers.



Figure 10: Interim Landscaping Arrangement

- 7.77 In supplementing this bus loop, the public realm beneath the viaduct and around the proposed hotel and office units will be revitalised with hard and soft landscaping and a robust lighting strategy to create a vibrant enhancement of an underutilised and area typified by anti-social behaviour. The landscaping will comprise of a series of ‘character areas’ moving from the DLR connection at the west, through the central public plaza and onwards to the play area. Each area will be characterised by hard and soft landscaping defining each area.
- 7.78 It is noted that at this point of the DLR viaduct it benefits from an atypically high separation distance from the ground, which will allow for generous sunlighting from the south to support the soft landscaping.
- 7.79 The viaduct space will incorporate public seating, and passive amenity spaces within it, particularly notable at the western edge of the scheme at the entrance from the Blackwall DLR station. A meandering path will provide wayfinding west to east to provide an intuitive guidance towards the active youth play space at the eastern periphery of the site.
- 7.80 A considerable amount of soft landscaping and tree planting is included at the pedestrian entrance to the restaurant and café and along the edge of the public realm skirting the building footprint, providing a high quality entrance to the public areas of the building and the guest lobby.
- 7.81 It is noted that within the scope of this application the proposed enhancement works to Scouler Street, which are identified within Phase 4 of the Blackwall Reach Masterplan, are to be brought forward and delivered by the applicant within this permission, to be secured by way of s.106 obligation. These enhancements include

resurfacing Scouler Street and shifting the carriageway to the north, removal of the northern footway and retention of the two mature large canopy trees.

7.82 The 'long term' arrangement is designed to accommodate the final realignment of Prestage Way once Phase 4 has been completed. This arrangement ensures the reinstatement of landscaping and treatments to the western entrance to the site, and provides an even greater level of public enjoyment due to the partial remove of the carriageway at this location.



Figure 11: Final Landscaping Arrangement

7.83 In addition to the landscaping of the carpark space, the scheme will deliver a large multifunctional youth play space at the eastern edge of the site. The play space contribution seeks to address the allocation of the space within the Outline Consent for an active play area. Notwithstanding the desire to accommodate a MUGA at this location, due to the siting of viaduct pylons it is not possible to deliver a full sized pitch.

7.84 As with the delivery of the bus loop the provision of a child play space at this location has no grounds in policy requirements for a hotel scheme and instead continues to ensure that the application site is able to 'slot in' to Phase 4 as successfully as possible through delivering the latent infrastructure requirements within the site.

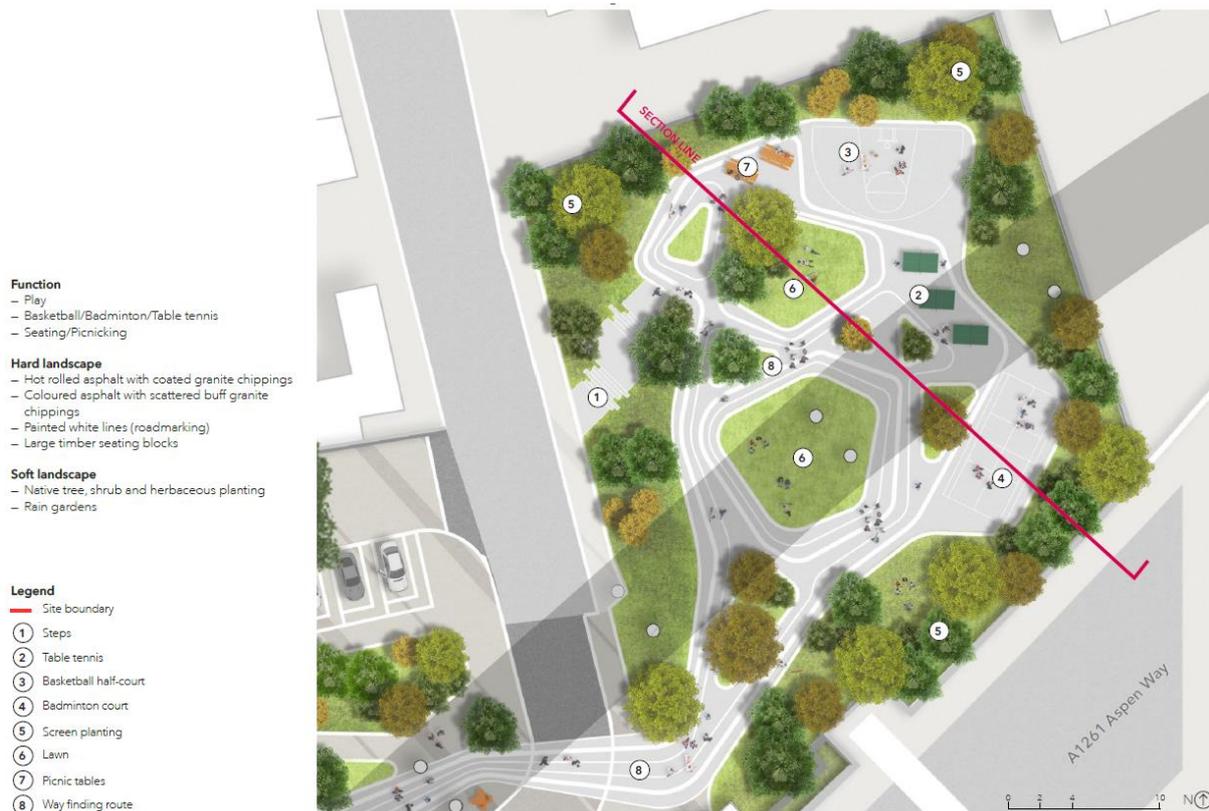


Figure 12: Multifunctional Playground

- 7.85 The child play space will address a significant shortfall of active play in the locality, and is targeted at upper ages from 12 and above. These age grounds require more active provision within open space, and this will be accommodated through basketball, table tennis and badminton courts within the landscaped play area. The play area will be heavily landscaping, particularly at the interface with Aspen Way, and will provide passive and active functions to a high standard.
- 7.86 It is noted that the site is constrained by a considerable slope in the land which rises from approx. 3m at the southern entrance of the hotel to 4.85m at the middle of the child play site. To ensure accessibility for all users the play space will be ramped from beneath the viaduct up to the child play area as well as the inclusion of stepped access from Quixley Street.
- 7.87 As noted earlier, the generous elevation of the DLR tracks above the site allows for considerable planting beneath it as highlighted in the below image of the multifunctional play area. The plantings will allow for a green screening to the adjacent neighbours at Naval Row as well as to Aspen Way providing for visual and acoustic amelioration to these interfaces.



Figure 13: Multifunctional Playground (Section)

- 7.88 The landscaping enhancements across the site contribute towards an Urban Greening Factor of 0.39, which exceeds the target score of 0.3 for commercial developments within draft new London Plan Policy G5 and serves to highlight the contribution the scheme makes towards regenerating the existing viaduct underpass.
- 7.89 The proposed landscaping within the scheme, and multifunctional play space, are considered significant public benefits and serve to directly accommodate critical infrastructure as identified within the Blackwall Reach Masterplan. The proposed bus loop will provide interim and long term arrangements for bus services, and have been designed in collaboration with TFL officers, while the youth play area will address a deficit in the locality and achieve the ambitions of the Outline Consent.

#### Safety and Security

- 7.90 The proposal will act to enhance safety and security in the locality which at present due to the sites recessed nature beneath the DLR viaduct, limited activation as a private car-park, and its immediate proximity to the elevated Blackwall DLR station has resulted in anti-social behaviour concerns in the locality.
- 7.91 The new landscaping and various enhancements to the car-park will dramatically increase footfall associated with both the hotel and office uses on site, as will the relocation of the bus stands within the site boundary.
- 7.92 The site will remain open to the public at all times; including the multifunctional play area to the east of the site. Enhancements to lighting will be crucial in ensuring the site remains safe, and a final lighting strategy will be conditioned and consulted with Metropolitan Policy, as will Secure by Design Accreditation.

#### 7.93 Conclusion

- 7.94 The proposed hotel tower block on site is considered appropriately located to accommodate a tall building which will respond positively to its built and consented development. The materiality and architectural response of the tall building will respond positively to the skyline of the Blackwall Tall Building Zone, with design detail breaking up the broad north/south elevations while accentuating the slenderness of the east/west elevations.

