



**Application for Planning Permission**

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<b>Reference</b>	PA/20/00580
<b>Site</b>	Existing garages, Vawdrey Close, London, E1 4UA
<b>Ward</b>	Bethnal Green
<b>Proposal</b>	Demolition of existing garages and construction of four new family-sized houses.

**Summary Recommendation** Grant planning permission with conditions and planning obligations

**Applicant** London Borough of Tower Hamlets Capital Delivery

**Architect/agent** LTS Architects

**Case Officer** Antonia McClean

**Key dates**

- Application registered as valid on 19/03/2020
- Significant amendments received on 24/04/2020 and 06/05/2020
- Public consultation finished on 11/07/2020

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**EXECUTIVE SUMMARY**

The proposal is for the removal of 14 garages and the construction of four three-storey single family dwellings including two dwellings designed for persons with autism. An associated communal amenity space will be provided. The proposal will retain a large electricity substation on-site and provide gated access to the existing pedestrian walkway.

Officers have considered the particular circumstances of this application against the provisions of the Development Plan and other material considerations as set out in this report and recommend approval of planning permission.

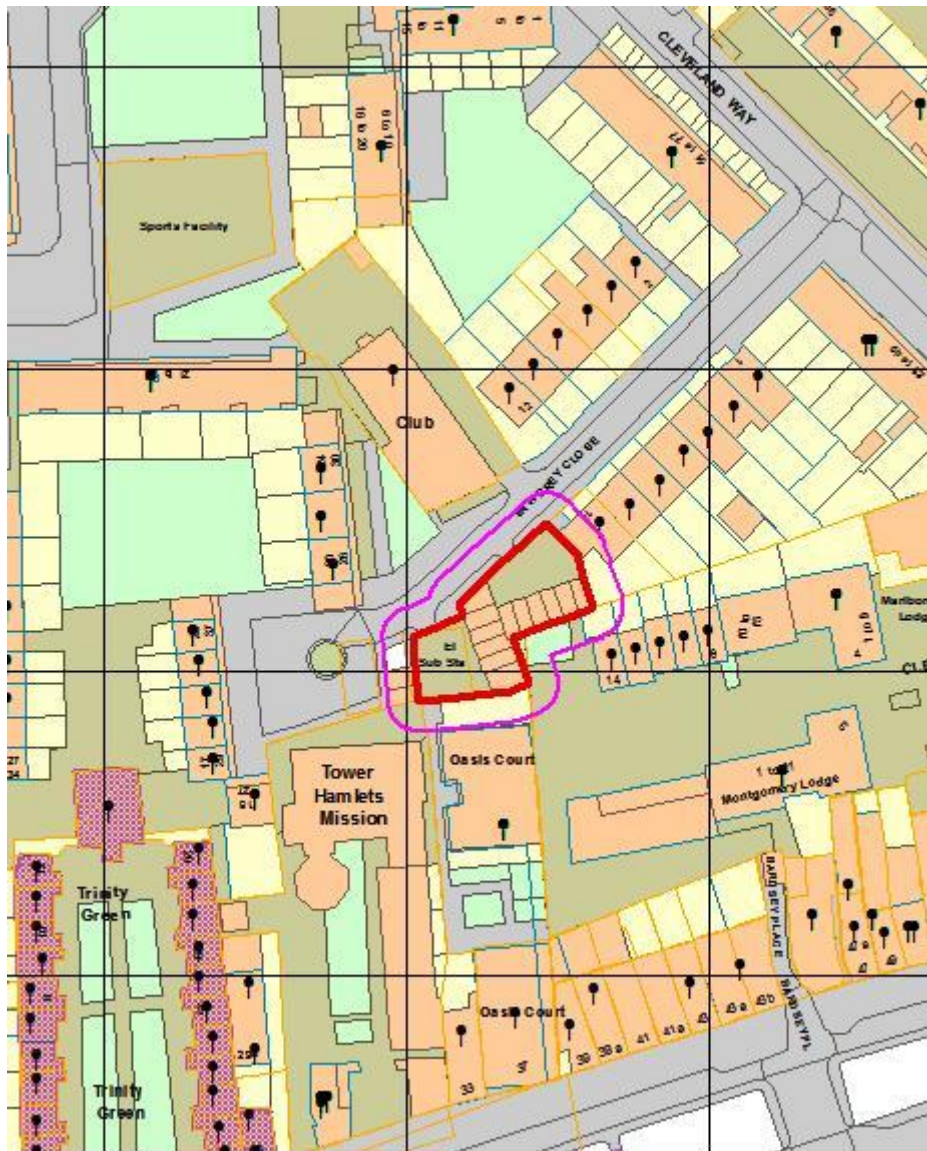
The proposal would optimise the development potential of the site to provide additional family-sized homes in a sustainable location. The proposal would be acceptable in terms of height, scale, design, appearance, with minimal impact to listed buildings within the area.

