

UPDATE REPORT, STRATEGIC DEVELOPMENT COMMITTEE. 22nd July 2020

Agenda item no	Reference no	Location	Proposal / Title
5.1	PA/19/01248	Former Poplar Bus Depot	Part retention and part demolition of the existing boundary walls and the former tram shed depot arches, and retention of the three storey office building. Demolition of the remainder of the existing warehouse and the redevelopment of the site to provide 530 residential units (Class C3), 2644sqm (GIA) of workspace (Classes B1a, B1b, or B1c), 508sqm (GIA) of flexible retail; professional services; and restaurant/bar uses (Classes A1, A2, A3, A4), within buildings ranging from 3 storeys (20.2m AOD) to 20 storeys (72.7m AOD), with associated parking, landscaping, public realm and all associated works. This application is accompanied by an Environmental Statement.

1.0 CLARIFICATIONS

- 1.1 Paragraph 5.41: The Environment Agency's comments regarding matters being "safe for its lifetime" relate specifically to the river wall and not to the mixed-use development itself.
- 1.2 Paragraph 7.56: Correction to "London Affordable Rent (LAR)" and not "London Living Rent".
- 1.3 Paragraph 7.58: Correction to "Bespoke Property Group (BPG)" and not "BPS".
- 1.4 Paragraph 7.108: Correction to "BLDA" not "BDLA"
- 1.5 Paragraph 7.109: Correction to "1335 of 1401" not "1331".
- 1.6 Table 10: Within the report Table 10 details the impacts from the development on neighbours with respect to daylight and sunlight. The figures in the table relate to the original scheme submitted on the 16th October 2019. In March 2020 the scheme was amended and the building heights subsequently changed. An updated daylight and sunlight assessment was undertaken. The results of which are in the table below and supersede those in the report.
- 1.7 The overall significance of effects is unchanged, albeit there are improvements in terms of daylight within the detailed results. Corrections to Table 10 have been applied to Devons Wharf, Atelier Court, 110-126 Leven Road, and Islay Wharf (see below – previous figures marked with strikethrough).

Update to Table 10:

Properties	Total no. of windows / habitable rooms tested	Significance of daylight effects overall	Significance of sunlight effects overall
Devons Wharf	469 167 windows / 85 86 rooms	Moderate adverse	Negligible
Atelier Court	444 93 Windows / 95 89 rooms	Major adverse	Negligible
Hopwood Court	32 Windows / 26 Rooms	Moderate adverse	N/A
86 Leven Road	12 Windows / 3 rooms	Minor adverse	N/A
110 – 126 (even) Leven Road	54 64 Windows / 32 Rooms	Minor adverse	Negligible
Islay Wharf (proposed development)	387 386 Windows / 198 Rooms	Minor adverse	Negligible

1.8 Paragraph 7.257: Correction from “18” to “21” studios.

1.9 Table 11 below supersedes the figures referenced in paragraphs 7.265, 7.266, 7.271, 7.272, 7.278, 7.279, 7.281, 7.285, 7.288, and 7.289. The figures below represent the impacts on daylight of the amended March 2020 scheme.

Table 11: Impacts on daylight and significance of effects on VSC and NSL to neighbouring properties

Properties	Vertical Sky Component (VSC) (no. of windows)				No Sky Line (NSL) (no. of rooms)			
	Negligible	Minor adverse	Moderate adverse	Major adverse	Negligible	Minor adverse	Moderate adverse	Major adverse
Devons Wharf	74	12	33	48	60	11	6	8
Atelier Court	1	-	25	67	26	21	12	30
Hopwood Court	6	5	10	11	9	8	7	2
86 Leven Road	-	4	5	3	3	-	-	-
110 – 126 (even) Leven Road	24	22	18	-	26	2	1	3

