

**Application for Planning Permission**[click here for case file](#)

<b>Reference</b>	PA/19/02611
<b>Site</b>	Land at Bancroft TMC and Wickford Street Garages, Wickford Street, London, E1
<b>Ward</b>	Bethnal Green
<b>Proposal</b>	Demolition of Bancroft TMC building and Wickford Street garages and construction of a part-two, part-three and part-six storey building comprising Class D1/B1(a) community/office use at ground/first floor and 15 x Class C3 residential dwellings on the upper floors together with associated private amenity areas, cycle parking and refuse/recycling stores (Site 1) and a part 3 and part 5 storey building comprising 18 x Class C3 residential dwellings together with associated private amenity areas, cycle/blue badge car parking (in the form of 3 x new accessible parking bays and 1 x replacement accessible parking bay) and refuse/recycling stores (Site 2) and new and enhanced public realm, associated hard and soft landscaping, new and improved vehicular and pedestrian access and associated highways improvements to Wickford Street.
<b>Summary Recommendation</b>	Grant planning permission subject to conditions and a legal agreement
<b>Applicant</b>	London Borough of Tower Hamlets
<b>Architect</b>	FBM Architects
<b>Case Officer</b>	John Miller
<b>Key dates</b>	- Application registered as valid on 17.12.18 - Additional information received on 14.01.19 - Public consultation carried out on 05.12.19

**EXECUTIVE SUMMARY**

The application site comprises the existing TMC offices (3 storeys building) and 16 of single storey garages along with a vacant plot of land situated on the west side of Wickford Street.

The proposed development is for a mixed-use development split across two sites comprising 33 one, two, three and four-bedroom flats as well as up to 393 sqm of commercial/office floorspace. The height of the buildings would range from two to six storeys.

The height, massing and design of the proposed development would appropriately respond to the local context. The detailed architecture is considered to be of high quality and the development

Residential dwellings would provide a good standard of internal accommodation and generous private and communal amenity space and child play space. The proposed commercial/community floorspace is also acceptable in this location.

The development would result in the provision of 100% affordable rented housing with a unit mix broadly in line with local policy. This is much needed housing and is strongly supported in the consideration of this application. Whilst both London Plan and local policies seek a mix of housing tenures, all 33 units within this scheme will be for affordable rent in direct response to the very high local need in Tower Hamlets and form part of the Council's programme to deliver 2,000 new affordable homes for local people by 2022. With the high priority for affordable housing in mind the additional provision is welcomed and the fact that a mix of tenures is not provided is considered acceptable in this instance.

The residential quality of the scheme would be high. Fourteen of the units would be of a size suitable for families (42%). All of the proposed units would meet or exceed the floorspace and layout standards with family sized units being more spacious. All of the dwellings would meet Part M Building Control regulations and over 10% (4 units) would be provided as wheelchair accessible.

The proposal would result in localised impacts upon the daylight and sunlight to some habitable rooms at Wickford House to the east of the site across Wickford Street as well as 64-134 Cambridge Heath Road to the west of the Garages site and Frederick Charrington House in between the two buildings. The impacts have been quantified and carefully assessed. Officers consider that the design of the development, massing of the site would minimise any adverse amenity implications, in terms of light, privacy, noise and traffic impacts.

The proposal would be acceptable with regard to highway and transportation matters including parking, access and servicing.

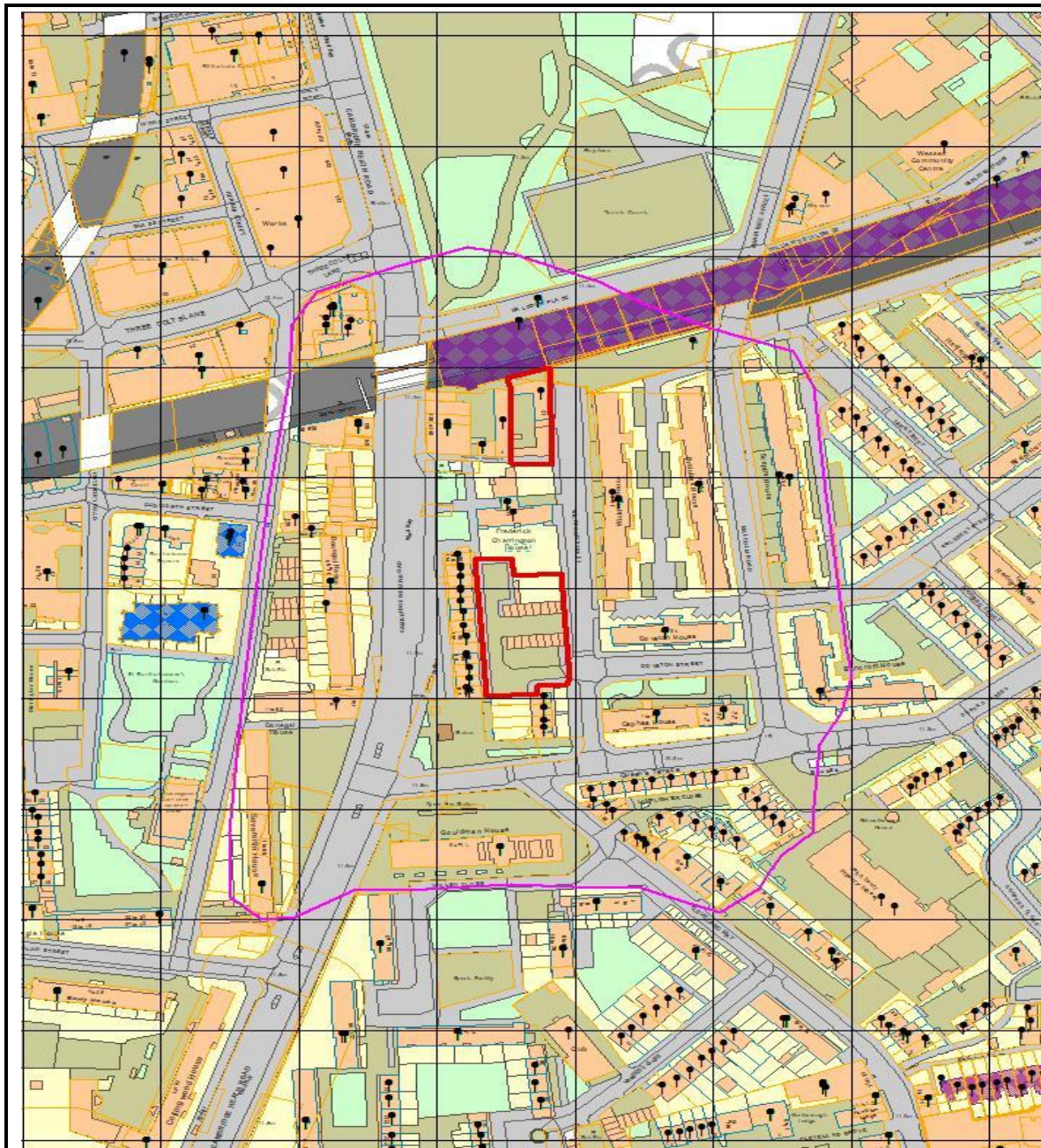
A strategy for minimising carbon dioxide emissions from the development is in compliance with policy requirements. Biodiversity enhancements are also proposed which are considered sufficient to meet policy requirements.

The scheme would meet the full obligation of financial contributions. However, given the Council is unable to enter into an s106 agreement with itself, the financial and non-financial contributions are to be secured by Unilateral Agreement.








This application has been considered against the Council's approved planning policies contained in the London Borough of the Tower Hamlets Local Plan 2031 (January 2020) as well as the London Plan (2016), the National Planning Policy Framework and all other material considerations. Officers have also considered the application against the Draft London Plan (2019) as this carries substantial weight.

Officers recommend the proposed development be granted planning permission.

**SITE PLAN:**



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<ul style="list-style-type: none"> <li> Planning Application Site Boundary</li> <li> Other Planning Applications</li> <li> Consultation Area</li> <li> Land Parcel Address Point</li> <li> Locally Listed Buildings</li> <li> Statutory Listed Buildings</li> </ul>	<p><b>Planning Applications Site Map</b> <b>PA/19/02611</b></p> <p>This site map displays the Planning Application Site Boundary and the extent of the area within which neighbouring occupiers / owners were consulted as part of the Planning</p>	 <p><b>TOWER HAMLETS</b></p> <p>London Borough of Tower Hamlets</p>
	<p>Scale : 50m grid squares</p>	<p>Date: 17 Sep 2020</p>

## 1. SITE AND SURROUNDINGS

- 1.1 The application site comprises two sites: The existing Bancroft Tenants' Management Co. (TMC) offices, located at the northern end of Wickford Street (site 1) and the site currently containing single storey garages, towards the southern end of Wickford Street (site 2). Site 1 will hereafter be known as the 'TMC Site' and Site 2 will hereafter be known as the 'Garages Site'. The application site also includes an area of public realm between the two development sites, which currently comprises of areas of grass and hardstanding.
- 1.2 The site forms part of the wider Bancroft Estate, which comprises over 600 homes. The Bancroft Tenant Management Cooperative manage the upkeep of the Estate,
- Site 1: Bancroft TMC Site
- 1.3 The Bancroft TMC building is a two-storey brick building with a courtyard, located at the northern end of Wickford Street. There is a railway line directly to the north. The entrance to the building is via Pelican Passage to the south and there is an additional, gated undercroft access on Wickford Street, which provides vehicular access for servicing and parking. The building is currently used by Bancroft TMC and the Women's Inclusive Team (WIT). Due to the site/road layout, the building has limited presence from the street. Demolition of the existing structures will provide a site area of circa 650 sqm (0.065 hectare).
- 1.4 Opposite the site to the east is the existing residential development known as Wickford house, a 5-storey building. Beyond Wickford house to the east is the consented but not yet built development along the railway viaduct at Mantus Road. To the south is Frederick Charrington House and a residential building fronting onto Pelican Passage
- Site 2: The Garages Site
- 1.5 This site currently comprises a car parking area which includes 15 garages on Wickford Street. The site also includes an access road to the parking area and a small area of green space to the north. Wickford house lies to the east with Frederick Charrington House to the north and 64-134 Cambridge Heath Road, a four storey residential development road to the west. Further to the south is Goldman House an 11 storey residential development. This site is approx. 1700 sqm (0.17 hectare).

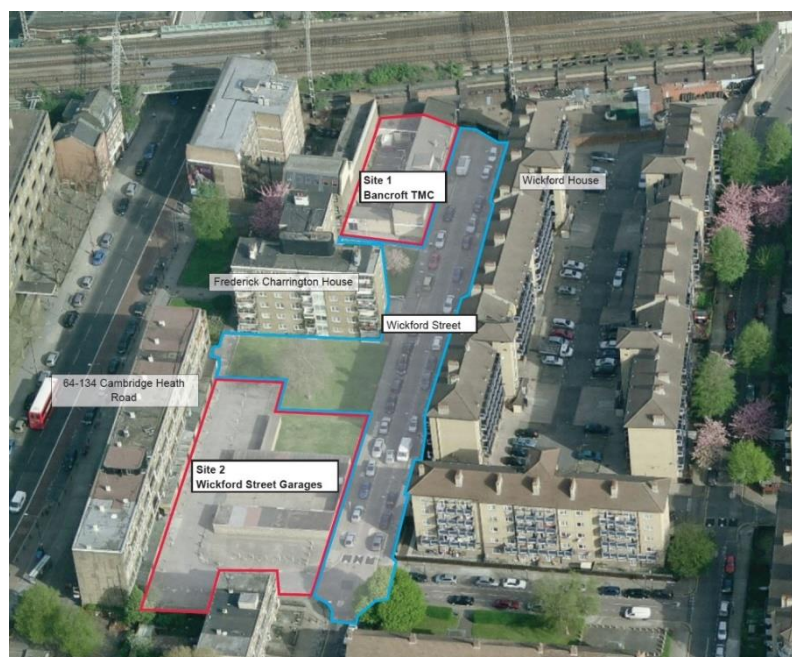


Figure 1:Contextual site plan

- 1.6 As stated above site 2 is occupied by a line of lock-up garage/ storage units. The applicant has stated that the majority of the lock-ups are currently in use, either for storage or parking of smaller cars
- 1.7 The site lies within the Bethnal Green Archaeological Priority Area (Tier 2).
- 1.8 The site is located in an area with excellent public transport accessibility, with a PTAL rating of 6a/b. The nearest rail station is Bethnal Green 300m away to the west, which provides over ground rail services. Bethnal Green LUL station is also 300m away to the north on Cambridge Heath Road. Road access is very good, with the Cambridge heath road (A107) running parallel to the site with several bus routes being serviced along Cambridge Heath road.
- 1.9 Designated open space at Bethnal Green Gardens is located to the north beyond the railway infrastructure. The site is also located within the City Fringe and the Cambridge Heath Road Neighbourhood Parade lies directly to the west,
- 1.10 The application site is not within a Conservation Area, but a Grade II listed railway viaduct is located directly to the north (list entry 1392241).