- 7.95 The proposed offices pods are considered to contribute positively towards place making on site, and will provide an interesting character and diversity to the built form on site.
- 7.96 The landscaping, and delivery of the multifunctional playground, are welcome additions to the scheme and are considered as significant public benefits. The continued intention to integrate with Phase 4 of the Blackwall Reach Masterplan is welcomed, and the enhancement works beneath the DLR viaduct and delivery of the bus loop will contribute positively towards place making and regeneration.
- 7.97 As such, the proposed development meets the requirements of tall building policy D.DH6 of the Local Plan (2020), policy 7.7 of the London Plan (2016) and policy D9 of the New Draft London Plan (2019).

#### Inclusive Design

- 7.98 Policy 7.2 of the London Plan (2016), and policy S.SG2 of the Tower Hamlets Local Plan seek to ensure that developments are accessible, usable and permeable for all users and that a development can be used easily by as many people as possible without undue effort, separation or special treatment.
- 7.99 The ground floor is set at grade level and offers step free, wheelchair access. Furthermore, the proposed development will provide 4 accessible car parking space which is reserved for use by disabled visitors.
- 7.100 Policy E10 provides flexibility with regard to providing for either 10% accessible bedrooms, or 15% accessible hotel rooms. The applicant has demonstrated that 38 bedrooms (11% in total) will be designed as accessible. In line with the policy ambitions of E10 within the draft New London Plan, a condition will be secured on consent requiring the submission of detailed design of the accessible bedrooms.
- 7.101 It is considered that the proposal would result in a scheme that would be well connected to its surroundings and would provide hotel accommodation that can be used safely and easily and with dignity for all regardless of disability, age, gender, ethnicity or economic circumstances in accordance with policy.

#### **Heritage**

- 7.102 Policy S.DH3 of the Local Plan (2020), policy 7.8 of the London Plan (2016) and policy HC1 of the New Draft London Plan (2019).require development affecting heritage assets and their settings to conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

#### Strategic Views

- 7.103 The Heritage, Townscape and Visual Impact Assessment (HTVIA) as submitted in support of the application includes 20 verified views (as below) which consider the likely significant effects of the proposed development on a number of representative townscape views.



Figure 14: Location of views

7.104 These views were chosen through rigorous pre-application discussions which focused on the impacts in particular to the listed All Saints Church and Naval Row Pumping House as well as to the Naval Row Conservation Area.

7.105 The submitted AVRs confirm that the height of the development, particularly when considered within the cumulative scenarios, do not create an unreasonable impact on townscape views with regard to its height. As described in the earlier sections, the height is considered proportionate to its role in a Tall Building Zone, and Opportunity Area, amongst other tall buildings.

7.106 It is considered that the impact to the setting of All Saints Church is limited, with its appearance in the background to its setting not considered harmful to its significance as a listed asset. Similarly, it is considered that a tall building set within the backdrop to both the listed East India Dock Boundary Wall and Naval Row Pumping House does not detract from their setting or significance to an unreasonable degree.

#### Surrounding Conservation Areas

7.107 The application site sits in close proximity to the Naval Row Conservation Area, and will feature prominently in the backdrop to both the Conservation Area itself and the Grade II Listed Naval Row Pumping House located at 66 Naval Row. It is noted that the built form of the tower will be set back approximately 30m from the Conservation Area itself.

7.108 It is noted that Borough Design and Conservation Officers, Historic England and Conservation specialists of the Conservation and Design Advisory Panel, raise no in-principle objection to the application on heritage grounds while acknowledging that the scheme will have some limited impact on assets, it would represent less than substantial harm to the assets.

7.109 It is of note that objectors have raised concern with regard to the application sites proximity to the Naval Row Conservation Area, and its considerable increase in height with regard to the consented parameter plan Blocks P and Q within the Masterplan.



Figure 15: View 2 (Naval Row CA & Listed Pumping House)

7.110 In understanding the schemes impact on the Naval Row Conservation Area in particular, it is noted that the special quality of the Conservation Area is described within the supporting text of its Management Plan is generated by the “surviving structures associated with the historic port and shipbuilding activities of the 19<sup>th</sup> Century”. Within the appraisal it is noted that it does not consider the inclusion of contemporary buildings within the background as a risk to be considered in preserving the special character of the CA.

7.111 Policy S.DH3 places the onus on developers to ensure that proposals must preserve, or where possible, enhance the Borough’s designated and non-designated heritage assets in a manner appropriate to their significance. It is noted that the Naval Row Conservation Area is a particularly modest Conservation Area which preserves a collection of interesting and characterful maritime and naval heritage assets including the Dock Wall and Pumping House.

7.112 It is noted that tall and contemporary buildings now provide a backdrop to the Conservation Area, with the New Providence Wharf’s Charrington Tower and Blackwall Reach Phase 1b forming part of this contemporary background to the Conservation Area. These contemporary buildings do not unacceptably compromise the setting of the building, and it is considered that this proposal would preserve the special quality of the Conservation Area which is rooted in the varied collection of maritime buildings along Naval Row.

7.113 Furthermore, it is considered that when viewed in a cumulative sense that the application site does not detract any further from the setting of the Conservation Area than that of the consented blocks of I, J and K as seen in the below image.



Figure 16: View 2 - Cumulative (Naval Row CA & Listed Pumping House)

7.114 In summary, it is considered that while the building will contribute towards a collection of buildings within the backdrop to the Naval Row Conservation, it's siting, height and massing does not detract from the significance or setting of the Conservation Area due to the defined significance of the CA being found within the collection of buildings itself.

#### Archaeology

7.115 Development plan policies require measures to identify, record, protect, and where appropriate present the site's archaeology. The application site is located with an Archaeological Priority Area, and it is acknowledged within the submitted Archaeological Assessment that the site has a high potential for prehistoric cultural remains.

7.116 The Greater London Archaeological Advisory Service (GLAAS) was consulted within the scope of the application, who determined that the application lies within an area of particular archaeological interest and that further investigative work should be undertaken prior to determining the application due to the relatively undisturbed nature of the car-park site, and its historic setting overlooking the Thames Marshes aligned with the east-west Roman routeway from the City.

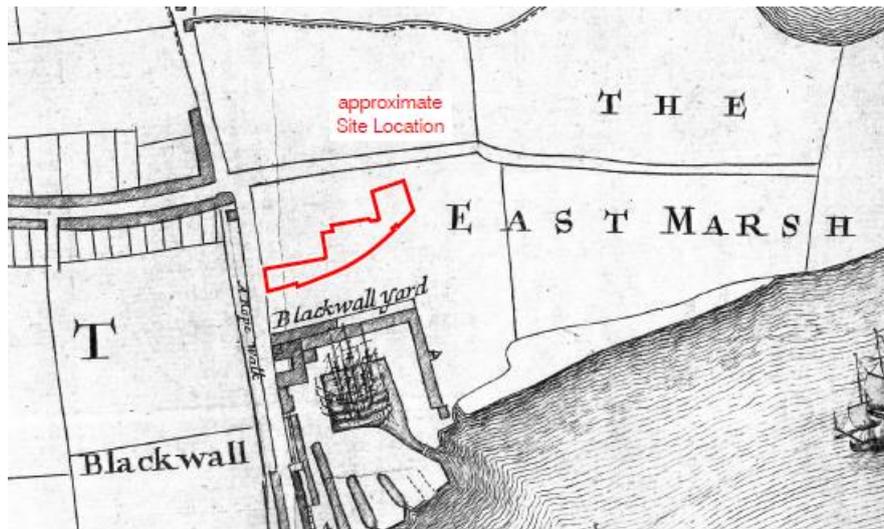


Figure 17: Historic Setting

7.117 It was recommended that the applicant undertake geo-archaeological coring within the site, to determine that there would be no conflict between the building's siting and archaeological artefacts or remains. This work was undertaken in May 2020 and determined that while the findings were notable, that fieldwork could be safely conditioned upon consent.

7.118 GLAAS advisors have requested two conditions be placed on consent to secure a written scheme of investigation and implementation of a scheme of public heritage for the benefit and education of site users. Both conditions are recommended to be tied to this consent.