The development would result in the provision of 100% affordable rented housing. This is much needed housing and is strongly supported in the consideration of this application. The Local Plan 2031 seeks for provision for larger units, all units will be family-sized dwellings. The

scheme would not result in any undue impacts on the residential amenities of the neighbouring occupiers and the quality of accommodation provided, along with the provision of external amenity space, would create a good standard of accommodation for the future occupiers of the site.

The proposal includes the retention of an existing large tree with the introduction of nectar rich planting and the addition of bird and bat boxes, there will be a net gain of biodiversity.

## SITE PLAN



Legend:

- site boundary: red line
- consultation boundary: dashed line
- listed buildings: blue
- conservation areas: shaded area

## **1. SITE AND SURROUNDINGS**

- 1.1 The site known as 'Existing garages, Vawdrey Close, London E1 4UA' is an 'in-fill' site located on the southern side of Vawdrey Close cul-de-sac within Bethnal Green. Vawdrey Close provides access to Cleveland Way. Mile End Road (A11) runs further to south of the subject site. The site is relatively narrow (0.0485ha) and currently consists of fourteen garages, a substation and one mature False Acacia tree. The site is constrained by Vawdrey Close to the north and existing development to the south.
- 1.2 The site is not located within a conservation area. Two terraces of statutory listed buildings 'Trinity Green' is in vicinity to the subject site. The surrounding area consists of primarily low-rise residential terraces forming the Cleveland Estate except for Oasis Court located further to the south of the subject site.
- 1.3 Various community facilities are located in vicinity to the site such as the Tower Hamlets Mission and the Toby Club located directly opposite the subject site. John Scurr primary school is located to the north east.
- 1.4 Under the current policy framework the site is subject to the following relevant designations:
- Highways Engineer Consultation Area
  - Potential Contamination Risk
- 1.5 Under the Tower Hamlets Local Plan 2031: Managing Growth and Sharing the Benefits (Local Plan policy Framework) there are no designations identified.
- 1.6 The site has a PTAL rating of 5 highlighting 'very good' access to public transport. The Stepney Green Underground Station is located approximately 500m to the east of the subject site. The Bethnal Green Overground Station is located approximately 400m to the northwest and the Whitechapel Overground Station is located approximately 370m southwest of the subject site. The site is located in vicinity to bus routes along the A11.
- 1.7 St Bartholomew Gardens is located across Cambridge Health Road 190m northwest of the subject site.
- 1.8 With regards to the current use of the garages the applicant has stated that the current occupancy is following:
- 10 garages let to tenants of the Cleveland Estate,
  - 2 garages occupied by Housing Association Tenants
  - 1 garage privately rented
  - 1 garage occupied by Tower Hamlets Homes for storage facilities.
  - Residents will be able to apply to Tower Hamlets Homes for a replacement garages/permits within the borough upon closure of the garages, subject to availability.
- 1.9 The site is located within Flood Zone 1 and is not identified as vulnerable to flooding

## **2. PROPOSAL**

- 2.1 The application proposal seeks to replace the garages with four (4) family-sized homes with associated landscaping with communal space. The proposal will change the use from Garages (B8) to Residential Development (C3). Two units will be accessible (designed for autistic persons) units. The four proposed dwellings will the following details:

	Unit 1	Unit 2	Unit 3	Unit 4
Bedrooms	4 bedroom 6 person	4 bedroom 7 person	4 bedroom 7 person	4 bedroom 6 person
Outdoor living space	12m <sup>2</sup>	16m <sup>2</sup>	20m <sup>2</sup>	32m <sup>2</sup>

- 2.2 All the dwellings would be within the affordable rented tenure split 50:50 between Tower Hamlets and London Living rents.
- 2.3 Secure waste storage will be located outside each front door. The existing dropped kerbs provide step free access from the bin stores to the waste vehicles. All residential units will be provided with an internal waste storage of Refuse – 40 litres Recycling – 40 litres Food waste – 23 litres. The bin stores will be hidden behind wooden battens.
- 2.4 The proposed dwellings will be constructed in brick (both recycled and London Stock) with grey roof tiles. Windows will be triple glazed.
- 2.5 The proposal will provide landscaped areas with permeable paving/gravel areas with porous sub-base and cobblestone paving. New planting will be provided including a green edge of defensible low maintenance shrubs with sparrow terraces, perennials and nectar rich planting. Bird and bat boxes will be provided.
- 2.6 A communal amenity space with natural play features such as boulders will be provided around the retained False Acacia Tree.
- 2.7 Secure cycle storage will be provided in the rear garden of each unit.
- 2.8 The applicant has stated that there is no pre-existing unified architectural typology in the area, the proposed design aims to create architectural interest by combining flat and pitched roofs of different angles.
- 2.9 The proposed dwellings are designed to be certified 'Classic Passivhaus' standard. These dwellings are specifically designed to maximise energy efficiency and provide a comfortable climate for future residents. Each dwelling will be fitted with a mechanical ventilation with heat recovery unit (MVHR).
- 2.10 At present there is a passageway located to the south of the site and to the north of Oasis Court. There is no record that this is a right of way. A secure access gate of 2.4m in height with controlled access will be provided.