**2. PROPOSAL**

2.1 The applicant requests permission for the following:

2.2 The TMC Site:

Demolition of the TMC building and erection of a six-storey building comprising community and office uses at ground and first floor and 15 self-contained flats over first to fifth floors, including private amenity space, cycle parking and refuse storage.

The Garages Site:

Demolition of the existing garages and erection of a five-storey building comprising 18 self-contained flats with private amenity space, cycle parking and refuse storage. Also, on this site, four accessible parking bays will be provided (3 new plus 1 replacement space)

Public Realm:

The applicant also proposes improvements to an area of public realm between the two development sites and 64- 134 Cambridge Heath Road, to provide a new 'neighbourhood garden' with areas of hard and soft landscaping and play space. New vehicular and pedestrian accesses and highways improvements to Wickford Street are also proposed,

2.3 All of the proposed dwellings would be within the affordable rented tenure.

2.4 Circa 393sqm of office/community use will be provided within the Bancroft TMC building (site) 1 across the ground and first floors.

2.5 Land use table breakdown is below:

	Use Class	Existing GIA (m2)	Proposed GIA (m2)	
<b>Garages Site</b>				
Garages / Storage		227		
<b>TMC Site</b>			<b>TMC</b>	<b>WIT</b>

Office		170	105	64
Multi purpose		95	47	
Ancillary ( <i>toilets, circulation, etc</i> )		150	152	25
<i>Subtotal</i>		415	304	89
<b>Total</b>		<b>642</b>	<b>393</b>	

Figure 2: Land use breakdown

- 2.6 All structures within the red line boundary, including the single storey lock up garages and the existing TMC building, will be demolished as a result of the re-development. The existing open space between the Garages site and Frederick Charrington House will be transformed into fully accessible multi age play space. The space between Frederick Charrington House and the TMC site will be enhanced.
- 2.7 In terms of pedestrian access to the new buildings, there would be four individual entrances to the Bancroft TMC building with two being for residential and two for the commercial uses (three front Wickford Street and one fronts Pelican Passage). The Garages site is accessed from Wickford Street with direct access to the ground floor flats and podium/walkway access for the upper floor flats.
- 2.8 The TMC building is arranged across two cores with the commercial uses spread across ground and first floor levels with a courtyard amenity area in the middle. The residential components are within the upper floors of the northern and southern parts of the L-shaped arrangement. The Garages building is arranged around an external podium/walkway access core with daylit stair and lift access, and a maximum of five flats per floor.
- 2.9 The scheme provides four wheelchair-accessible flats ground and first floor levels within the Garages building.
- 2.10 Refuse and cycle parking facilities are located at ground floor level across both buildings with separate access for the residential and commercial uses. Refuse collection is along pelican passage for the TMC site. Car parking and refuse pickup for the Garages site is located to the south, in between the proposed building and 64-134 Cambridge Heath Road and adjacent to the proposed communal/child play space.
- 2.11 The proposed amenity provision will comprise private balconies to all new dwellings and communal landscaped areas the latter of which is accessible to all existing and future residents of the estate and is located between the proposed Garages building and 64-134 Cambridge Heath Road.
- 2.12 The scheme will be based on a simple palette of high-quality and robust materials comprising a dark brick. Window frames, balconies, railings and flashings are kept low key in aluminium and timber.
- 2.13 The proposed development would be car-free bar blue badge holders and those residents that benefit from the Council's permit transfer scheme.

### 3. RELEVANT PLANNING HISTORY

#### **Application site**

##### *Planning Applications:*

None

##### *Pre Applications:*

- 3.1 **PF/17/00206:** New residential accommodation and a community centre, replacement and Bancroft TMO offices.
- 3.2 **PF/18/00188:** New residential accommodation on Wickford Street with re-provision of Bancroft TMC Offices at ground floor of Gouldman House in an open undercroft space.

#### 3.3 **Surrounding Sites:**

##### *Planning Applications:*

- 3.4 **PA/12/10758 (Mantus Road):** Redevelopment to provide 93 residential units in buildings ranging from three to six storeys including amenity space, landscaping, disabled car parking and cycle parking. Permitted 01/04/2016

### 4. PUBLICITY AND ENGAGEMENT

- 4.1 A total of 641 letters were sent to occupiers of neighbouring properties, Site Notices were displayed outside the application site, and a press advert was published in the East End Life Newspaper.
- 4.2 Initial neighbour Letters were sent on 5/12/19, however, upon review, the end date for comments was incorrect. As a result, an additional batch of letters was sent on 9/12/19, which gave neighbours 30 days to provide comments.
- 4.3 A total of 2 letters in objection and 1 petition with 27 signatures was received.
- 4.4 The following issues were raised in representations that are material to the determination of the application, and they are addressed in the next section of this report:
- 4.5 The letters of objection and petition outlined the following:
- Object to the loss of the garages and replacement with flats
  - Proposed flats would lead to overcrowding
  - The huge development would create excessive strain on schools, Transport, Parking, Privacy, Open green space and Waste service
  - Proposed development would adversely impact upon daylight conditions
  - Loss of privacy from the development
  - Loss of open space from the development
  - Create a concrete maze resulting in a jail like atmosphere
  - Increased Anti-social behaviour (ASB) as a result of the development
  - Mass of the development does not guarantee or justify affordable homes
  - Construction work will create noise, pollution and other related disturbances
- 4.6 Several other non-planning related objections were raised which are as follows:
- Unpleasant change in view

- Potential compensation as a result of loss of garage

### Applicants Consultation

- 4.7 The applicant has submitted a Resident and Community Consultation Report. The report outlines that the development proposals were presented to neighbours and interested parties at a series of community consultation events, held near the application site during October 2017, March 2019, and June 2019. Separate events/meetings were also held with the occupier of the existing community facility as well as with Network Rail and Secured by Design officers.
- 4.8 The submitted Report notes that neighbours were generally supportive of the principle of redevelopment including the provision of affordable housing. It was noted that some concerns were raised. These can be described as follows:
- Car parking issues and loss of garages
  - Daylight/Sunlight issues
  - Anti-social behaviour issues
  - Height scale and massing of the development
- 4.9 The scheme has also gone through extensive pre-application under reference PF/17/00206 & PF/18/00188 with LBTH officers. Several meetings were held between 2017-2019.
- 4.10 Key considerations of the pre-application were:
- Height scale and massing of the development
  - Amenity including Daylight/Sunlight issues
  - Communal amenity space/public realm
  - Transport and highways impacts

## **5. CONSULTATION RESPONSES**

- 5.1 The views of the Directorate of Place are expressed in the MATERIAL PLANNING CONSIDERATIONS section below. The summary of consultation responses received is provided below.
- 5.2 The following were consulted regarding the application:

### **Internal Consultees**

#### Air Quality

- 5.3 No objection subject to a condition controlling dust of emissions during construction including details of the machinery uses and a construction environmental management plan condition

#### Contaminated Land

- 5.4 No objections. A condition is recommended for a land contamination scheme to be submitted in order to identify the extent of the contamination and the measures to be taken to avoid risk to the public, buildings and environment when the site is developed.



## Noise

- 5.5 No objections subject to several conditions being attached requiring:
- a) Prior to construction full details of sound insulation showing the building has been designed to meet regulations
  - b) Prior to occupation acoustic testing for units towards the rail line and compliance with condition A
  - c) Compliance condition for noise emission to be 10db below background levels
  - d) Restricting deliveries to certain times
  - e) The sound insulation between the community centre and the residential has to meet the LBTH Local Plan standard.

## Highways

- 5.6 The applicant entered very good pre-application discussions with the highway authority and several iterations of the proposal were discussed before agreeing this submitted application. No objections, subject to the following conditions:
- a) Car-free development apart from disabled bays
  - b) Secure cycle parking in line with Draft LP standards
  - c) S278 agreement for changes to public highway

## Design and Conservation

- 5.7 No objections (Advice given at pre-application stage was taken on board and the proposal was amended through various iterations to produce a high-quality scheme)

## Occupational Therapist

- 5.8 Initial comments were raised surrounding the design/layout of the wheelchair (WCH) units. Revised information was submitted which raised no objections. To secure this in perpetuity a condition will be secured so that the proposed development is compliant with the relevant building regulations.

## Surface Water Run-Off

- 5.9 No comments received, however, all major development are subject to a detailed surface water drainage scheme which will be secured via condition.

## Housing Strategy

- 5.10 The housing team provided advice during the pre-application process for this application and are satisfied with the submitted proposed housing mix. The scheme is 100% affordable rented and is achieving 42% family sized units which closely meets policy. Also welcome the applicant's efforts with regards to accommodating the council's preference for 3B5P and 4B6P sized units. The wheelchair accessible units are supported and should be in line with buildings regs.

## Waste

- 5.11 All bin stores to be designed in line with latest British standard & capacity to be in line with local policy. Bin access to be step free and waste collection is to be un-restricted:

*Officer comment: Relevant conditions will be secured*

#### Energy Efficiency

- 5.12 The proposal could do more to reduce CO2 emissions, however, it will be policy compliant therefore no objections are raised subject to a condition and financial contribution.

#### Biodiversity

- 5.13 No objection, subject to conditions. The application site includes areas of amenity grassland and two trees, one of which is to be removed. The existing buildings have negligible potential for bat roosts. The existing vegetation provides some low-quality wildlife habitat. The tree to be removed is a false acacia, an invasive non-native species of very limited wildlife value.
- 5.14 The proposed landscaping will ensure net gains in biodiversity. Including at least 3 native tree species, planting nectar-rich flowers, and enhancing the grassland with bulbs will all contribute to LBAP objectives. There are however some concerns with regards to some of the plant species however these can be addressed at condition stage

Officer comment: Secure relevant conditions.

#### Arboriculture

- 5.15 No objection. The proposed tree planting numbers, species and locations will adequately mitigate the loss of any trees on site. At least 3 of the proposed species should be native to the UK. With regards to the AMS, the construction methodology will not impact on the retained trees across the site.

#### LBTH Policy

- 5.16 The Planning Statement should refer to the new Local Plan, however the general principle of the land use for affordable housing and intensification of office space is supported. Slight reduction in community space is acceptable as it is being used by the same occupier.
- 5.17 Removal of garages and re-provision of blue-badge spaces is supported. The height is broadly in line with the surrounding context and would not be considered a tall building under local policy
- 5.18 Housing mix has been found acceptable by the housing team therefore no objections
- 5.19 Information surrounding open space re-provision should be clarified as cannot find clear comparisons between current and proposed size.

#### **External Consultees**

##### Crime Prevention Officer

- 5.20 Lack of information contained within the application, however, can confirm that pre-application discussions took place.

- 5.21 To ensure continuity regarding the accreditation of the Secured by Design scheme and if planning permission is granted a Secured by Design condition should be attached to the application

London Fire & Emergency Planning Authority

- 5.22 No comments received.

Thames Water Utilities Ltd.