### Neighbouring Amenity

7.119 Development Plan policies seek to protect neighbour amenity safeguarding privacy, not creating or allowing unacceptable levels of noise and ensuring acceptable daylight and sunlight conditions.

#### Daylight and Sunlight

7.120 Guidance relating to daylight and sunlight is contained in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight' (2011).

7.121 There are a number of residential properties surround the site which can be impacted by the development, these along with consented residential units within Blackwall Reach Phase 4 have been tested as part of the application, and the results have been independently reviewed by Delva Patman Redler (DPR) on behalf of the Council, these are discussed below.

7.122 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), also referred to as Daylight Distribution (DD), 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.

- 7.123 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.
- 7.124 The applicant has submitted a Daylight and Sunlight Report prepared by CPMC in support of the application. As the site forms part of the Blackwall Reach Outline Consent, the applicant has modelled against a series of scenarios with the prescribed 'baseline' being that of the Outline Consent in which the impacts of Blocks P and Q are modelled against other parameter blocks within the Masterplan (most notably Blocks O1 and O2) and other existing residential developments.
- 7.125 While it is noted within DPR's review of CPMC's report that another baseline should be considered whereby the impacts of the proposed scheme are considered in isolation against the prevailing Masterplan, considerable weight is given to the cumulative assessment of the Masterplan given this has been the approach consistently since 2012.

Impact on neighbouring properties

- 7.126 CPMC's review has evaluated loss of daylight and sunlight to existing and consented properties using the BRE Report BR 209, Site Layout Planning for Daylight and Sunlight, a guide to good practice. The Council appointed DPR as an independent Daylight and Sunlight consultant to review the applicant's Daylight/Sunlight Information.
- 7.127 The following developments, and neighbouring properties have been assessed and are identified in Figure 18 below:
- Block K, Blackwall Reach Masterplan (*consented parameter plan*)
  - Block M, Blackwall Reach Masterplan (*consented parameter plan*)
  - Block N, Blackwall Reach Masterplan (*consented parameter plan*)
  - Block O1, Blackwall Reach Masterplan (*consented parameter plan*)
  - Block O2, Blackwall Reach Masterplan (*consented parameter plan*)
  - 26 Naval Row (*consented*)
  - Naval House (*existing*)
  - 62 – 64 Naval Row (*existing*)
  - Steamship Public House (*existing*)

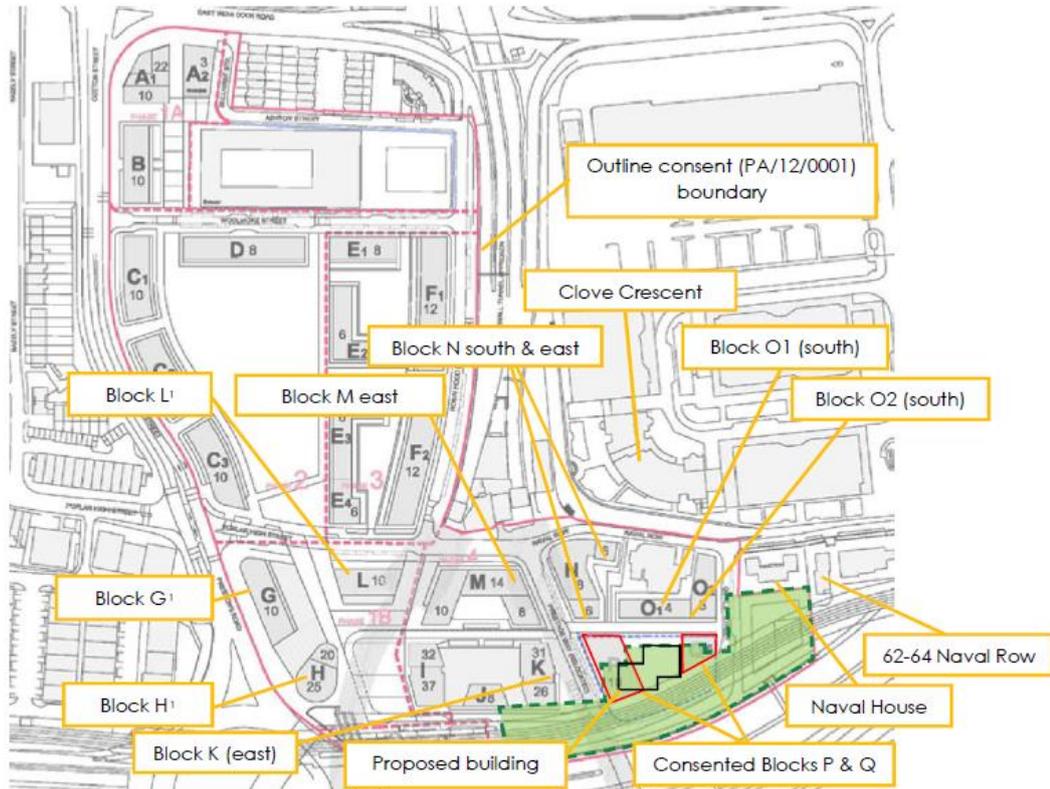


Figure 18: Tested properties (excl. Steamship Public House & 26 Naval Row)

## Daylight

7.128 The tables below show a summary of the impacts of the proposals for each of the 9 properties listed:

Property	Number of Windows / 'Rectangular Test Areas' Tested	Windows that meet BRE Guidelines		VSC Windows No. of Windows Experiencing Adverse Impacts			Number of Improved windows / Rectangular Test Areas
		No.	%	20-29.99% loss (minor adverse losses)	30-39.99% loss (moderate adverse losses)	>40% loss (substantial losses)	
Block K	145	145	100%	0	0	0	29
Block M	72	71	99%	1	0	0	0
Block N	64	41	64%	21	2	0	12
Block O1	28	6	21%	2	5	15	3
Block O2	10	10	100%	0	0	0	8
Naval House	38	38	100%	0	0	0	0
62 - 64 Naval Row	19	19	100%	0	0	0	0
<b>Total</b>	<b>376</b>	<b>330</b>	<b>88%</b>	<b>24</b>	<b>7</b>	<b>15</b>	<b>52</b>

Figure 19: Daylight Impacts

Naval Row - Additional Daylight Distribution (DD) Testing								
Floor Ref.	Room Ref.	Property Type	Room Use.		Lit Area Existing	Lit Area Proposed	Pr/Ex	Meets BRE Criteria
<b>26 Naval Row</b>								
First	R1	Residential	Bedroom	Area m2	4.65	4.05	87.00%	YES
				% of room	36%	31%		
	R2	Residential	Bedroom	Area m2	5.70	5.19	91.00%	YES
				% of room	40%	37%		
	R3	Residential	Bedroom	Area m2	5.55	4.99	90.00%	YES
			% of room	29%	26%			
R4	Residential	Bedroom	Area m2	5.60	5.26	94.00%	YES	
			% of room	38%	36%			
R5	Residential	LKD	Area m2	10.71	9.67	90.00%	YES	
			% of room	32%	28%			
Second	R1	Residential	Bedroom	Area m2	4.39	3.82	87.00%	YES
				% of room	34%	29%		
	R2	Residential	Bedroom	Area m2	5.37	5.49	102.00%	YES
				% of room	38%	39%		
	R3	Residential	Bedroom	Area m2	5.29	5.11	97.00%	YES
			% of room	29%	28%			
R4	Residential	Bedroom	Area m2	5.78	5.28	91.00%	YES	
			% of room	39%	35%			
R5	Residential	LKD	Area m2	25.96	24.82	96.00%	YES	
			% of room	77%	74%			
Third	R1	Residential	LKD	Area m2	26.54	26.44	100.00%	YES
				% of room	84%	84%		
	R2	Residential	Bedroom	Area m2	8.49	7.84	92.00%	YES
				% of room	82%	75%		
R3	Residential	Bedroom	Area m2	9.40	8.34	89.00%	YES	
			% of room	77%	69%			
R4	Residential	Bedroom	Area m2	9.72	4.84	50.00%	NO	
			% of room	75%	37%			

Figure 20: 26 Naval Row (Daylight Distribution)