### **3. RELEVANT PLANNING HISTORY**

- 3.1 PF/19/00216 – Pre-application meeting: 4-5 new affordable houses with associated landscaping.
- 3.2 No other relevant planning history

### **4. PUBLICITY AND ENGAGEMENT**

- 4.1 The applicant has undertaken two rounds of public consultation in November 2019 and February 2020.

4.2 Upon validation of the application the surrounding sites were notified of the application. A press notice was issued on 18/06/2020.

4.3 Two Submissions were received in objection to the proposal and a petition with 32 signatures was received in opposition to the proposal. The petition is titled "*To STOP all plans for this land to development or any other reasons to remove current garage site*". All 32 signatures are from residents located within the borough from the following streets:

- Cleveland Way,
- Vawdrey Close,
- Trinity Green,
- Wyllen Close,
- Wickford Street,
- Cephas Street.

4.4 The two objections are summarised as following:

Other- general

- The officers have not taken into account views of residents, residents have been 'bullied' into losing the garages causing disruption to the people's lives. Residents have waited many years (20 years was highlighted by the submitter) in order to use garages.

Highways

- Strong concerns in regards to an increase in vehicle and pedestrian safety as the demolition of the garages will displace vehicles from the garages and increase traffic generation along Vawdrey Close.

Amenity

- The quality of amenity space will be very poor and issues of health and safety have not been taken into account. Alternative spaces around the development could be better utilised.

## 5. CONSULTATION RESPONSES

### Internal

#### Biodiversity

5.1 No objections – Condition recommended for bat and swift/sparrow boxes.

#### Design and Conservation

##### *Height, mass and sitting*

5.2 No objection based on further information provided.

#### Highways

5.3 Offices acknowledge that this proposal will displace vehicles from the garages onto the surrounding highway network. The applicant is unable to provide details of how many of the garages currently house vehicles rather than being used for storage, in this case officers can only assume that 100% of the garages house vehicles in order to robustly assess the potential impact on the public highway. The applicant states "LBTH's intention is to offer alternative

garages or carparking spaces to the residents of the Cleveland Estate” which would reduce the potential displacement onto the public highway to only a few vehicles.

- 5.4 Due to the current Covid situation it was agreed with the applicant that the historical parking surveys held by LBTH would be used rather than a new survey being requested. These surveys show that in the local area the parking provision is very well utilised and, therefore, any displaced parking from the garages (for which the resident will be permitted to apply for a permit if they do not already hold one) will impact on existing residential amenity and increase demand for on street parking which is already stressed. As well as the displaced parking from the garages the size of the units means that there is a possibility that residents moving into these could qualify for permits under the ‘Permit Transfer Scheme’ which could add to the demand by a further four vehicles. No accessible parking is proposed, contrary to policy, and this too could add to the potential impact of the development on the existing parking regimes. It should be noted that blue badges are not only available to wheelchair users but to others who may not always have a visible disability.
- 5.5 Officers would expect that all new residents are subject to a ‘Permit Free’ agreement which would restrict them (other than those who qualify under the PTS or are registered blue badge holders) from obtaining permits to parking on the public highway. This would need to be a condition to any planning permission which may be granted and is usually secured via the s106 agreement (or similar mechanism as agreed by the case officer). Notwithstanding this there will undoubtedly be an impact from the development on the current availability of parking to residents on the public highway from displaced vehicles. However, it is accepted that this would be the only way that these units can be constructed and would be an inevitable consequence to providing this housing.
- 5.6 All cycle facilities must be designed in line with the London Cycle Design Guide and meet the minimum requirements set out in policy. Cycle parking within the rear gardens is not up to standard.
- 5.7 Officers have concerns regarding the potential impact of this proposal in terms of displaced vehicles and additional permits on the public highway in an area where parking stress is high and the impact this may have on the availability of suitable parking for existing residents. However, it is recognised that to provide additional housing on existing Council land this may be inevitable. *Conditions recommended.*