- 5.23 Thames Water would advise that with regard to water network and water treatment infrastructure capacity, they would have no objection to the above planning application.
- 5.24 Thames Water have recommended a piling method statement to be submitted to and approved in writing by the local planning authority to ensure potential to impact on local underground sewerage utility infrastructure is suitably addressed.
- 5.25 Informatives relating to a Groundwater Risk Management Permit, minimum pressure/flow rate and a Thames Water main crossing the site are recommended.

Historic England Archaeology (GLAAS)

- 5.26 The development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. Therefore, should planning permission be granted an appropriately worded condition should be secured to the decision notice.

Network Rail

- 5.27 Due to the proximity of the proposed development to the railway the applicant must agree an Asset Protection Agreement.
- 5.28 The development must be 2m from NR site boundary and get approval from Network Rail Engineers
- 5.29 Secure a number of conditions/informatives regarding:
- Pre-construction
  - Construction
  - Operation
  - Maintenance

**6. RELEVANT PLANNING POLICIES AND DOCUMENTS**

- 6.1 Legislation requires that decisions on planning applications are taken in accordance with the Development Plan unless there are material considerations that indicate otherwise.

**6.2 Development Plan**

The Development Plan comprises:

- The London Plan (March 2016)
- Tower Hamlets Local Plan 2031 (January 2020)

6.3 The key Development Plan policies relevant to the proposal are:

Land Use – LP3.3, LP3.8, LP3.9; TH S.H1, TH D.H7, D.EMP3, D.CF2,  
(housing, office, community)

Design – LP7.1, LP7.2, LP7.3, LP7.4, LP7.5, LP7.6; TH S.DH1, TH D.DH2  
(layout, townscape, appearance, public realm, safety)

Heritage – LP7.8; TH S.DH3, TH D.DH4  
(historic environment)

Housing – LP3.5; TH S.H1, TH D.H2, TH D.H3, TH D.H7  
(housing quality)

Amenity – LP7.6; TH D.DH8  
(privacy, outlook, daylight and sunlight, noise, construction impacts)

Transport – LP6.9, LP6.10, LP6.13; TH S.TR1, TH D.TR2, TH D.TR3, TH D.TR4  
(sustainable transport, highway safety and capacity, car and cycle parking, servicing)

Waste – LP5.17; TH D.MW3  
(waste capacity and collection)

Environment – LP5.2, LP5.3, LP5.18, LP7.14, LP7.15, LP7.19; TH S.ES1, TH D.ES2,  
TH D.ES3, TH D.ES5, TH D.ES7, TH D.ES8, TH D.ES9  
(air quality, biodiversity, contaminated land, energy efficiency and sustainability,  
sustainable drainage)

6.4 The new London Plan is currently in draft form. The weight carried by most emerging policies at an advanced stage is substantial. Some policies are subject to Secretary of State Directions made on 13/03/2020 and these policies 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.

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

Land Use – H1, H4, H16 (previously H18)  
(housing)

Design – D3, D4, D5, D8, D11  
(layout, scale, public realm, safety)

Heritage – HC1  
(historic environment)

Housing – H6, D6  
(housing quality)

Amenity – D13  
(privacy, outlook, daylight and sunlight, noise, construction impacts)

Transport – T5, T6, T6.1, T7

(car and cycle parking, servicing)

Environment – SI2, SI3, SI12, SI13, G6

(air quality, biodiversity, energy efficiency and sustainability, sustainable drainage)

Other policies and Guidance

6.6 Other policy and guidance documents relevant to the proposal are:

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (updated 2019)
- LP Affordable Housing and Viability SPG (2017)
- LP Draft New London Plan (2020)
- LBTH Planning Obligations SPD (2016)
- Building Research Establishment (BRE) “Site layout planning for daylight and sunlight: a guide to good practice” (2011)
- GLA Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)

## 7. PLANNING ASSESSMENT

7.1 The key issues raised by the proposed development are:

- i. Land Use
- ii. Housing
- iii. Design & Heritage
- iv. Neighbour Amenity
- v. Transport
- vi. Environment
- vii. Infrastructure
- viii. Local Finance Considerations
- ix. Equalities and Human Rights

### Land Use

7.2 The National Planning Policy Framework sets out the Government’s land use planning and sustainable development objectives. The framework identifies a holistic approach to sustainable development as a core purpose of the planning system and requires the planning system to perform three distinct but interrelated roles:

- an economic role – contributing to the economy through ensuring sufficient supply of land and infrastructure;
- a social role – supporting local communities by providing a high-quality built environment, adequate housing and local services; and
- an environmental role – protecting and enhancing the natural, built and historic environment.

7.3 These economic, social and environmental goals should be sought jointly and simultaneously.

7.4 Policy 2.9 of the London Plan identifies the unique challenges and opportunities for inner London and specifies that boroughs should work to sustain its economic and demographic

growth, while addressing concentrations of deprivation and improving the quality of life and health for those living there.

#### Office/Community Use

- 7.5 Policy D.CF2 states that where community facilities are re-provided on site as part of the development, the quality and accessibility of these facilities (including public access) should be enhanced. Policy D.EMP3 states that development should not result in the net loss of viable employment floorspace.
- 7.6 The existing commercial/community space is currently poor quality and underutilised with large amounts of circulation space and unused rooms. Whilst the size of the community/office facility is being decreased by circa 22sqm, the quality and accessibility of the space will be significantly enhanced as a result of the re-development. The applicant has worked closely with the community groups that occupy the building and a number of features have been proposed to provide a more modern, fit for purpose space. These features include an enhanced amenity space at ground floor level and improved public access and visibility through signage and the provision of an activated frontage with a wide, accessible entrance. Overall, officers are satisfied with the re-provision of the both facilities on site and raise no objection to the small decrease in floorspace as both operations will continue to operate viably.

#### Loss of garages

- 7.7 An overall net reduction in parking will occur as a result of the proposed development, both off-street and on street. All 16 single story lock-up garages will be demolished to facilitate the redevelopment. It is noted that, due to the very limited width of the garages, the majority (over 70%) are used for storage rather than parking and are too narrow to fit most modern cars.
- 7.8 There is no policy requirement to replace the existing garages or parking spaces and, to the contrary, local policy aims to provoke more sustainable travel choices. This is a highly accessible location and the proposal would provide secure and accessible cycle parking and safe walking routes. As a result, no objections are raised. Policy D.TR3 requires all residential development to be permit-free and, with the exception of Blue Badge parking the proposed development is permit free. This is supported as the area has a PTAL of 6b which is considered excellent.

#### Loss of play space/ open space

- 7.9 Local Plan Policy D.H3(4) requires that amenity space be protected or re-provided. As such, the net loss of amenity space is generally resisted. There is currently 709sqm of grassed, public open space on the site. With the development in place, there would be 1104sqm of landscaped public open space. However, 562sqm of this space would be designated as doorstep play for children under 5, with playable landscape features. Taking this into account, the amount of non-child specific public open space would be 542sqm, which is less than the existing amount. However, the existing open space on site is poor quality, underused, fenced off and has little biodiversity value.
- 7.10 Supporting text paragraph 9.47 states that “where it would result in an improvement in quantity and/or quality of open space, re-provision will be allowed”. The proposed open space would include the provision of 18 trees, together with other soft landscaping features including low

level ground cover, hedge planting, grass mounds and playable landscape features, to produce a pleasant, natural and biodiverse environment. Given these significant improvements, the provision of child play space for the benefit of future residents and the wider estate together with the other public benefits of the scheme in providing 100% additional affordable housing, in this instance officers would take the view that the 'loss' of 167sqm of open space is acceptable.

### Principle of residential use

- 7.11 Delivering new housing is a key priority both locally and nationally. Through policy 3.3, the London Plan (2016) seeks to alleviate the current and projected housing shortage within London through provision of an annual average of 42,000 net new homes. Draft London Plan Policy H1 takes this further and sets out objectives to increase the supply of housing and sets out ten year targets to be achieved setting out and increased target of 66,000 new homes for London each year for at least 20 years.
- 7.12 Local Plan policy S.H1 seeks to achieve the housing target of 3,931 new homes per year across the borough. This is proposed to be achieved by ensuring that development does not undermine the supply of self- contained housing – in particularly family homes as well as providing affordable homes. Development is also expected to contribute towards the creation of mixed and balanced communities.
- 7.13 The principle of the delivery of new housing is supported by S.H1. Part 1.d supports the delivery of estate regeneration which meets housing needs and improved social facilities and environmental amenity.
- 7.14 Given the above and the residential character of surrounding area around the site, the principle of intensification of housing use is supported in policy terms.

## **Housing**

### Affordable Housing

- 7.15 As mentioned in the Land Use section of this report, delivering new housing, especially affordable housing, is a key priority both locally and nationally.
- 7.16 In line with section 5 of the NPPF, the London Plan has a number of policies which seek to guide the provision of affordable housing in London. Policy 3.8 seeks provision of a genuine choice of housing, including affordable family housing. Policy 3.9 seeks to encourage mixed and balanced communities with mixed tenures promoted across London and specifies that there should be no segregation of London's population by tenure. Policy 3.11 identifies that there is a strategic priority for affordable family housing and that boroughs should set their own overall targets for affordable housing provision over the plan period. Policy 3.13 states that the maximum reasonable amount of affordable housing should be secured.
- 7.17 In terms of planning policy, the relevant Local Plan policy is S.H1. This policy sets an overall strategic target for affordable housing of 50% until 2031. This will be achieved by:
- i. securing affordable homes from a range of council-led initiatives
  - ii. requiring the provision of affordable housing contributions on sites providing 2 to 9 new residential units against a sliding-scale target (subject to viability)
  - iii. requiring the provision of a minimum of 35% affordable housing on sites providing 10 or more new residential units (subject to viability), and

- iv. requiring a mix of rented and intermediate affordable tenures to meet the full range of housing needs requiring a mix of rented and intermediate affordable tenures to meet the full range of housing needs.

- 7.18 Local plan policy D.H2 states that development is required to maximise the provision of affordable housing on site. It also requires an overall strategic tenure split for affordable homes from new development as 70% social rent and 30% intermediate. It also states that there should not be an over-concentration of one type/tenure of housing in any one place. Although the development would be completely affordable rented tenure, it is considered that this would not result in an over-concentration of this tenure in this area due to a number of large developments around the site containing high numbers of private and intermediate tenure dwellings and thus the proposal would result in a more mixed and balanced community.
- 7.19 All of the 33 proposed units would be affordable rented units. This comprises a substantial contribution towards the very high local need in Tower Hamlets and a substantial contribution towards the Council’s programme to deliver new affordable homes for local people. With the extremely high priority for affordable housing in mind, the significant additional provision is welcomed. In addition, the number of homes proposed is considered to be the maximum reasonable scenario that can be delivered on the site, given the sites constraints.
- 7.20 The scheme would use the latest rent levels being split 50/50 between London Affordable Rent and Tower Hamlets Living Rent.

Residential density

- 7.21 Local Plan policy D.DH7 requires the cumulative impacts to be considered when the density levels proposed are above those outlined in the London Plan (2016) policy 3.4. The Draft New London Plan removes reference to the Matrix and seeks to optimise housing capacity, taking into account a range of factors including local character, context, public transport provision and good design. Policies D1 and D3 of the draft New London Plan place a greater emphasis on a design led approach to optimise the development capacity of a site and to make the best use of land, whilst also considering the range of factors set out above.
- 7.22 The site has an urban character and a PTAL of 6b which is indicative of its high accessibility by public transport. Taking these factors into account and noting also the design quality of the scheme, which is discussed later, it is considered that the proposed development makes good use of the land and optimises the development capacity of the site, in compliance with the aforementioned development plan policies.