Islay Wharf (proposed development)	240	17	31	98	168	13	17	-
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- 1.10 Paragraph 7.273 (Atelier Court): Correction in terms of NSL there would not be a majority within the major adverse category, the majority would fall into minor adverse or negligible.
- 1.11 Paragraph 7.274 (Atelier Court): Correction from “62 of 114 windows (54%) do not meet the BRE target for VSC” to “32 of 93 windows (c. 34%) currently do not meet the BRE target for VSC”.
- 1.12 Paragraph 7.287 (110-126 Leven Road): Correction from “76%” to “72%” of the windows will either fully meet the BRE target or only see minor adverse effects.
- 1.13 Paragraph 7.291 (Islay Wharf): Correction from “175” to “174” of the 198 habitable rooms; correction from “23” to “24” remaining habitable rooms; correction from “the retained ADF values to these flats on the lowest (first) residential floor are at “1.21% to 1.14%” to “1.24%” to “1.17%”; correction from “majority have the ADF values of 1.40% or more” to “majority have ADF values of 1.30% or more”.
- 1.14 Paragraph 7.299 (Islay Wharf): Correction from “281” to “280” site facing windows; correction from “258 (c. 92%)” to “245 (c. 88%)” of them would fully comply with annual sunlight criteria; correction from “281” to “280” would fully comply with winter sunlight criteria.
- 1.15 Paragraph 7.348: Correction from a sum of “£201,364.00” to “£203,482.00”.
- 1.16 Paragraph 8.3: Additional non-financial obligations:
- d. Affordable housing
 - e. Affordable workspace
 - f. Permit free agreement
 - g. Access to riverwalk and tram shed forecourt

2.0 RECOMMENDATION

- 2.1 Officer recommendation remains that planning permission should be GRANTED for the reasons set out in the main report and all conditions/obligations.

Agenda item no	Reference no	Location	Proposal / Title
5.2	PA/19/02292	Land Under The Dlr Bounded By Scouler Street And Aspen Way And Prestage Way, Aspen Way, London	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

1.0 CLARIFICATIONS

- 1.1 Paragraph 7.223: Correction from incorrect sum of £1,462,050 to £923,400. Correct figure reported at paras. 5.21 and 8.2.
- 1.2 The following non-financial planning obligations have been amended for clarity at paragraph 8.3 (*changes underlined*):
- f) Bus stands
 - Interim highways layout
 - Final highways layout
 - Transition between both interim and final arrangements, including bus stands and carriageways secured through obligation
 - g) TFL bus operations unit (first right of refusal)
 - Transport for London will be offered first right of refusal of one (1) B1 container unit for the use as end of trip facilities for drivers, should it be needed
- 1.3 The draft conditions list at Section 9 of the report, as below, has been amended (as *underlined*), to clarify the wording of some conditions, as well as the inclusion of Condition 9 (Biodiversity – Site Clearance), Condition 36 (Details of Wind Mitigation Testing), two Thames Water informatives and one Greater London Archaeological Advisory Service (GLAAS) informative.

PLANNING CONDITIONS

1. 3 years deadline for commencement of development.
2. Development in accordance with approved plans.
3. Piling Method Statement
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 access restriction
8. Use as short term accommodation
9. Biodiversity (Site Clearance)

Pre-commencement

10. Code of Construction Practice
11. Construction Waste Management Plan
12. Construction Environmental Management Plan and Construction Logistics Plan
 - 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.
13. Cranes/scaffolding in relation to London City Airport
14. Land Contamination Remediation

15. Final Fire Statement
16. Details of plant and machinery (air quality)
17. Construction site dust control
18. Odour from fixed plant and equipment
19. Energy statement
20. DLR Commencement Notification
21. DLR Crane & Lift Management Plan
22. DLR Scaffolding Plans
23. DLR Radio Survey
24. DLR & LCY Access Agreements
25. Archaeological (Written Scheme of Investigation)

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 mitigation and enhancements
29. Hotel Management Plan
30. Details of cycle parking
31. Surface water - Drainage Strategy
32. Details of Disabled Car parking
33. Details of Electric vehicle charging points
34. Delivery, Servicing and Waste Management Plan
35. Details of Accessible Bedrooms
36. Details of Wind Mitigation Testing (amenity spaces)

Prior to relevant works

37. Details of sound insulation for the hotel units

Occupation

38. Archaeological (Public Heritage Display)
39. Secured by Design compliance
40. Thames Water (Capacity Assessment)
41. BREEAM Sustainability Rating
42. Post construction verification in relation to contamination

Compliance

43. DLR Safety (Falling Objects)
44. DLR Radio Frequencies

Informatives

1. Thames Water (Asset Protection)
2. Thames Water (Build Over Advice)
3. GLAAS (Written Scheme of Investigation Advice)

2.0 RECOMMENDATION

- 2.1 Officer recommendation remains that planning permission should be GRANTED for the reasons set out in the main report and all conditions/obligations.