#### Housing

- 5.8 *No objection*

#### Waste

- 5.9 *Can be conditioned.*

#### LBTH Environmental Health

##### Contamination

*Prior to commencement condition to be agreed on with the applicant.*

##### Noise

*Prior to commencement condition to be agreed on with the applicant.*

#### Metropolitan Police

- 5.10 *No objections - Conditions recommended.*

## 6. RELEVANT PLANNING POLICIES AND DOCUMENTS

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

6.2 In this case the Development Plan comprises:

- The London Plan 2016 (LP)
- Tower Hamlets Local Plan 2031 Managing Growth and Sharing the Benefits (2020)

6.3 The key development plan policies relevant to the proposal are:

Housing - LP3.3, 3.13, D.DH7, S.H1, D.H1, D.H2, D.H3  
(affordable housing, unit mix, density, housing needs, housing quality)

Design S.DH1, S.DH2, S.G1, D.DH2  
(layout, massing, materials, public realm)

Amenity LP7.6, LP7.15, D.DH8, D.ES9  
(privacy, outlook, daylight and sunlight, construction impacts)

Transport D.MW3, D.TR2, D.TR3, D.TR4, S.TR1  
(sustainable transport, highway safety, car and cycle parking, waste, servicing)

Environment - L.P3.2, LP5.1, 5.15, LP5.21, LP7.19, LP7.21, D.ESG4, D.ES3  
(biodiversity, energy efficiency, air quality, contaminated land)

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

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (updated 2019)

### Emerging Policy

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

Relevant draft London Plan policies:

- D4 – Delivering good design
- D6 – Housing standards
- HC1 – Heritage

## **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. Human Rights and Equalities

### **Land Use**

#### Redevelopment for residential use

- 7.2 London Plan Policy 3.3 seeks to ensure the pressing need for more homes in London is recognised by increasing the supply of housing. Policy 3.8 seeks to ensure that new developments offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups.
- 7.3 Policies and objectives place particular focus on delivering more affordable homes throughout the borough with focus on creating mixed and balanced communities. Under Policy S.H1 development will need to meet the needs of specific communities such as disabled and vulnerable people. Although the proposal does not provide a wide mix of unit choices, the development will provide four 100% affordable rented units including two (autistic) accessible units. Council-led projects are essential to ensure that these units are brought forward.
- 7.4 The proposal would support and contribute to the council's strategic aims in respect of the provision of housing to meet local need. The site is located within a 'low growth area (0-1000 units)' as identified on Figure 9: *Housing distribution across 24 places* of the Local Plan 2031.
- 7.5 Concern has been raised in respect of the loss of current use of the land, which appears to be for garages. It is noted that there is no policy requirement to replace the existing carparking spaces., The residents are able to apply to Tower Hamlets Homes for a replacement garage, subject to availability. It is also noted that the site is in an area will good access to public transport as highlighted above.
- 7.6 In light of this and the above polices which seek to maximise the provision of housing, it is considered that the principle of the development is acceptable.

### **Housing**

#### Mix of unit sizes

- 7.7 Pursuant to Policy 3.8 of the London Plan, new residential development should offer genuine housing choice, in particular a range of housing size and type. LBTH Policy D.DH2 seeks to secure a mixture of small and large housing. Specific guidance is provided on particular housing types and is based on the Council's most up to date Strategic Housing Market Assessment (2017).



- 7.8 The application proposes four residential units – two, 4 bedroom 6 person and two 4 bedroom 7 person family-sized dwellings. Given the small size of the scheme and the fact that the proposal provides 4 bedroomed units, for which there is a clear need, the mix is supported. The family-sized dwellings will fill a need and provide improved facilities and amenities in accordance policy S.H1.

#### Quality of Residential Accommodation

- 7.9 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.
- 7.10 All proposed dwellings accord with required internal space standards and external amenity space standards, as noted in the table above.

#### **Design**

- 7.11 Development Plan policies requires that schemes are of high-quality design that reflects local context and character and provides attractive, safe and accessible places that safeguard and where possible enhance the setting of heritage assets.
- 7.12 Local Plan policy S.DH3 requires that developments need to be sensitive to heritage assets. The proposal is located away from heritage assets. The proposal will not replicate the design of the identified heritage assets and is a modern appropriate response, the proposal is not anticipated to cause harm on listed buildings in accordance with policy S.DH3.
- 7.13 Local Plan policy D.DH2 states requires development to contribute positively to the public realm. The proposal will provide a more defined street edge with a small front amenity space provided with integrated bin storage. The proposal will increase the level of defensible space, defined front entrances. Glazing from primary living areas will provide passive surveillance on to Vawdrey Close. The proposal is acceptable.