Dwelling mix

- 7.18 Pursuant to Policy 3.8 of the London Plan, new residential development should offer genuine housing choice. LBTH Policy D.DH2 seeks to secure a mixture of small and large homes. Specific guidance is provided in Council’s most up to date Strategic Housing Market Assessment (2017).
- 7.23 The desired mix of unit sizes within the affordable rented tenure and the mix of unit sizes the scheme proposes here, is set out in the table below:

<u>Unit Type</u>	<u>Desired Affordable Rent</u>	<u>Proposed Affordable Rent</u>
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<b>1 bed</b>	25%	<b>12 (36.4%)</b>
<b>2 bed</b>	30%	<b>7 (21.2%)</b>
<b>3 bed</b>	30%	<b>8 (24.2%)</b>
<b>4 bed</b>	15%	<b>6 (18.2%)</b>
<b>Total</b>		<b>33</b>

Figure 3 – Unit Mix

7.24 The development is proposing a unit mix of 36% one beds, 21% two beds, 24% three beds and 18% four beds- which equates to 42% family sized units. There is a slight overprovision of one bed units and a slight under provision of two and three bed units. However, the scheme closely follows the LBTH requirement of 45% family sized units in the affordable rented tenure by habitable room, of which there is an identified need in the borough. Whilst the unit mix does not fully comply with the preferred mix, the deviations are minimal and overall, this development would provide a good mix of unit sizes in the affordable rented sector, which is welcomed.

#### Standard of residential accommodation

7.25 The GLA's Housing SPG aims to ensure that housing is "*fit for purpose in the long term, comfortable, safe, accessible, environmentally sustainable and spacious enough to accommodate the changing needs of occupants throughout their lifetime*". The document provides advice on a number of aspects including the design of open space, approaches to dwellings, circulation spaces, internal space standards and layouts, the need for sufficient privacy and dual aspect units

7.26 Policy D.H3 of the Tower Hamlets Local Plan requires that new dwellings meet the minimum standards prescribed within the London Plan, with particular regard for 2.5m minimum floor to ceiling heights and the provision of 10% wheelchair housing. The policy also highlights the requirement that affordable housing not be of a distinguishable difference in quality.

7.27 All of the proposed units would meet or exceed the internal floorspace standards. In line with guidance, the detailed floor plans submitted with the application demonstrate that the proposed dwellings would be able to accommodate the furniture, storage, access and activity space requirements. All units in the development will be double or triple aspect.

#### Internal Daylight/Sunlight and Outlook

7.28 Policy D.DH8 requires the protection of the amenity of future residents and occupants by ensuring adequate levels of daylight and sunlight for new residential developments. Guidance relating to daylight and sunlight is contained in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight' (2011). The primary method of assessment of new build accommodation is through calculating the average daylight factor (ADF). BRE guidance specifies the target levels of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

7.29 The applicant has provided a Daylight / Sunlight assessment, undertaken by EB7 which was independently reviewed by BRE.

- 7.30 In relation to daylight, the ADF was used, which is a measure of the amount of daylight in an interior and is dependent on the room and window dimensions, the reflectance of the interior surfaces and the type of glass, together with any obstructions outside.
- 7.31 The submitted results indicate that 107 out of the 132 (81%) rooms assessed across the sites meet the ADF tests set out in the BRE guidance. Rooms which fail belong to the lower floors of the Garages site and are largely as a result of the deck access and recessed entry ways, however, when a degree of up to 0.3% flexibility is added, 116 rooms (88%) pass the guidelines.
- 7.32 With regards to outlook, all units are minimum dual aspect with a pleasant, unimpeded outlook and sufficient access to through ventilation.
- 7.33 Officers are satisfied that the proposed accommodation has been sensitively designed and modelled to respond to the local surroundings whilst still providing good access to daylight, sunlight and outlook for the future residents.
- Wheelchair Accessible Housing and Lifetime Homes Standards
- 7.34 Policy 3.8 of the London Plan and Local Plan Policy D.H3(1b) requires that 10% of dwellings are designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users in line with Building regulations Part M4(3)/ (2).
- 7.35 The scheme proposes four wheelchair accessible - M4(3) - dwellings, across the ground and first floors of the Garages site which amounts to more than 10% of the total units, meeting the policy target.
- 7.36 This is in accordance with the needs of families waiting for fully accessible housing on the Common Housing Register. The detailed floor layouts and locations within the site for the wheelchair accessible homes have been provided and reviewed by the Councils Occupation Therapists, who following some amendments (namely the conversion of a previously adaptable into a fully accessible unit) raised no objections. Four disabled accessible parking space would be provided on site and are in accordance with Part M of building regulations.

Private and communal amenity space

- 7.37 London Plan policy 3.5, and Local Plan Policy D.H3(5) requires adequate provision of private and communal amenity space for all new homes.
- 7.38 For major residential developments Policy D.H3 stipulates 50sqm of communal amenity space for the first 10 units plus 1sqm for every additional unit should be provided. As such, a total of 73sqm of communal amenity space is required for the proposed development.
- 7.39 Within this scheme, no 'communal amenity space' is provided which would be accessible only to residents of the proposed new dwellings. However, the scheme proposes significant improvements to the existing public open space which surrounds the proposed new dwellings, which would also benefit the existing residents of the wider estate. This public open space will total 1,104sqm- significantly more than required by policy- and will be conveniently located, accessible and, with the improvements, provide a varied and interesting series of hard and soft landscaped spaces. The layout of the wider estate with its large open spaces lends itself to the approach to outdoor space adopted here. In this instance and in these particular circumstances, whilst not strictly policy compliant, it is considered that the scheme would provide large, high quality and acceptable communal amenity space for the future residents.

7.40 In terms of private amenity space provision, all of the proposed units would have a private balcony or terrace that is at least 1500mm wide and would meet or exceed the Local Plan requirements.

Overall, the proposed provision of private and communal amenity space would make a significant contribution to the creation of a sustainable, family friendly environment.

Child play space

7.41 In addition to the private and communal amenity space requirements, policy 3.6 of the London Plan, and Local Plan Policy D.H3 require provision of dedicated play space within new residential developments.

7.42 A minimum of 10sqm of play space for each child, calculated using the Tower Hamlets child yield calculator (which provides more borough-specific data than the GLA London-wide child yield calculator) is required.

7.43 The proposed scheme is anticipated to accommodate an extra 48 children using the child yield calculator. The following table shows a breakdown of the child play space as required by policy and as proposed.

Age Group	TH Requirement (sqm)	Proposed (sqm)
0-4 years:	155	190
5- 11 years	142	151
12-18 years:	171	185
<b>Total</b>	<b>468</b>	<b>526</b>

Figure 4 – Child play space

7.44 As can be seen from the above the proposals provide child play space in excess of policy requirements, which is supported.

7.45 A comprehensive Landscape Scheme has been submitted which provides detail on the layout of communal and child play space areas. The gardens will provide doorstep play in excess of the minimum requirements for all the relevant age groups (0-4 years, 5-11 year & 12+ years). As recommended in the guidance the proposed gardens will include a playable landscape/play trail with changes in levels, natural play elements such as stone boulders, tree trunks, sculptural timber play equipment to encourage imagination, playable edges and other engaging features, in order to create incidental play opportunities. The gardens are surrounded by buildings on all sides - providing a safe and secure play environment that is well overlooked. Overall, the quantum and quality of the proposed space is supported, with final details secured via condition.



Figure 5 – Child play space breakdown

- 7.46 Officers would also highlight that in addition to the on-site provision, Bethnal Green gardens is less than 100m north of the site and provides a wide range of facilities including play space, open space and tennis courts.

### **Design & Heritage**

- 7.47 Development Plan policies call for 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.

#### Demolition of existing buildings

- 7.48 To facilitate the re-development, the existing single storey garages and the Bancroft TMC building will be demolished. The buildings being demolished are of poor quality and are not considered to be non-designated heritage assets. No further assessment is therefore required, with regards to policy or the NPPF in this regard.

#### Form, height and massing

- 7.49 During the pre-application process and the applicant's own consultation exercises, the proposed massing has been a key topic of discussion, with various iterations and amendments being made to height and footprint of the development.

#### *Bancroft TMC*

- 7.50 The first building to the north of the site is formed of two interlocking blocks, which are carefully modulated to react to the existing and surrounding context. The smaller southern element is 2/3 storeys, in direct response to the properties to the south. The taller 6 storey element (with a maximum height of 23m from ground level) adjacent to the railway line has

had its top storey set back 2.5m from the south and east sides to reduce its prominence on the street. Whilst the building is slightly taller than its surrounds, the stepped approach to its form successfully reduces the overall massing and the resulting building sits well within its surroundings.

### *Garages*

- 7.51 The second building to the south is set at five storeys (with a maximum height of 17.5m) facing east, stepping down to three storeys fronting west. The height of the building reflects that of the surrounding area and is in keeping with the adjacent building heights at Wickford House and 64-134 Cambridge Heath Road. Its form is simpler, comprising a single rectangular block with a more consistent height and mass. This is supported.

### Layout

#### *Bancroft TMC*

- 7.52 With regards to the ground floor layout and visual treatments, the development would contain active frontages and four separate entrances. One residential entrance would be located along the south side of the building fronting Pelican Passage with the second residential entrance being located to the north of the block on the east side of Wickford St, providing access to the flats above. The ground floor will incorporate two separate entrances for the office/community uses with the open-air amenity space/courtyard split equally between the two units.

### *Garages*

- 7.53 The garages site would consist of entirely residential dwellings. Entrances to the flats would be on the eastern elevation facing Wickford Street, with ground floor units being set back slightly than the upper floors to provide defensible space with the upper floors being accessed via shared walkways. The flats would primarily be east/west facing, with the rear of the units looking west onto the communal/child play space. The south of the site would provide the accessible parking bays and refuse collection area.

### Design/Materials

#### *Bancroft TMC*

- 7.54 The building would be constructed out of a simple two-toned brick material pallet and would lead to a robust, contemporary design which integrates well into the site context. The single block incorporates two design approaches to the residential and community uses that still read as a cohesive elegant whole. The deep chamfered reveals, curved flank walls to the balcony and brick detailing (including hit and miss brickwork) with large window openings break up the massing and add architectural interest to the building. All gutters and downpipes will be internally fitted providing relief to the facades.

### *Garages Site*

- 7.55 A similar design has been taken across both buildings and the contemporary yet robust approach to the design is supported. The two brick shades along with good solid to void ratios help break up the massing together with the articulated upper floors which adds depth to the façade and creates an effective interface between the dwellings and the walkway, which is a key design feature. The inset balconies with the brick curtain and triangular window which

terminates the junction of Wickford Street and Cephas Street are high quality architectural features which contributes to the visual interest of the building and surrounding area. As with the TMC site, all gutters and downpipes will be internally fitted allowing the architectural detail of the brickwork and design features to be expressed.

7.56 In conclusion both buildings would be contemporary yet robust in nature using traditional materials with good solid to void ratios and effective architectural detailing. In order to ensure that the design details translate into the built form, great attention needs to be paid to detail. A condition shall be attached to the permission requiring full details and samples of all proposed materials and finishes.



Security

7.57 As part of the consultation and liaison process, the applicant provided their own consultation

Figure 6 – Garages site (foreground) with TMC (background) site looking north from Wickford St

7.58 Whilst limited information was contained within the supporting documents at pre-application stage met police offered the following comments:

- Scheme to be recommended for SBD Silver Award
- Chamfers and recesses at ground floor are supported with adequate lighting to be provided at later stage.
- Three-level security to be provided in case of unit number per block exceeding 25.
- Appropriate finishes, layout and lighting to be provided for landscaped area and Wickford Street.
- Further specifications of applied systems to be provided at post-planning stage.

7.59 Notwithstanding the above, a condition will be secured requiring the development to meet secure by design accreditation.

Landscaping

7.60 At present the site comprises garages and public grassed areas with no considered landscaping, providing poor quality amenity for surrounding residents.