Naval Row - Additional VSC and APSH Results (The Steamship)															
Floor Ref.	Room Ref.	Property Type	Room Use.	Window Ref.	VSC	Pr/Ex	Meets BRE Criteria	Window Orientation	Annual	Pr/Ex	Meets BRE Criteria	Winter	Pr/Ex	Meets BRE Criteria	
<b>The Steamship</b>															
First	R1	Residential	Bedroom	W1	Existing 8.34 Proposed 7.99	0.96	YES	175°	19	1.00	YES	2	2.50	YES	
	R2	Residential	Kitchen	W2	Existing 16.43 Proposed 11.09	0.67	NO	175°	38	0.68	YES	4	0.75	MARGINAL	
				W3	Existing 21.74 Proposed 20.01	0.92	YES	85°N	26	*North*	3	*North*			
				W4	Existing 16.46 Proposed 15.08	0.92	YES	85°N	*North*	*North*					
Second	R1	Residential	Bedroom	W1	Existing 19.77 Proposed 14.16	0.72	NO	175°	44	0.75	YES	11	0.73	YES	
	R2	Residential	Bedroom	W2	Existing 21.20 Proposed 15.27	0.72	NO	175°	33	0.78	YES	8	0.64	YES	
									49			11			
									38			7			

Figure 21: Steamship Public House (VSC & APSH)

Naval Row - The Steamship Daylight Distribution (inc dual and single aspect kitchen scenarios)								
Floor Ref.	Room Ref.	Property Type	Room Use.		Lit Area Existing	Lit Area Proposed	Pr/Ex	Meets BRE Criteria
<b>The Steamship</b>								
First	R1	Residential	Bedroom	Area m2	5.98	5.54	93.00%	YES
				% of room	64%	59%		
	R2	Residential	Kitchen (Dual Aspect)	Area m2	13.80	13.84	100.00%	YES
				% of room	98%	98%		
R2	Residential	Kitchen (single aspect)	Area m2	10.76	8.57	80.00%	YES	
			% of room	76%	61%			
Second	R1	Residential	Bedroom	Area m2	8.84	7.29	82.00%	YES
				% of room	94%	78%		
	R2	Residential	Bedroom	Area m2	7.64	6.30	82.00%	YES
				% of room	96%	79%		

Figure 22: Steamship Public House (Daylight Distribution)

7.129 It is noted that VSC impacts resulting in a 20-29.99% loss are considered minor adverse, 30-39.99% moderate adverse and over 40% as substantial adverse impacts.

#### Blocks K, M, N, O1 & O2 – Methodology

7.130 When undertaking the assessments for the consented parameter plans of Blackwall Reach, the applicant has tested against the previous baseline and impacts included the consented Blocks P and Q which will be replaced by the proposed scheme. DPR have considered this approach acceptable in their review; however requested a secondary baseline be considered whereby the impacts of the proposed scheme are considered in isolation, which was subsequently undertaken by CPMC for the purpose of completeness.

7.131 It is noted that DPR raise issue with CPMC’s application of BRE guidance in terms of comparing percentage reductions (i.e. 20% in the case of VSC and APSH) between the Outline Consent and the proposal. It is acknowledged that this does represent explicit application of the BRE guidance, and is used as a comparative baseline.

7.132 Due to the outline nature of the extant permission, the internal layouts and configuration of the rooms are unknown and as such façade testing has been undertaken – a methodology which was reviewed and supported by DPR in their review. In undertaking this assessment, CPMC have followed the same approach as that during the 2012 Outline Consent whereby the facades are divided into c.3m rectangular “test areas” to ensure the effect on sections of the façade can be relatively easily identified and considered

7.133 The second part of this testing involved considering the mean façade VSC for the entire neighbouring facades facing the site, and the lower levels of the immediate elevations. This assessment serves to give more detailed impacts at lower levels where the effects of overshadowing are worse, and to provide a more accurate assessment of impact.

#### Daylight

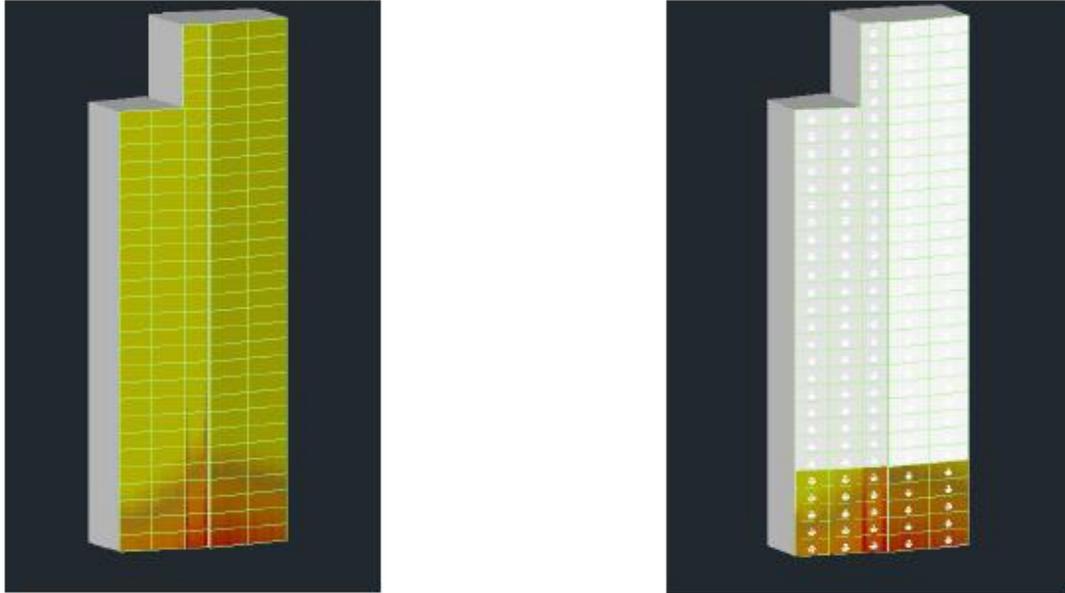


Figure 23: Facade Testing & Lower Level Detailed Testing

### Block K

7.134 Block K is a 31 storey tower block to the immediate west of the application site, as identified in Figure 18. With regards to daylight, the façade testing result in a VSC mean of 30.4 – reduced from 33.55 when compared against the original Blocks of P and Q. Lower level testing highlights that the lowest 4 levels of Block K gains an improved daylight condition with a VSC mean of 25.01 compared with 19.59 in the Outline Consent. This is attributed to the loss of Block P which maintained a closer and broader elevation to Block K. The testing highlights 0 adverse impacts, and 29 improvements.

### Block M

7.135 Façade testing of Block M show that all areas pass the VSC test with the exception of one area on the seventh floor which falls short (0.01) of the BRE criteria. The results from the full façade analysis show an average VSC of 21.89 compared with 23.76 against the consented scheme, while the lower level testing results indicate a VSC mean of 13.61 down from 14.77.

### Block N

7.136 Block N, an L-shaped block sited to the corner of Prestage Way and Naval Row, suffers 23 VSC transgressions (21 minor, 2 moderate adverse) between ground and seventh floors. The analysis also shows improvements within 12 study areas with some instances benefitting from 100% improvement in mean VSC values. The average results for the façade analysis show a VSC mean of 19.72 down from 21.68 against consented. Lower level testing results in a score of 15.95 against 15.58 consented.

- 7.137 The southern edge of Block N has been tested separately, and the mean VSC result of 12.85 at this elevation highlights an improvement against the previous result of 8.38. These impacts as caused by the proposed scheme are considered by DPR in their review as “minor additional impacts” when compared against the outline consent.
- 7.138 CPMC undertook further testing of the Block N courtyard facades, which highlighted a series of failures. CPMC notes that due to their siting, it is particularly unlikely that habitable rooms would face out from this space as placing windows within a winged/internal courtyard corner area is advised against in BRE guidance and the area already benefits from poor lighting. DPR conclude that the configurations on this façade will need to be reviewed further in reserved matters submissions for Block N and should not be heled against this application.