**Figure 1: View towards the northern elevation from the Vawdrey Close cul-de-sac.**

### Privacy and Outlook

- 7.14 The rear outdoor amenity spaces will be located to the south to maximum sunlight. There will be some overlooking from properties located to the south of the subject site in particular from Oasis Court as there are balconies directly facing the site. This is not uncommon in this urban setting as can be seen by the level of overlooking from properties in Cleveland Grove into the gardens of existing properties on Vawdrey Close. Existing overlooking from large upper level windows are also prevalent from the Tower Hamlets Mission building. No balconies will be provided on the southern elevation of the new dwellings.
- 7.15 In order to minimise overlooking Bedroom 2 of Unit 2 will have the larger window with the potential to overlook Oasis Court as obscure glazed. However, the window will be at an oblique angle to minimise overlooking further. Two other windows on the elevation will be shielded by privacy screens.
- 7.16 Unit 1 will be set back approximately 8 from the Mission building and 5m from Oasis Court, Unit 2 will be set back approximately 6.5m from Oasis Court. Unit 3 will be setback approximately 3m from the carparking area and Unit 4 will be setback approximately 11m from 14 Cleveland Grove. Although less than 18m separation distance will be provided within the urban context it will be acceptable.
- 7.17 The existing overlooking from Oasis Court and the Mission building will impact the quality of amenity space provided.

### Daylight/Sunlight

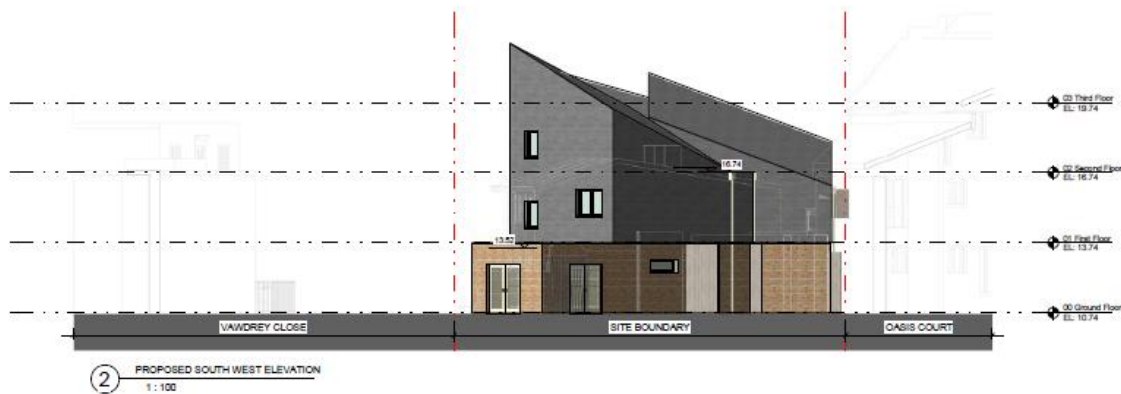
- 7.18 Guidance relating to daylight and sunlight is contained in the Building Research Establishment (BRE) handbook „Site Layout Planning for Daylight and Sunlight“. The primary method of assessment of new build accommodation is through calculating the average daylight factor (ADF). BRE guidance specifies the target levels of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.
- 7.19 Only kitchen for Unit 1 fell below the 2% threshold (1.7%) as shown with the report supplied by the applicant by *Greenlight Building Physics Internal Daylighting Report dated 27.02.2020*.
- 7.20 On balance the provision of southern facing well-sized outdoor amenity spaces together with the communal amenity space will provide an acceptable level of amenity for future residents. Internal living spaces are also designed to be spacious. The proposal will be acceptable.

### **Neighbour Amenity**

- 7.21 Development Plan policies seek to protect neighbour amenity, safeguarding privacy and the peaceful enjoyment of ones dwelling and ensuring acceptable daylight and sunlight conditions.
- 7.22 Policies seek to protect neighbouring amenity to safeguard privacy, not creating unacceptable levels of noise and ensure an acceptable level of daylight and sunlight in accordance with Policy D.DH8. Policies aim to safeguard and where possible improve the amenity of existing and future residents and building occupants, as well as protect the amenity of the public realm.
- 7.23 There will be limited separation distances towards surrounding buildings, including towards Oasis Court given the constrained nature of the site. The depth and angle of the gardens will ensure the buildings are setback from the southern boundary to minimise any sense of enclosure.
- 7.24 The report titled *Overshadowing Daylight Analysis 19\_060 dated 27.02.20 by Greenlight Building Physics* was supplied by the applicant to assess impacts on surrounding buildings

from potential overshadowing using the Vertical Sky Component method (VSC) in accordance with the BRE guidelines. The BRE guidelines suggest that obstruction angles between 25-45 degrees are acceptable. It was found that ground floor windows on Oasis Court and to the Mission Building would see a decrease in VSC but not to significant levels.