- 7.61 Detailed landscape drawings have been submitted to support the application. The proposed scheme seeks to significantly improve the amenity offer whilst rationalising and making better use of the space. The wider landscaping proposals includes the following:
- Revised pedestrian paths with permeable paving and low-level lighting
  - Revised vehicular access
  - Hard and soft landscaped public open space with designated child play space comprising natural play features
  - Improved biodiversity with planting including a variety of species of trees and planting
- 7.62 Hard landscaping elements of the scheme will comprise a robust palette of materials which will subtly change, to mark out different areas of use. Features will include natural boulders, permeable materials, planters, play equipment and turfed areas, spread across the development. Low level lighting will also be provided throughout.
- 7.63 Large areas of planting with a mix of native trees and plants are proposed across the development. The soft landscaping strategy would be in keeping with the Council's Biodiversity Strategy.
- 7.64 The child play space will be integrated within the landscaped areas to provide a multi-functional space in line with GLA guidance.
- 7.65 Biodiverse green roofs will be provided at the roof levels of the buildings. Within these spaces indigenous species which attract pollinators and birds will be used, as well as nesting boxes and invertebrate habitats (to be secured via condition).
- 7.66 The applicant team also met with Secured by Design officers in relation to the design of the open space. The main points of focus for landscape were taken to into consideration and designed into the scheme. They include:
- Ensuring visibility across the site by maintaining clear lines of sight
  - Ensuring no potential hiding places are created
  - No obvious seating opportunities
  - Well-suited lighting
  - Appropriate play environment
- 7.67 Finally, the councils tree officer has been consulted on the application and has stated that the removal of the two existing trees on site are more than adequately re-provided for in the proposed landscaping scheme – through the provision, across the site, of 18 new trees.
- 7.68 The proposed landscaping is well thought out and would be of a high quality. A condition will be attached to the decision requiring further details of the landscaping to be submitted (including details of the proposed trees and play equipment).
- 7.69 Discussions on Biodiversity are found under 'environmental consideration' section within this report.

### Heritage

- 7.70 The proposed TMC building would sit in close proximity to the grade II listed railway viaduct to the north. There is an existing building in the same location and the proposed building would not obscure views of this asset. In addition, the proposed building is of high-quality design and uses of robust materials. As such, the proposal would not harm the significance of the asset, by way of impact to its setting and complies with section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

7.71 The application site is lies within the Bethnal Green Archaeological Priority Area (Tier 2) and as such Historic England Archaeology have been consulted. They have stated that a field evaluation is required to ensure that the development does not harm any archaeological remains and to determine any appropriate mitigation. An appropriately worded condition will be secured to the decision notice.

### Conclusion

7.72 In terms of overall design, the development is well considered, appropriately detailed and would allow a development of suitable mass and scale for the site's location.

7.73 The overall design of the buildings with enhanced public open space, child play space areas and permeable design would provide appropriate visual relief, particularly between the Garages site and adjacent buildings. The local historic environment will not be adversely impacted upon.

7.74 The suite of materials and the contemporary design ensure there is suitable reference to the history of the surrounding area, whilst also ensuring a high quality, modern design approach. The design of the buildings effectively meets Development Plan policy considerations and would make a positive contribution in the surrounds.

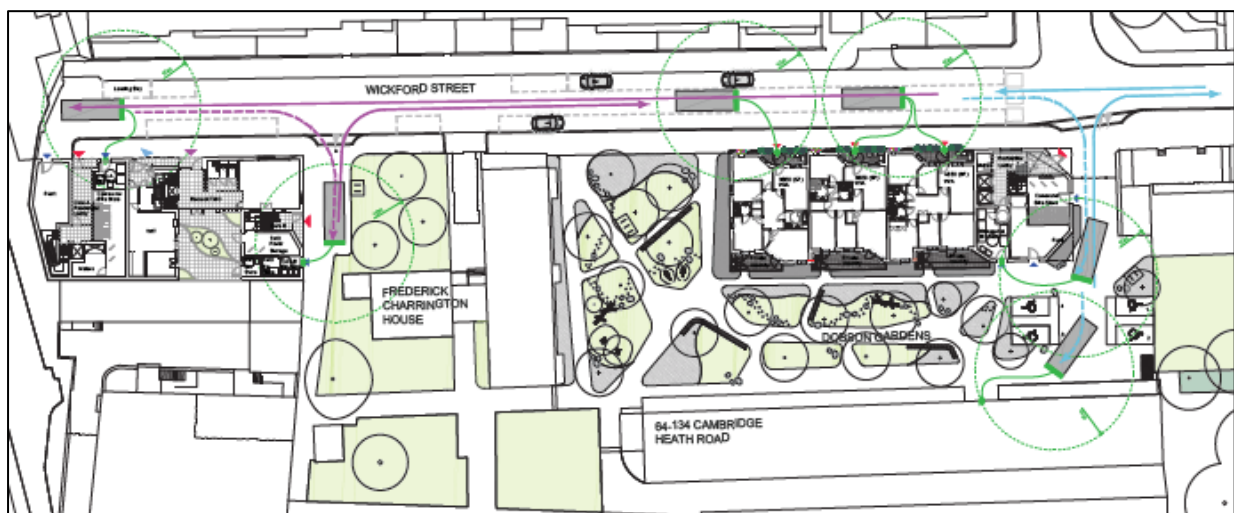


Figure 7 – Proposed Layout and Landscaping

### **Neighbour Amenity**

7.75 Development Plan policies seek to protect neighbour amenity- in relation to privacy, noise and disturbance, daylight and sunlight, outlook and enclosure.

7.76 In line with the principles of the National Planning Policy Framework, the Council's local policy D.DH8 of the Managing Development Document aims to safeguard and where possible improve the amenity of existing residents and building occupants, as well as to protect the amenity of the surrounding public realm.

### Overlooking and privacy



- 7.77 Local Plan Policy D.DH8 requires new developments to be designed to ensure that there is sufficient privacy and that they do not enable an unreasonable level of overlooking between habitable rooms of adjacent residential properties, schools or onto private open spaces. The degree of overlooking depends on the distance and the horizontal and vertical angles of view. The policy specifies that in most instances, a distance of approximately 18 metres between windows of habitable rooms would reduce inter-visibility to a degree acceptable to most people. Within an urban setting, it is accepted that overlooking distances will sometimes be less than the target 18 metres reflecting the existing urban grain and constrained nature of urban sites such as this.
- 7.78 The scheme and proposed fenestration have been designed in order to avoid overlooking to adjoining properties. Balconies for both buildings have mostly been inset rather than projecting increasing the distances provided between habitable windows and to restrict viewing angles. In the case of the Garages site a walkway has been provided on the eastern elevation, to increase separation distances to Wickford house.
- 7.79 The buildings siting and scale has sought to maximise distances from existing buildings in the surrounding area to mitigate potential amenity impacts and to create a positive relationship between new and existing buildings.
- 7.80 Separation distances between the Bancroft TMC building and Wickford House to the east are a minimum of 15.5m, with distances increasing to 18.8m from the setback top floors. To the south, distances between the TMC building and Frederick Charrington House are 22m. Whilst some distances involved are slightly below the 18m guideline, this is not uncommon within the locality and is reflective of the street pattern in the area. Furthermore, in the case of the TMC building, this represents an existing situation as the proposed replacement building is built within the footprint of the existing structure. Whilst the use and height of the building has increased, it is not considered that the proposal would result in undue adverse impacts to privacy.
- 7.81 Separation distances between the Garages site and the properties to the east are a minimum of 16.3m, with distances increasing to 18m when measured from the front doors of the properties, due to the external walkway. To the west, facing 64-134 Cambridge Heath Road, distances are a minimum of 17.3m increasing to 19.8m when measured from the setback upper floors. Again, whilst some distances are slightly below the 18m guideline, for a new building on a vacant site in an urban location, these distances are acceptable and would not result in any undue loss of privacy.
- 7.82 Final details of balcony screens will be secured via conditions and as such, officers are satisfied the proposal would not give rise to any unduly detrimental impacts on privacy to neighbouring properties.

#### Outlook and sense of enclosure

- 7.83 The proposed massing of both buildings has been designed carefully to not increase the sense of enclosure to surrounding properties. The upper floors of both buildings have been set back so as to reduce the impacts perceived by neighbouring occupiers. The heights largely reflect that of the surrounding buildings, ranging from 2-6 storeys. Whilst it is acknowledged that the buildings would increase in scale from their original situations, separation distances have been carefully designed to reflect that of the local area. Overall, it is not considered that the development would result in an overbearing appearance or sense of enclosure within the context of the site.

#### Daylight, Sunlight and Overshadowing

- 7.84 The impact to the neighbouring properties daylight/sunlight conditions was a key consideration of the application. A number of residential properties surrounding the site have been tested as part of the application. As a result of ongoing discussions and in light of comments being received from the London Metropolitan University, officers conducted a site visit and revised daylight/sunlight information was submitted.
- 7.85 Policy D.DH8 requires consideration of two questions, which regards to the impact of a proposed development on the daylight and sunlight conditions on existing surrounding developments:- (i) whether or not it would result in “material deterioration” of these conditions and (ii) whether or not such deterioration would be “unacceptable”. D.DH8 (8.88) states that in applying D.DH8.1(c) “the Council will seek to minimise the impact of the loss of daylight and sunlight and unacceptable overshadowing caused by new development. The Council will also seek to ensure that the design of new development optimises the levels of daylight and sunlight” The policy further states that assessing the impact of the development is to follow the methodology set out in the BRE guide
- 7.86 The accepted guidance for assessing daylight and sunlight to neighbouring is the Building Research Establishment (BRE) handbook ‘Site Layout Planning for Daylight and Sunlight’ (2011).

#### Daylight Tests

- 7.87 For daylight, the tests are “Vertical Sky Component” (hereafter referred to VSC) which assesses daylight to the windows, and the “No Sky Line” test (hereafter referred to as NSL - also known as daylight distribution), which assesses daylight within the room. Both the VSC and NSL tests should be met to satisfy daylight, according to the BRE guidelines as outlined in the Summary box (Figure 20) paragraph 2.2.21 of ‘Site Layout Planning for Daylight and Sunlight’ (2011). This text is directly quoted below.

#### Summary (Figure 20) of BRE guidelines:

- 7.88 *“If any part of a new building or extension, measured in a vertical section perpendicular to a main window wall of an existing building, from the centre of the lowest window, subtends an angle of more than 250 to the horizontal, then the diffuse daylighting of the existing building may be adversely affected. This will be the case if either:*
- *The VSC measured at the centre of an existing main window is less than 27%, and less than 0.8 times its former value*
  - *The area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value.”*
- 7.89 There is another daylight test known as the Average Daylight Factor (hereafter referred to as ADF) that is primarily designed for assessing daylight within proposed buildings. The BRE guidelines outline at Appendix F where it is appropriate to use the ADF test to existing buildings but, in the majority of cases, it is not an appropriate assessment for neighbouring properties. Therefore, this report does not outline any further explanation for ADF below as it is not needed in this instance.
- 7.90 Appendix I – Environmental Impact Assessment of ‘Site Layout Planning for Daylight and Sunlight’ (2011) outlines how loss of skylight or sunlight would translate in to a negligible, Minor Adverse Moderate Adverse or Major Adverse effect. There is no guidance for the

numerical guidelines used to categorise windows/rooms as “Minor, “Moderate or Major”. The numerical guidelines have been formalised by LBTH and are used by reputable Daylight & Sunlight consultants. The bandings have been used for EIA assessments for LBTH.

#### Vertical Sky Component (VSC)

- 7.91 VSC is assessed at the centre point of the window and looks at the angle of obstruction caused by the proposed development. The maximum value is 40% VSC for a completely unobstructed vertical wall (this will be achieved in a rural setting). The first BRE guideline target for VSC is to achieve 27% VSC or more. If this is not met, the reduction in light should not exceed 20% of the former VSC light levels (the BRE guidelines mention retaining 0.8 times the former value of light, which is the same as a reduction in light of no greater than 20%). If these two criteria are met, the window would satisfy the BRE guidelines.
- 7.92 There is no definitive categorisation for impacts that exceed BRE guidelines, however the following significance criteria banding was used when summarising the overall daylight and sunlight effects to the surrounding buildings;

VSC Result	Significance Criteria
Reduction of under 20% or in the case of VSC retained VSC at 27% or more	Negligible
Reduction of 20% or more but under 30%	Minor Adverse
Reduction of 30% or more but under 40%	Moderate Adverse
Reduction of 40% or more	Major Adverse

#### No Sky Line (NSL)

- 7.93 The NSL test reviews daylight within the room and shows the points in the room that can and cannot see the sky. The test is taken at the working plane which is 850mm above the floor level in houses. If the reduction in light is less than 20% (the BRE guidelines mention retaining 0.8 times the former value of light previously received which is the same as a reduction in light no greater than 20%), the said room would meet the BRE guidelines.
- 7.94 There is no definitive categorisation for impacts that exceed BRE guidelines, however the following significance criteria banding was used when summarising the overall daylight and sunlight effects to the surrounding buildings;

NSL Result	Significance Criteria
Reduction of under 20% or in the case of VSC retained VSC at 27% or more	Negligible
Reduction of 20% or more but under 30%	Minor Adverse
Reduction of 30% or more but under 40%	Moderate Adverse
Reduction of 40% or more	Major Adverse

#### 7.95 *Daylight – Vertical Sky Component (VSC) and No Sky Line (NSL)*

- 7.96 VSC is a metric that determines the amount of light falling on a particular point, in this case, on the centre point of the window. The calculations for VSC do not take into account window size, room dimensions or the properties of the window itself.