### Block O1

- 7.139 Block O1 is sited immediately to the north of the application site, and it is anticipated would be most heavily impacted by the proposed scheme. The Block is described within the 2012 Outline Consent as forming a row of townhouses, and while internal layouts have never been developed due to the lack of Reserved Matters being discharged, it is anticipated that the internal arrangements would allow for some level of dual aspect due to this likely housing typology.
- 7.140 None of the 28 test areas within the southern elevation of Block O1 would achieve the 27% VSC; however it is noted that these results remain the same as the Outline Consent. Of these 28 windows, 15 suffer major adverse impacts, 5 moderate adverse and 2 minor adverse impacts when compared against the consented Blocks P and Q, with 3 windows benefiting from improved VSC conditions. Overall, both CPMC and DPR have concluded that these constitute major adverse impacts.
- 7.141 The impacts to Block O1 result in a mean VSC of 11.54 compared to 18.41 with Blocks P and Q in place.
- 7.142 In considering the impacts to Block O1, CPMC have undertaken a comparative analysis against the now built blocks of Phase 1b of the Blackwall Reach Masterplan (Blocks G, H & L). It notes that the full height mean VSC result for the southern aspect of Block G is 11.93, as compared to 11.54 as an impact to Block O1 due to the proposed scheme, which DPR note in their review as being not dissimilar impact levels.
- 7.143 CPMC also highlight that the previous impacts of Block P and the southern aspect of Block N resulted in a mean VSC of 8.38, notably lower than that of the impacts to Block O1 and which would not benefit from a potential dual aspect townhouse typology.

### Block O2

- 7.144 Block O2 maintains a narrow aspect to the application site at its southern edge. When assessed against the consented scheme, it is noted that there are no VSC transgressions and 8 of 10 study areas benefit from significantly improved VSC conditions. The overall VSC mean rises to 23.53 from 18.57 when compared to the Outline Consent.

### Naval House

7.145 As an existing residential property, all windows and rooms have been tested. All rooms pass with regard to VSC and DD.

### 62 – 64 Naval Row

7.146 As an existing residential property, all windows and rooms have been tested. All rooms pass with regard to VSC and DD.

### Steamship Public House

7.147 The Steamship Public House was included in an updated Daylight & Sunlight Report, following recommendation by DPR in their February review. The internal arrangements of the potentially habitable rooms within the Public House are unknown, and it was noted on site visit that first floor windows were sheeted across.

7.148 CPMC have tested all windows likely to be considered habitable. While 3 of the 6 tested windows have VSC results below the 0.8 BRE guidance it is noted that they are particularly minor failures and that all windows pass the Daylight Distribution/NSL tests – even with the assumption of a single aspect kitchen.

7.149 DPR agree with CPMC's methodology and findings and agree with the conclusion of minor adverse impacts to these

### Sunlight

#### Block K

7.150 As the adjacent elevation of Block K is oriented within 90 degrees of north, it does not require assessment. CPMC does note, however, that due to the more slender and distanced nature of the proposed scheme that morning APSH and WPSH levels would improve – particularly for lower levels.

#### Block M

7.151 As compared to the Outline Consent CPMC identify 5 annual transgressions between the third and seventh floors, and two winter transgressions at sixth and seventh floors. The winter hour losses are 1 hour in each case, with all other windows either passing or oriented north.

7.152 DPR note that when tested without the comparison against the consented scheme as a comparative baseline with regard to BRE guidance that 11 would not meet the recommended APSH levels, and 9 would fail in meeting the required WPSH levels.

7.153 DPR notes this as being a moderate loss when assessed against the outline scheme.

#### Block N

7.154 CPMC identify 3 APSH failures between ground and first floor and 10 WPSH failures between ground and third floor levels. They note that there are 11 test areas which benefit from improved APSH results and 12 improved WPSH results as compared against the Outline Consent.

7.155 DPR find that 9 test areas would not meet 25% APSH targets, but acknowledge that 5 of these areas benefit from improvements against the Outline Consent. They note that when considering winter sun transgressions, about half of the winter sun received would be lost when compared to the Outline Consent. Overall DPR consider these minor additional impacts.

#### Block O1

7.156 CPMC note that there are 12 APSH transgressions between ground and third floor, and 10 WPSH transgressions. There are noted to be 10 test areas which benefit from improved APSH/WPSH conditions. CPMC further note that where there are transgressions, the annual APSH often remains above 20%.

7.157 DPR find there to be 12 APSH transgressions and 11 WPSH transgressions when considered against BRE guidance. Overall it is considered to be a major adverse impact when assessed against the outline consent.

#### Block O2

7.158 CPMC report zero transgressions with regard to APSH and WPSH impacts to Block O2. Furthermore, there are 6 APSH improvements and 9 WPSH improvements. It is noted that the proximity of Blocks P and Q resulted in APSH results in some instances of less than 5%.

#### Naval House

7.159 CPMC report 1 minor APSH transgression at ground and 2 WSPH transgressions at second and third floors. All other windows pass, with one slight improvement at ground level.

7.160 DPR's assessment finds 2 windows fail APSH and 4 fail WSPH targets. The overall impacts to this building are considered negligible by DPR.

#### 62 – 64 Naval Row

7.161 CPMC state that all windows either pass or are oriented north, with one improvement at ground level.

7.162 DPR's assessment finds that 1 would fail with regard to APSH, while all windows meet the 5% winter sun guidance in relation to WPSH. They conclude that these impacts are also considered negligible.

#### Overshadowing

7.163 A shadow analysis for the neighbouring amenity spaces around the development was completed by CPMC in their submitted Daylight and Sunlight Report. These included amenity spaces within residential properties, an area within the walled courtyard of Clove Crescent, and potential amenity areas within the consented Phase 4 Outline Consent parameter blocks.

7.164 The results highlight that with the exception of 3 areas at 62 – 64 Naval Row that all amenity areas considered will received the recommended 2 hours of sunlight to at least 50% of their area when the development is complete. The reductions as compared to the outline consent scheme were considered not to be material, and

DPR concluded within their review these impacts should therefore be considered negligible.

#### Adjacent Development Impacts

- 7.165 As noted within the design section of this report, it is acknowledged that objection has been received during neighbour consultation with regard to the building's siting on a constrained site. Objectors note that the building is constrained with regard to the DLR exclusion zone, Blackwall Tunnel, and its adjacency to the neighbouring plots.
- 7.166 In assessing the acceptability of the proposed, these constraints have been considered in great detail. It is not considered that the scheme would conflict with the Blackwall Tunnel exclusion zone, and the applicant will need to enter into an Asset Protection Agreement with regard to both the tunnel and DLR infrastructure. No in-principle objection has been received from DLR consultees, and a series of detailed conditions will be imposed on consent to safeguard the asset – as discussed in the relevant below section.
- 7.167 As discussed in the earlier sections, the Blackwall Tunnel exclusion zone serves to bisect the adjoining development site and would limit any significant proposal at this location in immediate proximity to the application site. Furthermore it is considered that with regard to the relative size of the open and 'developable' land within each site, that additional flexibility could be accommodated within the adjoining site notwithstanding the limited capacity for substantive development at this location.
- 7.168 Mindful of the application site's constraints, and the ambition to regenerate an underutilised carpark, it is considered that the development would not unduly prejudice development of adjacent sites to an unreasonable degree and on balance the siting of the building to the site edge is considered acceptable.

#### Daylight & Sunlight Conclusions

- 7.169 The impact of the scheme with regards to daylight and sunlight impacts to existing and consented residential development is complex and varied in scale. While it is considered broadly that the impacts to existing residential properties along Naval Row would be predominantly minor or negligible, the impacts to the consented parameter blocks of the Outline Consent are more severe.
- 7.170 In considering these impacts, weight has been given to the age of the 2012 consent and to the fragmented land ownership which remains unresolved since the unsuccessful CPO in 2015. Further to this, significant weight has been given to the capacity for the most significantly impacted blocks, particularly Block O1, to configure itself to mitigate or minimize these impacts during a future Reserved Matters submission. It is difficult to clearly identify the impacts in great detail lieu of any internal details or residential configuration.
- 7.171 It is also acknowledged that the arrangement of Blocks P and Q impacted some parameter blocks, notably Blocks K, O2 and the southern elevation of N, more significantly than the proposed scheme. Some weight has also been prescribed to what have been considered as acceptable impacts elsewhere within Blackwall Reach, such as Block G which maintains similar VSC façade tested results.

7.172 While it is noted that there are some major adverse results associated with the development in regard to the 'townhouse' residences of Block O1, it is considered that with regard to the above points, and the significant public benefits associated with the site and its regeneration, it is on balance considered that the daylight and sunlight impacts associated with the development to be acceptable.