- 7.25 The roof angles have been pitched in order to minimise any loss of daylight/sunlight to neighbouring properties. The building has been broken up and angled in a way to minimise any impacts on overlooking, overshadowing and privacy to Oasis Court.



**Figure 2: View from the south western elevation.**

- 7.26 New overlooking towards neighbouring properties will be mitigated as main windows to principle living rooms will be located on the ground floor or inwards towards the accessway. Mutual overlooking will be limited through the provision of blank rear facades and strategically angled windows. As such the proposal would not give rise to any unduly detrimental impacts on privacy to neighbours. The proposal is acceptable.

### Secure by Design

- 7.27 Security features were highlighted as being important throughout the applicant's consultation process. The gate will be 2.4m in height and will provide controlled access. The application was reviewed by the Metropolitan Police and a condition to retain security features by way of a Certificate of Compliance was proposed and has been accepted by the applicant.



**Figure 3: View from the south western elevation towards the controlled access gate.**

Construction Impacts

- 7.28 Demolition and construction activities are likely to cause some noise and disturbance to nearby residents, including matters of additional traffic generation and dust. In accordance with relevant Development Plan policies and for the peaceful enjoyment of neighbouring dwellings, a number of conditions are recommended to minimise these impacts. These would control working hours and require the approval and implementation of Construction Management Plan.

**Transport and Highways**

- 7.29 Development Plan policies promote sustainable modes of travel and limit car parking to essential user needs. They also seek to secure safe and appropriate servicing.
- 7.30 In line with council policy to promote car free developments, a condition would prevent future occupiers of the proposed dwellings from obtaining on-street parking permits in accordance with Policy D.TR3.
- 7.31 This would result in a displacement of a maximum of four cars. The transport officer notes that this low level of displacement cannot be guaranteed given the reallocation of garages and the permit free development proposed. It should also be highlighted that the site has good access to public transport given the '5' PTAL rating. On balance impacts on traffic generation within the surrounding environment are anticipated to be acceptable.
- 7.32 Secure cycle parking spaces will be provided within the rear garden of each new dwelling. The applicant noted good provision of cycle parking and hire schemes within the surrounding area. This is not an adequate substitute for secure and private cycle facilities in accordance with Policy D.TR3. A condition will be imposed requiring all cycle facilities to be provided retained and maintained for the use of the future residents for the life of the development.
- 7.33 In relation to pedestrian access to the new dwellings from Vawdrey Close, the travel route would remain as existing. Whilst the proposal lacks accessible parking given the constraints of the site and good access to public transport this is acceptable.

**Environment**

Landscaping & Biodiversity

- 7.34 A large False Acacia tree will be retained. The retained tree will continue to be publicly visible and therefore holds a high-level amenity for the street. The tree currently resides in a small tree pit which is unsuitable, the new amenity space will provide a larger area for the tree's root zone.
- 7.35 The following additional biodiversity enhancement measures have been proposed:
- Retention of a large tree False Acacia Tree adjacent to the vehicle accessway
  - The addition of nectar rich planting (soft landscaping),
  - The addition of 3 bat boxes,
  - Swift and sparrow bird boxes

- 7.36 The Council's biodiversity officer reviewed the proposal and has noted the proposal is acceptable. The proposed biodiversity features and enhancements would contribute to the Local Biodiversity Action Plan. Further details and information would be requested via a condition.

#### Air Quality

- 7.37 The Council's air quality officer confirmed that the proposal would not likely to be an exceedance of relevant National Air Quality Objective levels. As suggested in the air quality assessment and reinforced by the air quality officer, further information on the control of dust and emissions during construction would need to be provided prior to works taking place.

#### Energy & Environmental Sustainability

- 7.38 The proposal would result in the enhancement of the existing energy levels through the provision of 'Passivhaus' features. This would be secured by condition.

#### Land Contamination

- 7.39 The Council's contaminated land officer requested further details to be submitted in the case of contamination found on site during works. This would be secured via a condition.

#### Waste

- 7.40 The submitted draft Site Management Plan confirms that the waste will be managed through existing curb side collection. All waste facilities will be stored within 10m of the public highway. This is considered acceptable in principle and retained via condition.