7.97 NSL assesses where daylight falls within the room at the working plane (850mm above floor level in houses), Daylight distribution assessment is only recommended by the BRE Report where room layouts are known.

7.98 The following residential properties have been tested for Daylight and Sunlight based on land use and proximity to the site:

- 1-4 Pelican Passage
- Wickford House
- 1-24 Frederick Charrington House
- 64-134 Cambridge Heath Road
- Doveton House
- Cephas House
- 1-8 Wickford Street
- Malcolm Road Consented Scheme (LPA Ref: PA/12/01758)

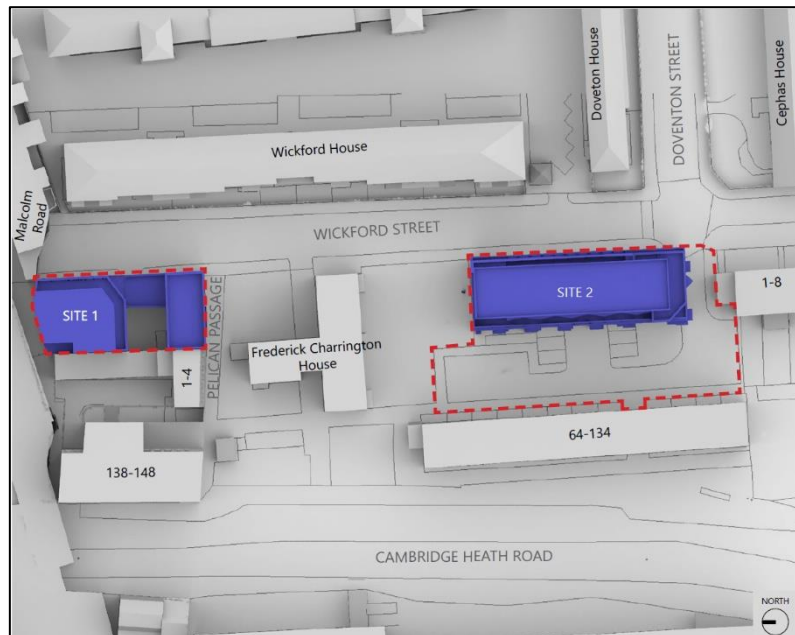


Figure 8 – Studied properties for impacts to Daylight/Sunlight

7.99 It should first be mentioned that the site in question is a comparatively low-rise site located in an urban location which features a number of medium rise buildings in the vicinity and, that an increase in height/mass to the development to the site will show considerable changes in the neighbouring conditions. Following advice from officers, additional information was submitted over the course of the application. It should also be noted that the development has gone through extensive pre-application and the proposal has been designed in order to reduce the impacts towards the neighbouring daylight/sunlight conditions.

7.100 In the **existing** situation the residential properties mentioned above have VSC's ranging from 3.3 in the lowest instance to 51.1 (rooflights) in the highest instance. This sets the scene for a site which benefits from DLSL figures of a highly urban environment within a surrounding medium rise building streetscape which have varied layouts

1-4 Pelican Passage

7.101 The three-storey residential property adjoins the TMC site to the south while the garages site would be hidden behind Frederick Cherrington House.

7.102 The submitted results show that all assessed windows/rooms would be compliant both in terms of VSC and NSL.

*Wickford House*

7.103 This six-storey residential block spans the length of Wickford street and is located to the east of both sites.

7.104 Three different tests were undertaken on Wickford House as a result of officer's feedback from pre application. These include: The existing conditions, Wickford House without Balconies, and a mirror massing test. These additional/alternate tests are supported in the BRE guidance.

*Existing scenario*

7.105 The submitted results show that 138 out of 211 (65%) windows would be compliant with VSC targets. Of the 73 windows where the reduction of VSC levels would exceed BRE guidelines: 27 would be within the 20-30% range in regard to VSC loss against existing conditions meaning a minor adverse impact on these windows. 17 windows would suffer a loss between 30-40% meaning a moderate adverse impact on this window. 29 windows would suffer a loss greater than 40%, meaning a major adverse impact on these windows.

7.106 101 out of 130 (78%) rooms assessed would be compliant with the NSL targets. Of the 27 rooms where the reduction of NSL levels would exceed BRE compliance 3 would be within the 20-30% range in regard to NSL loss against existing conditions meaning a minor adverse impact on these windows. 7 rooms would suffer a loss between 30-40% meaning a moderate adverse impact on this room. 19 rooms would suffer a loss greater than 40%, meaning a major adverse impact on these rooms.

*Without Balconies*

7.107 As stated within the submitted DLSL review the provision of external balconies has caused a significant effect on light received by properties in Wickford house, particularly those on the lower floors. In line with policy and BRE guidance an additional set of daylight tests without balconies has been provided for Wickford House.

7.108 The submitted results show that 168 out of 211 (80%) windows would be compliant with VSC targets. Of the 43 windows where the reduction of VSC levels would exceed BRE guidelines: 24 would be within the 20-30% range in regard to VSC loss against existing conditions meaning a minor adverse impact on these windows. 16 windows would suffer a loss between 30-40% meaning a moderate adverse impact on this window. 3 windows would suffer a loss greater than 40%, meaning a major adverse impact on these windows.

7.109 101 out of 130 (78%) rooms assessed would be compliant with the NSL targets. Of the 27 rooms where the reduction of NSL levels would exceed BRE compliance 4 would be within the 20-30% range in regard to NSL loss against existing conditions meaning a minor adverse impact on these windows. 6 rooms would suffer a loss between 30-40% meaning a moderate adverse impact on this room. 19 rooms would suffer a loss greater than 40%, meaning a major adverse impact on these rooms.

### *Mirror test*

- 7.110 Paragraph F5 of the BRE Guidelines suggests testing the effects of the proposal against a 'mirror-image' of the affected property. In this instance the massing of Wickford House has been used as a baseline and then compared with the proposed scheme.
- 7.111 If the existing building at Wickford house was used as a baseline for assessing the impacts of the proposed development, then 208-211 (99%) of windows would be compliant with VSC targets. The remaining 3 would fall within the 20-30% range in regard to VSC loss against existing conditions, meaning a minor adverse impact on these windows.
- 7.112 126 out of 130 (97%) rooms assessed would be compliant with the NSL targets. Of the 4 rooms where the reduction of NSL levels would exceed BRE compliance 2 would be within the 20-30% range in regards to NSL loss against existing conditions meaning a minor adverse impact on these windows. 2 rooms would suffer a loss between 30-40% meaning a moderate adverse impact on this room. 1 room would suffer a loss greater than 40%, meaning a major adverse impact on these room  
*1-24 Frederick Charrington House*
- 7.113 This six-storey residential property is located to the south of the TMC site and to the north of the garages site.
- 7.114 The submitted results show that 123 out of 130 (95%) windows would be compliant with VSC targets. Of the 7 windows where the reduction of VSC levels would exceed BRE guidelines: 3 would be within the 20-30% range in regards to VSC loss against existing conditions meaning a minor adverse impact on these windows. 0 windows would suffer a loss between 30-40% meaning a moderate adverse impact on this window. 4 windows would suffer a loss greater than 40%, meaning a major adverse impact on these windows.
- 7.115 All rooms assessed would be compliant with the NSL targets.  
*64-134 Cambridge Heath Road*
- 7.116 This property is a five-storey residential block located to the west of the garages site. Deck access is provided on the eastern elevation with the majority of living rooms for the property facing Cambridge Heath Road.
- 7.117 The submitted results show that 29 out of 48 (60%) windows would be compliant with VSC targets. Of the 19 windows where the reduction of VSC levels would exceed BRE guidelines: 4 would be within the 20-30% range in regards to VSC loss against existing conditions meaning a minor adverse impact on these windows. 5 windows would suffer a loss between 30-40% meaning a moderate adverse impact on this window. 10 windows would suffer a loss greater than 40%, meaning a major adverse impact on these windows.
- 7.118 45 out of 48 (94%) rooms assessed would be compliant with the NSL targets. Of the 3 rooms where the reduction of NSL levels would exceed BRE compliance 1 would be within the 20-30% range in regards to NSL loss against existing conditions meaning a minor adverse impact on these windows. 2 rooms would suffer a loss between 30-40% meaning a moderate adverse impact on this room. 0 rooms would suffer a loss greater than 40%, meaning a major adverse impact on these room
- 7.119 As a note, a number of non-habitable rooms including entrance hallways, bathrooms and undersized kitchens (classed as less than 13sqm as per the London Housing SPG) serve this

elevation would see minor (third floor) to moderate (first floor) daylight impacts, however, are not discussed further as they are not covered under BRE guidelines.

#### *Doveton House*

- 7.120 Doveton House is a six-storey residential block located to the north of the garages site whose primary elevation is facing south, away from the proposed development. Only a small number of windows face east onto the proposed development.
- 7.121 The submitted results show that 61 out of 67 (91%) windows would be compliant with VSC targets. Of the 6 windows where the reduction of VSC levels would exceed BRE guidelines: 2 would be within the 20-30% range in regards to VSC loss against existing conditions meaning a minor adverse impact on these windows. 4 windows would suffer a loss between 30-40% meaning a moderate adverse impact on this window. 0 windows would suffer a loss greater than 40%, meaning a major adverse impact on these windows.
- 7.122 All rooms assessed would be compliant with the NSL targets.
- 7.123 The windows which would see reductions outside of the BRE guidelines would be classed as secondary windows as the rooms are all served by larger windows on the primary elevation. This has been confirmed by the independent review.

#### *Cephas House*

- 7.124 Cephas House is a three-storey residential property is situated across Doveton Street to the south east of the site. Some windows have distant view of the Garages element.
- 7.125 The submitted results show that all assessed windows/rooms would be compliant both in terms of VSC and NSL. The independent review, however, states that it appears the modelling does not include the slight overhang on the ground floor windows and it is possible that I may cause one or two windows to fall below the guidelines, however, this impact would be no greater than minor adverse.

#### *1-8 Wickford Street*

- 7.126 This property is a four-storey residential block located south of the Garages element of the site. No windows have direct view of the proposed development.
- 7.127 The submitted results show that all assessed windows/rooms would be compliant both in terms of VSC and NSL

#### *Malcolm Rd consented scheme*

- 7.128 The consented planning application PA/12/01758 adjoins the railway line and would be east of the TMC site
- 7.129 The submitted results show that 8 out of 13 (91%) windows would be compliant with VSC targets. The remaining 5 windows would fall within the 20-30% range in regard to VSC loss against existing conditions meaning a minor adverse impact on these windows.
- 7.130 All rooms assessed would be compliant with the NSL targets.

#### Sunlight - Annual Probable Sunlight Hours (APSH)

7.131 The BRE guidelines recommend sunlight tests be carried out to windows which face 90 degrees of due south (windows which fall outside this do not need to be tested). The main requirement for sunlight is in living rooms and conservatories. The targets under the BRE guidelines require a south facing window to receive 25% of Annual Probable Sunlight Hours (APSH) with at least 5% of these sunlight hours being in the winter months. If these first levels of criteria are not met, the aim would be to ensure the reduction in light is less than 20% (the BRE guidelines mention retaining 0.8 times the former value of light previously received which is the same as a reduction in light no greater than 20%).