#### Overlooking

7.173 The proposal will maintain interfaces with the residential units of Blocks K, O1 and O2 once completed and integrated within the broader Masterplan area. There are no existing residential interfaces which would suffer from overlooking associated with the scheme.

7.174 It is noted that objectors have raised concern with regard to overlooking associated with the scheme, and consented parameter blocks. In considering this, it is noted that the Development Specification for the 2012 Masterplan Consent required a minimum 10m separation distance between Blocks P and Q and the blocks to the north of Scouler Street.

7.175 The proposed hotel, which would have less of an impact on overlooking than a typical residential scheme, maintains between a 16.3m and 22m separation between Blocks O1 and O2 and a 31m separation between Block K and the application site. While it is acknowledged that 18m is given as guidance within the Local Plan, it is considered the hotel use and previously consented setback give sufficient comfort to amenity impacts.

7.176 With regard to the above, it is considered that there will be no unreasonably loss of amenity with regard to overlooking associated with the development.

#### Noise and Vibration

7.177 The application is supported by an Environmental Noise Survey which was reviewed by the Council's Environmental Health Noise team. It is not envisaged that the completed development would significantly impact on neighbouring amenity from noise and vibration. Nonetheless, the noise officer has requested conditions be attached to the planning permission in relation to the residential and hotel elements of the scheme.

#### Wind/Microclimate

7.178 The application is supported by a Wind Microclimate Report undertaken by Arcaero incorporating a wind tunnel test and consideration of cumulative schemes, including the Blackwall Reach Masterplan. The assessment did not include landscaping within the testing, and concluded that in the worst case scenarios across all seasons that 2 of 75 testing points were not considered suitable for their use. These two locations relate to outdoor seating to the southern and eastern pedestrian frontages to the scheme.

7.179 An independent review has been undertaken by Temple Group at the request of the Council which was completed in February 2020. Temple Group requested clarifications on 7 points, relating to data, local context and suitability of conditions for outdoor seating and the rooftop amenity space.

7.180 Arcaero provided a response shortly thereafter to the satisfaction of Temple Group who issued a final report outlining the resolved matters.

7.181 It is noted that it was accepted by Temple Group that with proposed landscaping included, the impacts at pedestrian level would be suitably mitigated. Further wind testing to the guest amenity space at level 16 will be conditioned on consent; however it is noted that the provision of amenity space does not form a policy requirement and is therefore given substantially less weight than a residential balcony or communal area.

#### 7.182 Construction Impacts

7.183 Demolition and construction activities are likely to cause some additional noise and disturbance, additional traffic generation and dust. In accordance with relevant Development Plan policies, a number of conditions are recommended to minimise these impacts. These will control working hours and require the approval and implementation of Construction Environmental Management and Logistics Plan.

### **Transport and Servicing**

7.184 Development Plan policies promote sustainable modes of travel and limit car parking to essential user needs. They also seek to secure safe and appropriate servicing.

#### Integration with the Blackwall Reach Masterplan

7.185 The application plays a significant role in delivering strategic transport ambitions within the locality and the Blackwall Reach Masterplan. As described in earlier sections, the application will seek to slot in with the remainder of Phase 4 of the Blackwall Reach Masterplan and provide for an interim and long term bus loop solution within the site in order to remove the existing bus standing from Prestage Way adjacent Blackwall DLR. The removal of the existing bus stands, and provision within the application site, will allow for the redevelopment of Phase 4 should land acquisition be successful in the future.



Figure 24: Proposed Highway Plan - Blackwall Reach Outline Consent

- 7.186 The scheme has been developed through extensive pre-application and post-submission discussions with TFL's strategic transport officers and bus operations officers, as well as Council Highways Officers to develop interim and long term arrangements which will be functional, safe and pedestrian friendly in line with the ambitions of Blackwall Reach and Council policy.
- 7.187 In the interim arrangement (below), the existing bus turnaround at the termination of Prestage Way will be relocated to the application site which will facilitate the delivery of the high density residential blocks of Phase 4 of the Masterplan. The bus stands will be relocated onto the new carriageway, with the transition period secured through the S106 agreement to ensure that the bus stands will be seamlessly transitioned onto site in order to avoid disruption to the network.



Figure 25: Interim Highways Arrangement

7.188 In the final arrangement (below) whereby Prestage Way has been realigned and Blocks I, J, K and M of Blackwall Reach have been delivered, the bus stands will be moved off the application site and on to the carriageway to the eastern side of Prestage Way. This transition will similarly be secured by way of S106 obligation.



Figure 26: Final Highways Arrangement

7.189 Council Highways officers have raised concern with regard to cyclist safety associated with the proposed bus loop within the Phase 4 Masterplan which the application seeks to integrate with. Particular concerns have been raised with regard

to bus movements along Naval Row potentially interfering with Cycle Superhighway 3 (CS3).

- 7.190 It is noted that these conflicts occur outside of the application site, and are not associated with the proposal as the proposal itself does not seek to reroute buses along Naval Row, but only enable them for the wider benefit of the Blackwall Reach Masterplan.
- 7.191 Notwithstanding the areas of risk being outside of the application site, and not inherently associated with the proposal, the applicant has undertaken a robust Road Safety Audit (RSA) in collaboration with TFL and Borough Highways officers. The RSA seeks to identify the potential risks, and makes a series of recommendations which respond to 11 locations (labelled A – K) within the network which pose a threat to public safety.
- 7.192 Of these areas, only one (location E) is within the application site and relates to pedestrian conflict with bus movements due to the reduced kerb line. It is noted that the applicant has accepted the recommendations of the RSA and has amended the plans accordingly to introduce a raised kerb edge for the bus stands within the application demise to limit this risk.
- 7.193 The remaining 10 risk locations fall outside of the demise of the application site, and relate to the previously consented highways layout for the Blackwall Reach Masterplan. This detailed RSA, and its recommendations, will provide an opportunity for safety measures to be implemented which relate to signage, wayfinding, parking bay removal and highway treatments to be adopted within the scope of the Reserved Matters discharge for Phase 4 at such a time as it occurs.

#### DLR Infrastructure

- 7.194 The application site is situated immediately beneath and adjacent to Docklands Light Railway (DLR) assets by virtue of proximity to the elevated DLR viaduct. The hotel block itself will intrude within the DLR exclusion zone (as below) at an upper level while maintaining the setback at lower levels, and as such DLR have been consulted with in both pre-application and submission with regard to the acceptability of this.



7.197 Notwithstanding the above, to further protect the DLR asset, 6 conditions have been recommended by TFL to be included and 1 informative. These conditions relate to radio impacts, construction impacts, cranes, and commencement notice. It is also noted that the applicant must enter into an Asset Protection Agreement with Docklands Light Railway prior to any commencement.

7.198 These conditions and informative will be placed on consent to ensure protection of DLR's asset.

#### Car Parking & Taxis

7.199 The development would be 'car free' with the exception of four disabled access spaces. This is in line with policy D.TR3 of the Local Plan (2020). Two taxi bays are proposed within the new carriageway beneath the DLR viaduct for pick up and drop off use by hotel guests.

7.200 The provision of electric charging points to the accessible spaces would be required and secured by condition as requested by TfL.

7.201 TFL has queried whether guests and visitors be informed during the booking process and on-line promotion, of the car free nature of the hotel and told that car parking on-site is prohibited, except for blue badge holders. The process for managing these spaces with regard to staff and guests will be included within a Servicing and Management Plan, which will be conditioned.

#### Servicing and Deliveries

7.202 The proposed scheme will be serviced from Scouler Street, with the existing turning point at the dead end of Scouler Street utilised in the interim highways arrangement before utilising the shared surface version of Scouler Street in the final arrangement.

7.203 Waste officers have no in-principle objection to this arrangement, with detailed waste arrangements including volumes, collection, and storage details to be secured by way of condition on consent.

#### Access

7.204 The main pedestrian access to the site is proposed to be via Prestage Way, immediately adjacent to the Blackwall DLR. It is anticipated the greatest level of footfall will be generated from this location, both with regard to pedestrian movements from the DLR and bus station. Pedestrian access is also facilitated via Quixley Street at the corner of Scouler Street. This access will be considered primary for users of the play area from within the locality.

7.205 In the long term highways arrangement for Blackwall Reach, Scouler Street will be extended through adjacent developments and pedestrianised through new surface treatments and removal of all non-service related vehicles on the carriageway.