#### Human Rights and Equalities

- 7.41 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.
- 7.42 Development will provide affordable dwellings and the provision of two dwellings designed for autistic residents.
- 7.43 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, **conditional planning permission is GRANTED** subject to the prior completion of a legal agreement to secure the following planning obligations:

### **8.2 Non-financial obligations:**

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

### **8.5 Planning Conditions**

## Compliance

1. 3 years deadline for commencement of development.
2. Development in accordance with approved plans.
3. Development is personal to, and shall be implemented by, LBTH
4. Restrictions on demolition and construction activities:
  - a. All works in accordance with Tower Hamlets Code of Construction Practice;
  - b. Standard hours of construction and demolition;
  - c. Air quality standards for construction machinery;
  - d. Ground-borne vibration limits; and
  - e. Noise pollution limits.
5. Retention of waste storage facilities.
6. Delivery and retention of cycle storage facilities.
7. Noise insulation standards for new residential units.
8. Energy Statement
9. Details for the Wheelchair Dwelling Unit 1
10. Communal amenity/child play space to be completed prior to occupation
11. Revised Noise Impact Assessment
12. Details of all Secure by Design measures
13. Details of hard and soft landscaping, including boundary treatment and lighting
14. Details of Play equipment
15. Details of noise and vibration measures

## Pre-commencement

16. Construction Environmental Management Plan:
  - a. Site manager's contact details and complain procedure;
  - b. Dust and dirt control measures
  - c. Measures to maintain the site in tidy condition, disposal of waste
  - d. Recycling/disposition of waste from demolition and excavation
  - e. Safe ingress and egress for construction vehicles;
  - f. Parking of vehicles for site operatives and visitors;
  - g. Location and size of site offices, welfare and toilet facilities;
  - h. Erection and maintenance of security hoardings;
  - i. Measures to ensure that pedestrian and cycle access past the site is safe and not unduly obstructed; and
  - j. Measures to minimise risks to pedestrians and cyclists, including but not restricted to accreditation of the Fleet Operator Recognition Scheme (FORS) and use of banksmen for supervision of vehicular ingress and egress

17. Details of external facing materials and architectural detailing.
18. Contamination
19. Details of biodiversity enhancements including details of additional trees
20. Piling Method Statement
21. Surface Water Drainage Scheme
22. Car Permit Free (bar Blue Badge Holders and Permit Transfer Scheme)
23. Cycle Management Plan

## **8.6 Informatives**

1. Permission subject to legal agreement.
2. Development is not CIL liable.
3. Building Control
4. Thames Water – Groundwater Risk Management Permit, minimum pressure/flow rate.
5. S.278
6. Fire and Emergency
7. Footway and Carriageway
8. Hours of work for demolition and construction activities
9. Designing out Crime

## **APPENDIX 1**

### **Drawings**

Existing Site Location Plan, 00\_EX\_001 Rev P1, LTS Architects Ltd  
Existing Site Plan, 00\_EX\_002, LTS Rev P1, Architects Ltd  
Existing Site Sections, 00\_EX\_010 Rev P1, LTS Architects Ltd  
Existing North West/East Elevations, 00\_EX\_021 P1, LTS Architects Ltd  
Existing South West/East Elevations, 00\_EX\_022 P1, LTS Architects Ltd  
Proposed Site Plan, 01\_GA\_100\_Rev P1, LTS Architects Ltd  
Proposed First Floor Plan, 01\_GA\_102\_Rev P1, LTS Architects Ltd  
Proposed Second Floor Plan, 01\_GA\_103 Rev P1, LTS Architects Ltd  
Proposed Roof Plan, 01\_GA\_104 Rev P1, LTS Architects Ltd  
Proposed Elevations 01, 03\_GA\_301 Rev P1, LTS Architects Ltd  
Proposed Elevations 02, 03\_GA\_302 Rev P1, LTS Architects Ltd  
Proposed Elevations 03, 03\_GA\_303 Rev P1, LTS Architects Ltd  
Proposed Elevations 04, 03\_GA\_4 Rev P1, LTS Architects Ltd  
Proposed Detailed Unit Plans 01, 04\_DE\_301 Rev P1, LTS Architects Ltd  
Proposed Detailed Unit Plans 02, 04\_DE\_302 Rev P1, LTS Architects Ltd  
Proposed Detailed Unit Plans 03, 04\_DE\_303 Rev P1, LTS Architects Ltd  
Proposed Detailed Unit Plans 04, 04\_DE\_304 Rev P1, LTS Architects Ltd  
Proposed Typical Waste Capacity, 04\_DE\_405, LTS Architects Ltd  
View of Alleyway to the rear of UKPN block, LTS Architects Ltd  
Surrounding roofscape photo, LTS Architects Ltd  
Proposed Detailed Unit Plans 02, 04\_DE\_402 P2, LTS Architects Ltd dated 30/07/2020  
Window View Face-on 01, LTS Architects Ltd  
Window View Oblique 02, LTS Architects Ltd  
1916 05\_DE\_502\_P3 Proposed Unit 2 Cross section, LTS Architects Ltd dated 05.08.20  
1916 01\_GA\_102\_P2 Proposed First Floor Plan, LTS Architects Ltd dated 05.08.20  
1916 04\_DE\_402\_P2 Proposed Detailed Unit 02, LTS Architects Ltd dated 05.08.20