7.132 The sunlight targets are outlined in the summary box at paragraph 3.2.11 of 'Site Layout Planning for Daylight and Sunlight' (2011). This text is directly quoted below:

7.133 *"If a living room of an existing dwelling has a main window facing within 90° of due south, and any part of a new development subtends an angle of more than 25° to the horizontal measured from the centre of the window in a vertical section perpendicular to the window, then the sunlighting of the existing dwelling may be adversely affected. This will be the case if the centre of the window:*

- *Receives less than 25% of annual probable sunlight hours, or less than 5% of annual probable sunlight hours between 21 September and 21 March and*
- *Receives less than 0.8 times its former sunlight hours during either period and*
- *has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours."*

7.134 There is no definitive categorisation for impacts that exceed BRE guidelines, however the following significance criteria banding was used when summarising the overall daylight and sunlight effects to the surrounding buildings;

APSH Results	Significance Criteria
Achieves at least 25% APSH for annual sunlight hours with 5% APSH in the winter months or reduction in light is no greater than 20% of the existing condition (meets the BRE Guidelines)	Negligible
Reduction of 20% or more but under 30%	Minor Adverse
Reduction of 30% or more but under 40%	Moderate Adverse
Reduction of 40% or more	Major Adverse

7.135 EB7 analysed the Annual Probable Sunlight Hours (APSH) for the proposal in line with the BRE sunlight criteria. As such, only the following properties required further testing:

- 1-4 Pelican passage
- Wickford House
- 1-24 Frederick Charrington House
- Doveton House
- Malcolm Road Consented Scheme

#### *1-4 Pelican Passage*

7.136 The submitted results show that there would be no loss of sunlight as a result of the proposed development.



### *Wickford House*

- 7.137 The results show that loss of sunlight would be outside the guidelines to 18 rooms in Wickford House. The majority of which are rooms on the ground and first floors which have balconies directly above.
- 7.138 With the balconies removed all living rooms would pass the APSH tests. Similarly the proposed scheme fares better than with the mirror massing baseline test.

### *1-24 Frederick Charrington House*

- 7.139 The submitted results show that all spaces served by windows that are within 90 degrees of due south of the proposed development would fall within the BRE Guidelines for both summer and winter months.

### *Doveton House*

- 7.140 The submitted results show that all spaces served by windows that are within 90 degrees of due south of the proposed development would fall within the BRE Guidelines for both summer and winter months.

### *Malcolm Road Consented Scheme (LPA Ref: PA/12/01758)*

- 7.141 The submitted result show that of the seven rooms assessed, five would meet the BRE guidelines. Of the two which fail, both would pass in terms of winter sunlight hours and would only marginally fail in terms of sunlight hours, being reduced to 0.7 times their former values. These rooms would serve one bedroom and one kitchen/living/diner.

### *Overshadowing*

- 7.142 For a garden or outdoor amenity space to be considered well sunlit, at least 50% of the garden or amenity space must receive at least two hours of direct sunlight on the 21<sup>st</sup> March. If this cannot be achieved, providing that the area overshadowed with the proposed development in place would be greater than 0/8 times the existing level of shadowing, it is considered that no effect on overshadowing would occur.
- 7.143 The proposals include significant landscaping and public realm improvements. The applicants' report states that all of these spaces would meet BRE guidelines for 50% of the area to receive at least 2 hours of sunlight on 21st March.

### Conclusions on Daylight, Sunlight and Overshadowing

- 7.124 In summary, the results in relation to daylight, sunlight and overshadowing demonstrate that a number of the surrounding properties will not be significantly adversely affected by the proposed development. There are however several habitable rooms within residential dwellings, particularly at Wickford House that will experience noticeable reductions in the daylight and sunlight levels as specified in detail above. Additionally, there would be moderate adverse impact on some windows/rooms to 64-134 Cambridge Heath Road.
- 7.125 Having regard to this, it is noted that Part 1(d) of Policy D.DH8 of The Tower Hamlets Local Plan 2031 (Managing Growth and Sharing the Benefits) requires that new developments should not result in an unacceptable material deterioration of the daylighting conditions of

surrounding development including habitable rooms of residential dwellings. The Mayor of London's Housing SPG also states that the standards should be applied flexibly, providing that proposals still achieve satisfactory levels of residential amenity and avoid unacceptable harm.

- 7.126 In assessing the proposals against the above policy context, the existing site conditions and location of the proposals are also of relevance. In this regard it should be noted that the application site is developed with a low scaled building and neighbouring sites are developed up to, or in close proximity to the site boundary, with a number of windows orientated towards or receiving daylight from the application site. It is therefore considered that any substantial above ground development on the application site would result in daylight and sunlight implications to surrounding properties.
- 7.127 It is also noted from the submitted assessment that contributing factors including the design of the neighbouring buildings including existing projecting balconies and the proximity of windows located on site boundaries plays a significant role in the impacts of the proposed development on surrounding properties. It is also acknowledged that daylight and sunlight levels for buildings within an urban context are more likely to incur shortfalls.
- 7.128 With specific regard to Wickford House where the impacts will be felt most, the submitted report details reasons for failures and provided alternative tests where appropriate, which when compared to the proposed data, result in more positive outcomes. This is indicative of a site which has several constraints and takes more than its fair share of daylight.
- 7.129 Further to the above, it is noted that planning policies promote optimisation of underutilised sites and a variety of land uses. When taken in the context of the transgressions from BRE guidance, the wider benefits of the proposed development and the existing site conditions, it is considered that the proposed development would not result in an unacceptable impact on daylighting or sunlighting conditions to surrounding properties.

#### Noise and Vibration

- 7.144 Policy 7.15 of the London Plan (2015), and Local Plan Policies D.DH8 and D.ES9 and seek to ensure that development proposals reduce noise by minimising the existing and potential adverse impact and separate noise sensitive development from major noise sources.
- 7.145 The application is supported by a Noise Assessment. Due to the proximity of the TMC site to the railway line and the community uses below it is important that the residential uses are protected from undue noise impacts. The submitted report demonstrates that the scheme has been designed so that it appropriately responds to the immediate application site context. The Council's noise officer has reviewed the submitted report and raises no objection subject to conditions requiring plant noise emissions to be below the Council's noise criterion, and sound insulation measures being installed to ensure the residential units are designed in line with the relevant standards. Upon completion, the proposed development would not give rise to significant effects in respect of operational noise and vibration.

#### Construction Impacts

- 7.146 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 would control working hours and require the approval and implementation of Construction Environmental Management Plan

#### **Transport**

- 7.147 Development Plan policies promote sustainable modes of travel and seek to limit car parking and car use to essential user needs. These policies also seek to secure safe and appropriate servicing arrangements to ensure developments are managed effectively and efficiently.
- 7.148 The site is located in an area with excellent public transport accessibility, with a PTAL rating of 6a/b (the highest). The nearest rail station is Bethnal Green 300m away to the west, over ground rail services. Bethnal Green LUL station is also 300m away to the north on Cambridge Heath Road. Road access is very good, with the Cambridge heath road (A107) running parallel to the site with several bus routes being serviced along Cambridge Heath road.

#### Cycle Parking

- 7.149 The proposal meets the cycle parking standards as set out in the up to date requirements of the Draft London Plan [Table 10.2](#) of Policy T5. These standards require 63 cycle parking spaces to be provided across all uses of the development. Both the TMC (26 spaces) and Garage building (30spaces) have separate dedicated cycle parking on their respective ground floors. Dedicated spaces for the non-residential uses within the TMC building are also provided (7 spaces total).
- 7.150 Short stay cycle parking will be provided throughout the public realm and exceeds the policy requirements.
- 7.151 The Council's Highway's officer welcomes the quantum of cycle parking and has requested a cycle management plan condition be attached to the permission to secure further details, including the provision of providing a minimum of 5% for larger/adapted cycles.

#### Car Parking

- 7.152 Policy D.TR3 sets out the Council's parking standards in new developments.
- 7.153 As mentioned previously in the report, all the existing garages on site will be demolished, along with the rationalising of on-street parking along Wickford Street, resulting in the loss of 6 bays. A Transport Statement accompanies the application which outlines the current onsite conditions and proposed scenario as a result of the re-development. It confirms that the loss of garages and on-street bays will not impact parking on the surrounding streets and that anyone who still uses the garages for vehicle parking (which is a limited number) will still be able to park on the wider estate. The Council's highways officer has been consulted on the application and raises no objection to this.
- 7.154 Notwithstanding this, owing to the good transport links the development would be subject to a 'car free' planning condition restricting future occupiers of the new development from obtaining residential on-street car parking permits, with the exception of disabled occupants or beneficiaries of the Council's permit transfer scheme.
- 7.155 A total of four on site accessible car parking spaces at ground floor level would be provided for each wheelchair accessible flat. This is supported.
- 7.156 A S278 will also be required for the removal of the vehicle crossover on Reardon Street and reinstating of the footway.

#### Trip generation

- 7.157 The submitted Transport Assessment has considered the total trip generation for both the residential and commercial portion of the development.

- 7.158 The assessment concluded that the proposed development is expected to generate 24 persons departing the site by all modes during the morning peak hour and 12 persons arriving by all modes during the evening peak.
- 7.159 The proposed development is expected to result in an additional 19 trips by public transport in the busiest one-hour period. The sites achieve a PTAL of 6b and benefit from excellent accessibility. Given the array of public transport services available the effect of additional trips on the local public transport and highway networks is not considered to be significant

#### Servicing and Refuse Storage

- 7.160 Local Plan policy D.MW2 and D.MW3 sets out the Council's general waste and recycling storage standards for developments. The proposed capacity and location of the bin stores has been calculated and is in accordance with relevant waste standards for each building/use.
- 7.161 Waste collection and servicing will be redesigned as a result of the development. The proposed buildings have been arranged to ensure simple servicing on the site and to limit any impact on surrounding streets.
- 7.162 In terms of access a dropped kerb and an extended area of hardstanding will be introduced within Pelican Passage to provide a loading opportunity for the Council's refuse vehicle to collect waste and a bollard will be in place when the waste collection is not occurring to retain priority for pedestrians. The parking bays either side of Pelican Passage and on the east side of the street will be reconfigured to allow the refuse vehicle to enter and exit; The disabled parking space will be re-provided; and the kerb line at the access to Dobson Gardens will be revised, in response to the new building line on the garages site.
- 7.163 The councils Highways and waste officers have been consulted on the application and raise no objection, subject to securing appropriately worded conditions.

### **Environment**

#### Energy Efficiency

- 7.164 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 2015 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.
- 7.165 Policy SI2 of the emerging London Plan requires major development to be net zero-carbon. This means reducing carbon dioxide emissions from construction and operation, and minimising both annual and peak energy demand in accordance with the following energy hierarchy:
- Use Less Energy (Be Lean);
  - Supply Energy Efficiently (Be Clean);
  - Use Renewable Energy (Be Green); and
  - Monitor and report (Be Seen).

7.166 Policy D.ES7 includes the requirement for non-residential developments to be zero carbon with a minimum of 45% reduction in regulated carbon dioxide on-site with the remaining regulated carbon dioxide emissions to 100% to be offset with cash payment in lieu.

7.167 The submitted Energy and Sustainability Statement (Pinnacle ESP – November 2019) sets out the proposals to reduce energy demand through energy efficiency measures and renewable energy technologies (including 13.4kWp Photovoltaic array and Air Source Heat Pumps). The report notes that the scheme will deliver the following CO2 emissions:

- Baseline – 51 tonnes CO2 per annum
- Proposed Scheme – 27 tonnes CO2 per annum

7.168 The total on-site site wide CO2 emission reduction is anticipated to be 46.7% against the building regulation baseline utilising the SAP10 carbon factors, meeting the above policy requirement. The proposals are for a 24 tonnes/CO2 reduction in on-site emissions and would result in a carbon offsetting contribution of £76,950 to offset the remaining 27 tonnes CO2 and achieve net zero carbon. This calculation has been based on the new SAP10 carbon factors and using the recommended GLA carbon price of £95 per tonne for a 30 year period. Officers note that the submitted assessment uses the £60 per tonne figure which has been updated since the adoption of the new Local Plan.