7.206 Disabled parking has been made available at the interface with Scouler Street, whereby access will be gained through Quixley Street.

7.207 As described earlier, servicing and refuse stores will be located at the termination of Scouler Street to the northern elevation of the hotel block. The limited servicing

space will ensure the pedestrian experience remains enhanced, as will the generous activation to the remainder of the northern elevation.

### Cycle Parking

7.208 A total of 39 cycle parking spaces will be provided in line with Draft London Plan policy T5 and current London Plan (2016) policy 6. Secure and covered cycle spaces for the hotel residents are provided in the bike store access from Scouler Street and the hotel lobby hotel with 1 Sheffield stand provided next to each office container unit (8 in total).

7.209 The breakdown of cycle spaces is as follows:

- 17 spaces – staff (via Sheffield Stands)
- 7 space – short stay (via Sheffield Stands)
- 16 spaces – office use (via five Sheffield Stands)

7.210 TfL raised concerns in relation to the number of visitor short-stay cycle parking proposed, with requesting that an additional one be included to meet draft New London Plan policy. The additional space was committed to in a subsequent Transport Technical Note, and will be secured by way of condition on consent.

7.211 Final details of cycle parking ensuring this meets London Cycle Design Standards (LCDS) would be secured by condition. Overall, the proposed cycle storage is considered to be acceptable subject to the submission of the details secured by condition.

### Healthy Streets and Vision Zero

7.212 As requested by both GLA and TfL, the applicant undertook an Active Travel Zone (ATZ) assessment and a Healthy Streets approach has been adopted within the Transport Assessment. The ATZ, and Healthy Streets TA, both identified a series of transport interchanges which could be improved. It is noted by the applicant and Highways officers that the mechanisms to implement and fund these interventions is unclear, and it is not considered appropriate or practical to secure them through this consent.

### Works to Public Realm

7.213 The proposals include a complete upgrade of the urban realm around the building, including new paving, new trees, planters, benches and external lighting as part of the extensive landscaping treatments associated with the development. This will also include extension improvement works to Scouler Street, to enable the early provision of pedestrian enhancement works to this street as detailed within the 2012 Blackwall Reach Design Code.

7.214 The public realm works will require the entering into of a S278 agreement with the Council, with the scheme of highways improvement works to be detailed within it.

### Demolition and Construction Traffic

7.215 In response to TfL's request for a Construction Logistics condition, this shall be included as part of the CEMP condition which will include details of ingress and egress for vehicles during site works period. The Construction Environmental

Management Plan will need to consider the impact on pedestrians, cyclists and vehicles as well as fully considering the impact on other developments in close proximity.

### Travel Plan

7.216 The applicant has provided a framework travel plan which has followed TfL guidance which is welcomed and considered acceptable by TfL and Highways officers.

7.217 The final Travel Plan should be secured and monitored via S106 agreement.

### Summary

7.218 The proposal will serve to positively contribute towards the Blackwall Reach Masterplan through facilitation and delivery of transport infrastructure. Subject to the above it is considered the proposal would be acceptable in terms of supporting sustainable modes of transport, and will have no significant impacts on the safety or capacity of the highways network, in accordance with policies S.TR1, D.TR2, D.TR3 and D.TR4 of the Local Plan (2020) and policies 6.1, 6.3, 6.8-6.13 of the London Plan (2016).

### Energy Efficiency and Sustainability

7.219 At a national level, the National Planning Policy Framework sets out that planning plays a key role in delivering reductions to greenhouse gas emissions, minimising vulnerability and providing resilience to climate change. The NPPF also notes that planning supports the delivery of renewable and low carbon energy and associated infrastructure. At a strategic level, the climate change policies as set out in Chapter 5 of the London Plan 2016 and the Tower Hamlets Local Plan (D.ES7) collectively require developments to make the fullest contribution to the mitigation and adaptation to climate change and to minimise carbon dioxide emissions.

7.220 The London Plan (2016) sets out the Mayor's energy hierarchy which is to:

- Use Less Energy (Be Lean);
- Supply Energy Efficiently (Be Clean); and
- Use Renewable Energy (Be Green)

7.221 Policy D.ES7 includes the requirement for non-residential developments to be zero carbon with a minimum of 45% reduction in regulated carbon dioxide with the remainder to be offset with cash payment in lieu.

7.222 The CO2 emission reduction is anticipated to be 46% against the building regulation baseline which is compliant with policy requirements. It is recommended that the delivery of the CO2 emission reductions is secured via Condition.

7.223 The S106 would include a financial payment of £ 1,462,050 to offset the remaining carbon and comply with policy D.ES7.

7.224 It is noted that GLA energy officers raised a series of issues with regard to the submitted Energy Strategy. Through a series of further submission and meetings with Council and GLA energy officers it is considered that these matters have been addressed, with further carbon reductions achieved and a commitment to monitoring.

### Sustainability

- 7.225 Policy D.ES7 also requires all non-residential developments over 500sqm (gross) to achieve BREEAM Excellent. The applicant has submitted a BREEAM Pre-Assessments which shows the scheme is designed to achieve a BREEAM Excellent Rating with scores of 70% and 72% for the office and hotel sections of the scheme respectively.
- 7.226 The proposal for the scheme to achieve a BREEAM Excellent will be secured via condition.

### Summary and Securing the Proposals

- 7.227 It is considered that the proposals are in accordance with adopted policies for sustainability and CO2 emission reductions and it is recommended they are secured through appropriate conditions to deliver:
- Submission of a Zero Carbon Futureproofing Statement
  - Submission of post construction energy assessment including 'as-built' calculations to demonstrate the reductions in CO2 emissions have been delivered on-site
  - Submission of BREEAM Final Certificates to demonstrate an Excellent rating has been delivered for the different uses

### Air Quality

- 7.228 Policy D.ES2 of the Local Plan (2020) and policy 7.14 of the London Plan (2016) require major developments to be accompanied by assessments which demonstrate that the proposed uses are acceptable and show how development would prevent or reduce air pollution.
- 7.229 The application is accompanied by an Air Quality Assessment demonstrating compliance Development Plan policies. The proposed development, given its lack of parking for visitors and coaches to discourage vehicle movements on site, will be air quality neutral.
- 7.230 The Air Quality Assessment shows that the proposal would achieve 'air quality neutral' with respect to both building and transport emissions and therefore would be in accordance with the Mayor's Air Quality strategy and policies on air quality.
- 7.231 The Council's air quality officer has reviewed the proposals and raised no objections subject to 3 conditions relating to construction dust management, odour from fixed plant, and low NOx boilers.

### Waste

- 7.232 Policy D.MW3 of the Local Plan (2020) requires adequate refuse and recycling storage alongside and combined with appropriate management and collection arrangements.
- 7.233 The LBTH Waste Team have reviewed the proposal and are satisfied that subject to securing the details of bin storage size and servicing arrangements by condition the proposal is acceptable.

### Biodiversity

- 7.234 Policy D.ES3 of the Local Plan (2020) and policy 7.19 of the London Plan (2016) seek to safeguard and where possible enhance biodiversity value.
- 7.235 The application site at present is largely hardstanding carpark; however there is a large quantity of overgrown vegetation at the eastern edge of the site at the location of the proposed youth play space. It is noted that the ecology report for this scrub found that it was dominated by invasive and non-native species such as buddleia and sycamore.
- 7.236 It is noted by Borough Biodiversity officers that the loss of this scrubland, while populated by invasive species, will constitute a locally significant adverse impact on biodiversity. Council policy requires net gains of biodiversity on site which will contribute towards the Local Biodiversity Action Plan (LBAP) targets.
- 7.237 It is noted by the officer that between the 1,087sqm of new woodland and wildflower planting in addition to the biodiverse rooftops to the office buildings and various bat boxes should be sufficient to cover the loss and contribute towards a net gain of biodiversity on the site. The specific details of these elements will need to be secured and detailed post-consent.
- 7.238 Subject to conditions securing the biodiversity enhancements proposed the development would be considered comply with policy and contribute positively towards local biodiversity and ecology.