### **Submission documents**

Design and Access Statement, LTS Architects Ltd, dated 11.03.2020  
Planning Addendum, LTS Architects Ltd, dated 09.05.2020  
Environmental Noise Survey and Acoustics Design Statement, Hann Tucker Associates Ltd, dated 11.03.2020  
Arboricultural Survey and Impact Statement, Marcus Foster Ltd (BS5837:2012)  
Air Quality Statement, dated 03.03.2020  
Preliminary Ecological Assessment, dated February 2020  
Site Investigations, Site Analytical Services Ltd, January 2020  
SUDS Strategy, Elliotwood, dated 02/03/2020  
Traffic Assessment, Elliotwood, dated 17/06/2020  
Travel Plan, Elliotwood, dated 20/06/2020  
Waste Management Strategy,  
Summer Comfort Report – inside out engineering 05/02/20  
Overshadowing Daylight Analysis Rev A, Greenlight Building Physics Internal Daylighting Report dated 25.01.2020  
Internal Daylight Analysis, Greenlight Building Physics Internal Daylighting Report dated 27.02.2020  
Sketch showing privacy screens, LTS Architects Ltd  
3D View showing privacy screens, LTS Architects Ltd





## APPENDIX 2

### Selection of plans and images



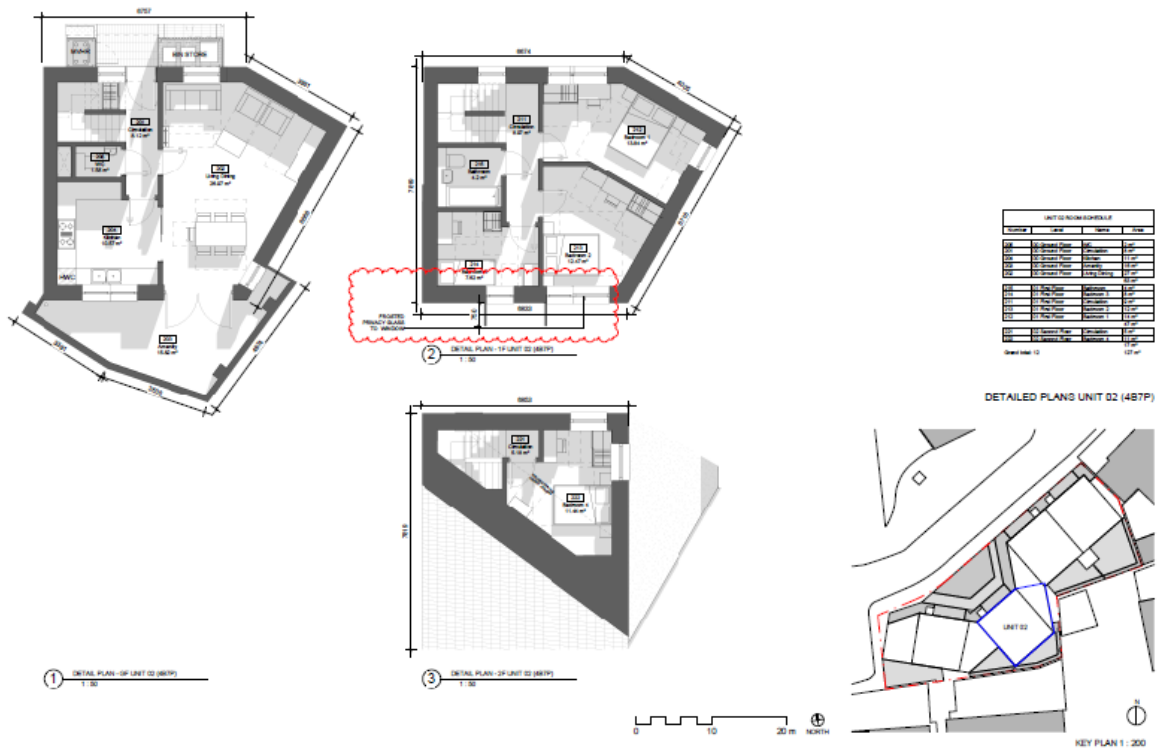
**Figure 1 – Proposed ground floor plan**



**Figure 6 – Proposed north elevation.**



**Figure 7 – Proposed south elevation.**



**Figure 8 – Proposed Unit 2 (Bedroom 2) window to be obscure glazed.**

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