7.169 The financial contribution will be included in a Unilateral Undertaking.  
Sustainability

7.170 Policy D.ES7 requires sustainable design assessment tools to be used to ensure the development has maximised use of climate change mitigation measures. This policy requires all non-residential uses over 500sqm which form part of a development to achieve a BREEAM Excellent rating of 70%.

7.171 The proposed non-residential uses that form part of the scheme are less than 500sqm therefore there is no policy requirement for a BREEAM assessment, however, the non-residential uses within the development will utilise sustainability measures equal to the residential component.

7.172 Summary and Securing the Proposals

7.173 It is considered that the proposals are in accordance with adopted policies for sustainability and Carbon (CO2) emission reductions and it is recommended they are secured through appropriate conditions to deliver:

- Energy Statement Update to include how energy demand and carbon dioxide emissions post-construction will be monitored annually (for at least five years), proposals explaining how the site has been future-proofed to achieve zero-carbon on-site emissions by 2050 and an analysis of the expected cost to occupants associated with the proposed energy strategy.
- Submission of a post completion verification report including the as built calculations (SBEM) to demonstrate the reduction in CO2 emissions have been delivered on-site.

#### Air Quality

7.174 Development Plan policies require major developments to be accompanied by assessments which demonstrates that the proposed uses are acceptable and show how development would prevent or reduce air pollution.

7.175 The application is accompanied by an Air Quality Assessment. The assessment concludes that the air quality impact from the development will be below the national air quality objective levels. This has been reviewed by Council's Air Quality team and confirmed to be accurate. Conditions would be necessary to limit the impact on local air quality as a result of the construction phase of the development. This would be secured and monitored through a required Construction Management Plan.

#### Biodiversity

7.176 Local Plan Policy D.ES3 seeks to ensure existing elements of biodiversity value are protected or replaced within the development and additional habitat provision made to increase biodiversity value.

7.177 The Preliminary Ecological Appraisal submitted as part of the application, confirmed that there is negligible potential for roosting bats in the existing buildings and there are no features of particular biodiversity value in the existing low-quality landscaping. The Council's Biodiversity Officer has reviewed this and raises no objections.

7.178 The application includes biodiverse green roofs which, if well-designed, will be a significant enhancement that will contribute to targets in the Local Biodiversity Action Plan (LBAP).

7.179 The proposed landscaping also includes features which will ensure net gains for biodiversity and contribute to LBAP targets, including replacement native trees, areas of wildflower meadow, new hedges, and planting native wildflowers and shrubs. The biodiversity officer made some recommendations to increase biodiversity levels further and the landscaping strategy was updated to reflect this.

7.180 Lastly, the biodiversity officer has also recommended a range of bird, bat and insect boxes/bricks be incorporated into the strategy.

7.181 All of these would be appropriate and would contribute to LBAP targets. The proposed green roofs and landscaping will lead to net gains in biodiversity. The biodiversity mitigation and enhancements will be secured by a condition.

#### Land Contamination

7.182 The site has been identified as having potential historic contamination. In accordance with the Environmental Health Contaminated Land Officer's comments a condition will be attached which will ensure the developer carries out a site investigation to investigate and identify potential contamination.

#### Flood Risk & Drainage

7.183 The site does not lie within a flood zone and as such no formal assessments are required. Thames Water have, however, commented on the proposal and have recommended several standard conditions /informative regarding piling and draining be secured.

#### **Infrastructure Impact**

7.184 In terms of Tower Hamlets CIL and London CIL liability there would be no payment due because all of the units would be affordable rented and therefore qualify for CIL relief.

7.185 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. The scheme would meet the full obligation of financial contributions. However, given the Council is unable to enter into an s106 agreement with itself, the financial and non-financial contributions are to be secured by the imposition of conditions.

### **Planning Benefits**

7.130 The scheme would provide significant public benefits including the provision of 33 residential units and high quality replacement community/office facilities. Other notable benefits anticipated by the applicant include:

- Fully affordable housing
- An Employment and Skills Training programme during construction.
- Public realm improvements for the wider estate
- Significant construction spend in the economy.
- Significant additional visitor spend into the local economy each year.
- A carbon offsetting scheme which exceeds local targets to comply with the emerging 45% carbon emission reduction target in the new development plan, adopted last week.

### **Human Rights & Equalities**

7.186 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.

7.187 The proposed provision of residential units meets inclusive design standards and over 10% of the new rooms would be wheelchair accessible and a total of 4 disabled car parking spaces provided. These standards would benefit future occupants, employees and visitors, including disabled people, elderly people and parents/carers with children.

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

## **8. RECOMMENDATION**

8.1 That subject to any direction by the Mayor of London, **planning permission is GRANTED** subject to the conditions:

### Conditions

1. Three year time limit
2. Compliance with approved plans and documents
3. Development is personal to, and shall be implemented by, LBTH
4. Wheelchair adaptable and wheelchair accessible dwellings
5. Provision of approved cycle storage
6. Compliance with Energy Statement
7. Post construction verification report
8. Compliance with Noise Impact Assessment
9. Hours of construction
10. Communal amenity/child play space to be completed prior to occupation
11. Delivery and Service Management Plan
12. Scheme of Highway Improvement Works
13. Details of all Secure by Design measures
14. Details of hard and soft landscaping, including boundary treatment and lighting

15. Details of play equipment
16. Details of noise and vibration mitigation measures
17. Details of biodiversity mitigation measures
18. Details of green roof
19. Use class restriction on community facility and office

#### Pre-Commencement Conditions

20. Contamination
21. Details of control of dust and emission during construction phase
22. Construction Environmental Management Plan
23. Network Rail requirements
24. Piling Method Statement
25. Scheme for the Provision of Affordable Housing
26. Samples and details of all facing materials
27. Details of boundary treatments
28. Surface Water Drainage Scheme
29. Car Permit Free (bar Blue Badge Holders and Permit Transfer Scheme)
30. Cycle Management Plan
31. Scheme of Highways Improvement (see non-financial contributions section below)
32. Residential Management Plan

#### Unilateral Agreement

Securing contributions as follows:

#### Financial contributions:

- a) A contribution of **£16,404** towards employment, skills, training for construction job opportunities
  - b) A contribution of **£76,950** towards Carbon Off-Setting.
- Total £93,354**

#### Condition 21

#### Non-financial contributions:

- a) Affordable housing 100% by habitable room (33 units)
- b) Access to employment
  - 2 construction phase apprenticeships
  - 20% Local Procurement
  - 20% Local Labour in Construction
- c) Scheme of highway improvement works
- d) Car and permit free
- e) Any other contributions considered necessary by the Corporate Director of Place

#### Informatives:



1. Thames Water – Groundwater Risk Management Permit, minimum pressure/flow rate.
2. Network Rail
3. Building Control
4. S.278
5. Fire & Emergency
6. Footway and Carriageway
7. Hours of work for demolition/construction activities
8. CIL
9. Designing out Crime

## **Appendix 1**

### Drawings

0001; 0100; 0200; 0201; 1100 Rev A; 1200  
3110 Rev A; 3113: 3200; 3201; 3202; 3210; 3301; 3302; 3303; 3401 Rev A; 3402Rev A; 3403  
Rev A; 340 Rev A  
51109; 5113 Rev A; 5200; 5201; 5202; 5203; 5210; 5211; 5301; 5302; 5303

### Documents

1013.B.20.03 Plot Schedule Rev C  
1013.B.20.03.1 Schedule of Accommodation Rev M

- Design and Access Statement by FBM Architects, dated November 2019
- Acoustic Planning Report ref WIE16092-100-R-4-2 by Waterman, dated November 2019
- Air Quality Assessment ref WIE16092-100.R.1.2.1.AB by Waterman, dated November 2019
- Arboricultural Impact Assessment ref 5408/19-01 by PJC, dated November 2019
- Arboricultural Method Statement ref 5408/19-02 by PJC, dated November 2019
- Arboricultural Survey ref 4605/17-01 by PJC, dated June 2019
- Drainage Strategy ref WIE152984-100-R-3-1-2-1-DS by Waterman, dated January 2020
- Energy and Sustainability Statement ref P3994 Rev 2 by PinnacleESP, dated November 2019

- Landscape Statement Rev P2, by Farrer Huxley dated April 2020
- Preliminary Ecological Appraisal ref 4096E/19 by PJC, dated November 2019
- Preliminary Risk Assessment ref WIE15984-101-R-1.1.4-RJM by Waterman, dated January 2020
- Resident & Community Consultation Report Rev A by FBA Architects, dated November 2019

## Appendix 2 - Selection of plans and images



Existing site – photo of existing Bancroft TMC building looking north from Wickford Street Lane



Existing site – photo of existing single story garages looking north west from Wickford Street (64-134 Cambridge Road and Frederick Charrington House in the background)



Garages site - North west view from Wickford Street



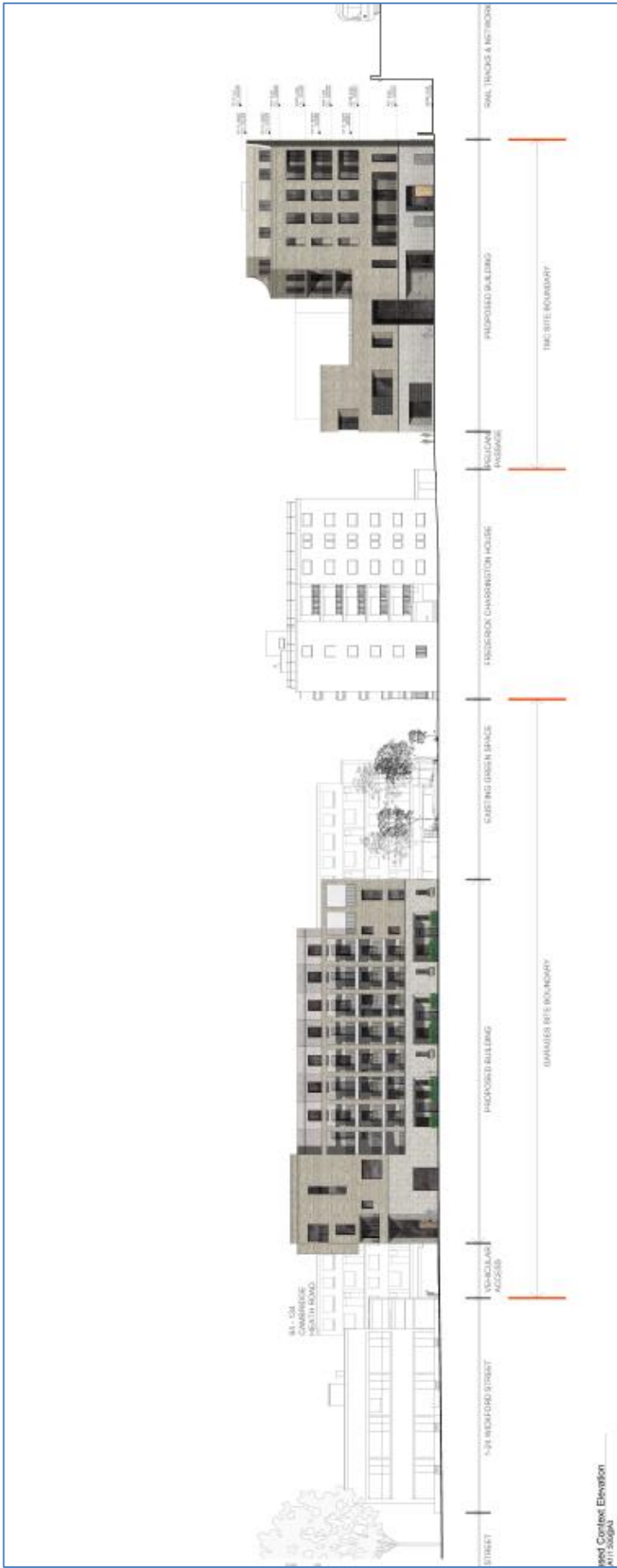
View showing both proposed developments



Garages East and North Elevation



TMC West Elevation



## Contextual West Elevation