### Flood Risk & Drainage

- 7.239 Development Plan policies seek to manage flood risk and encourage the use of Sustainable Urban Drainage.
- 7.240 The application is supported by a Flood Risk Assessment which demonstrates there would be no increase in surface water runoff from the development. This would be secured by condition and is considered acceptable.
- 7.241 Further details of Sustainable Urban Drainage (SUDS)

### Land Contamination

- 7.242 The application has been reviewed by the Council's Environmental Health Land Contamination officer and subject to standard conditions, the proposals are acceptable from a land contamination perspective and any contamination that is identified can be satisfactorily dealt with.

### **Infrastructure Impact**

- 7.243 It is estimated that the proposed development would be liable for Tower Hamlets Community Infrastructure Levy (CIL) payments of approximately £2,390,960 and Mayor of London CIL of approximately £1,761,760. It is important to note that these figures are approximate. This will likely change given indexation is linked to the date planning permission is granted.

7.244 Alongside CIL, Development Plan policies seek financial contributions to be secured by way of planning obligations to offset the likely impacts of the proposed development on local services and infrastructure.

7.245 The applicant has agreed to meet all of the financial contributions that are sought by the Council's Planning Obligations SPD, as follows:

7.246 £880.00 towards construction phase employment skills training

7.247 £52,683.00 towards end-user phase employment skills training

### **Human Rights & Equalities**

7.248 The proposal does not raise any unique human rights or equalities implications. The balance between individual rights and the wider public interest has been carefully considered and officers consider it to be acceptable.

7.249 The proposed provision of the hotel meets inclusive design standards and at least 10% of the new bedrooms will be wheelchair accessible and 4 disabled car parking spaces provided. These standards would benefit future employees and visitors, including disabled people, elderly people and parents/carers with children.

7.250 The proposed development would not result in adverse impacts upon equality or social cohesion.

## **8 RECOMMENDATION**

8.1 That **conditional planning permission is GRANTED** subject to the prior completion of a legal agreement to secure the following planning obligations

### **8.2 Financial Obligations**

- a. £880.00 towards construction phase employment skills training
- b. £52,683.00 towards end-user phase employment skills training
- c. £923,400 carbon offsetting obligation

### **8.3 Non-Financial Obligations**

#### a. Access to employment

- 20% local procurement
- 20% local labour in construction
- 1 end-user phase apprenticeship

#### b. Transport

- Approval and implementation of Travel Plan
- S278 works
- Car-free

#### c. Compliance with Considerate Constructors Scheme

#### d. Public Realm Access

#### e. Play Space Access

- f. Bus stands – interim & final
- g. TFL bus operations unit (first right of refusal)

- 8.4** That the Corporate Director of Place is delegated the power to negotiate the legal agreement. If within three months of the resolution the legal agreement has not been completed, the Corporate Director for Place is delegated power to refuse planning permission.
- 8.5** That the Corporate Director of Place is delegated the power to impose conditions and informatives to address the following matters:

## **9 PLANNING CONDITIONS**

1. 3 years deadline for commencement of development.
2. Development in accordance with approved plans.
  - a. Restrictions on demolition and construction activities:
  - b. All works in accordance with Tower Hamlets Code of Construction Practice;
  - c. Standard hours of construction and demolition;
  - d. Air quality standards for construction machinery;
  - e. Ground-borne vibration limits; and
  - f. Noise pollution limits.
3. Piling
4. Noise emitted from new fixed building services plant
5. Air quality emission standards for boilers & CHP
6. 5% cycle for larger bikes
7. Coach restriction
8. Use as short term accommodation

### Pre-commencement

9. Code of Construction Practice
10. Construction Waste Management Plan
11. Construction Environmental Management Plan and Construction Logistics Plan
12. Cranes/scaffolding in relation to London City Airport
13. Land Contamination Remediation
14. Final Fire Statement
15. Details of plant and machinery (air quality)
16. Construction site dust control
17. Odour from fixed plant and equipment
18. Energy statement
19. DLR Commencement Notification
20. DLR Crane & Lift Management Plan
21. DLR Scaffolding Plans

22. DLR Radio Survey
23. DLR & LCY Access Agreements
24. Archaeological condition 1
25. Archaeological condition 2

#### Pre-superstructure works

26. Details of external facing materials and architectural detailing.
27. Details of hard and soft landscaping of all public realm and open spaces including details relating to play equipment, street furniture and lighting, wind mitigation measures, biodiversity mitigation and enhancements.
28. Biodiversity
29. Management Plan
30. Details of cycle parking
31. Surface water - Drainage Strategy
32. Disabled Car parking
33. Electric vehicle charging points
34. Delivery, Servicing and Waste Management Plan
35. Details of Accessible Bedrooms

#### Prior to relevant works

36. Details of sound insulation for the hotel units

#### Occupation

37. Secured by design compliance
38. Thames Water
39. BREEAM
40. Post construction verification

#### Compliance

41. DLR Safety (Falling Objects)
42. DLR Radio Frequencies



## **APPENDIX 1 – List of Plans for Approval**

### **Schedule of Drawings**

19003 E0-100 Rev P1	Existing - Location Plan
P0-099 Rev. P1	Proposed Ground Floor Plan
P1-099 Rev. P1	Proposed Ground Floor Plan (Interim)
P1-100 Rev. P1	Proposed Ground Floor Plan (Final)
P1-102 Rev. P1	Proposed Typical Lower Floor Plan
P1-118 Rev. P2	Proposed Typical Upper Floor Plan
P0-117 Rev. P2	Proposed Level 16 Floor Plan
P0-125 Rev. P2	Proposed Level 24 Floor Plan
P0-126 Rev. P2	Proposed Roof Floor Plan
P2-100 Rev. P1	Proposed Section A-A
P3-300 Rev. P2	Proposed Elevation Detail
P3-301 Rev. P2	Proposed Elevation Detail 02
P3-302 Rev. P2	Proposed Elevation Detail 03
P3-303 Rev. P2	Proposed Elevation Detail 04
P3-400 Rev. P2	Proposed Elevation Detail 01
P3-401 Rev. P1	Proposed Ground Floor Entrance Façade
P3-500 Rev. P1	Demountable Commercial Units - Elevations
19003 P3-100 P2	Proposed Contextual Elevation - 01
19003 P3-101 P1	Proposed Contextual Elevation - 02
19003 P3-102 P2	Proposed Contextual Elevation - 03
19003 P3-103 P2	Proposed Contextual Elevation - 04
19003 P3-200 P2	Proposed Contextual Elevation - 01
19003 P3-201 P2	Proposed Contextual Elevation - 02
19003 P3-202 P2	Proposed Contextual Elevation - 03
19003 P3-203 P2	Proposed Contextual Elevation - 04
19219-020b	Spa Delivery & Service Vehicles
19219-020b	Spa Delivery & Service Vehicles
19219-021b	Spa Bus & Rigid
19219-024	Land For Adoption
19219-025	Spa Refuse Vehicle Interim
19219-026	Spa Refuse Vehicle Final
E1-001 Rev. P1	Existing Site Plan
E3-100 Rev. P1	Existing Contextual Elevation 01
E3-101 Rev. P1	Existing Contextual Elevation 02
E3-102 Rev. P1	Existing Contextual Elevation 03
E3-103 Rev. P1	Existing Contextual Elevation 04

## **Schedule of Documents**

Collado Collins Design & Access Statement; dated 16 December 2019  
CityDesigner Heritage, Townscape and Visual Impact Assessment; dated October 2019  
MAB Flood Risk Assessment; dated October 2019  
CPMC Daylight & Sunlight Report; dated October 2019  
CPMC Daylight & Sunlight Addendum; dated 26 May 2020  
PCA Archaeological Desk-Based Assessment; dated August 2019  
DLR Key Issues Assessment; dated February 2020  
Delta Simons Preliminary Ecological Appraisal; dated October 2019  
JS Lewis Energy and Sustainability Statement; dated October 2019  
JS Lewis Energy Addendum; dated March 2020  
Sharps Redmore Environmental Noise Assessment; dated 9 October 2019  
Delta Simons Preliminary Geo-Environmental Risk Assessment; dated October 2019  
Spacehub Landscape and Public Realm Strategy; dated October 2019  
Newington Statement of Community Involvement; dated September 2019  
Odyssey Transport Statement; dated October 2019  
Odyssey Transport Technical Note; dated May 2020  
Servicing Management Plan; dated March 2020  
ArcAero Wind Microclimate Report; dated 9 September 201

