

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

<b>Reference</b>	PA/20/01065
<b>Site</b>	15-27 Byng Street (odd), 29 Byng Street (Flats 1-6 Dowlen Court) and 1-12 Bellamy Close, London, E14
<b>Ward</b>	Canary Wharf
<b>Proposal</b>	Demolition of the existing buildings and structures and construction of a mixed use development comprising residential dwellings (Use Class C3) and non residential uses (Sui Generis), a basement, public realm works, landscaping, access, servicing, parking and associated works.
<b>Summary Recommendation</b>	Grant planning permission with conditions and planning obligations
<b>Applicant</b>	One Housing Group Limited
<b>Architect/agent</b>	Quod (agent); HTA (architect)
<b>Case Officer</b>	Aleksandra Milentijevic
<b>Key dates</b>	- Application registered as valid on 02/06/2020 - Public consultation finished on 08/07/2020

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**EXECUTIVE SUMMARY**

The proposed development is an estate regeneration scheme which re-provides the existing 24 social rented homes and intensifies the residential use with the creation of additional 124 residential units. The proposal also includes the delivery of affordable creative workspace. In land use terms, this is supported given the site's inclusion in the Marsh Wall West Site Allocation which requires a mix of uses.

In total, the proposed development provides for 61% affordable housing by habitable room, inclusive of the re-provided social rented homes. Without the re-provision, the proposal provides for 51% affordable housing. The proposed housing accommodation is considered to be of high quality, with the creation of varied type of accommodation.

From a design perspective, the proposal positively responds to its local context through the delivery of a unique and high quality design in a tall building zone. A single residential tower of 26 storeys is placed centrally within the site whilst lower elements are proposed along

Byng and Manilla Streets. Of particular interest are three storey dwellinghouses along Byng Street which provide an attractive streetscape.

On the northern part of the site, the proposal includes a three storey residential block in the north-western corner and a three storey creative workspace along the north-easter section. Between the two built structure, the proposed courtyard along the site's northern boundary arranged around the two retained trees, and contains vehicle movement for servicing and deliveries and disabled car parking spaces.

The proposal re-provides the existing link through the site and formalises it for the use of pedestrians and cyclists only. This proposed route is visually open and attractive with the width of approximately 10m and the creation of active frontages on both sides to allow for natural surveillance.

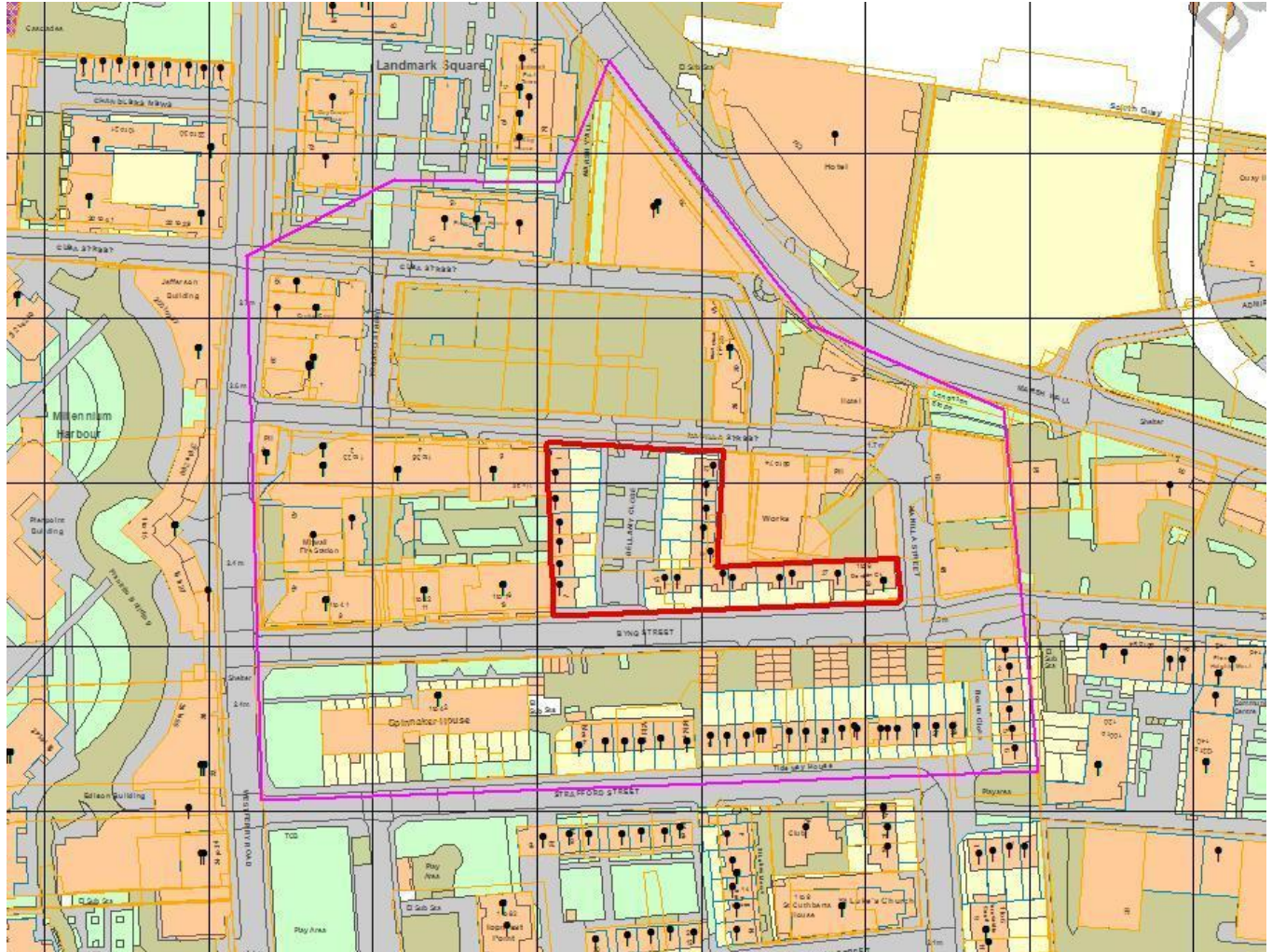
It is considered that the scheme's impact on neighbouring amenity would be acceptable on balance. Whilst some neighbouring properties would experience a reduction in daylight and sunlight, particularly the ones situated to the north of the application site. However, the proposed scheme delivers a number of benefits which on balance outweigh the harm caused to the amenity of neighbouring properties.

In terms of the environmental impacts of the scheme, the proposal would be air quality neutral, provide a biodiversity net gain, acceptable microclimate conditions and a 77% reduction in carbon emission on site with the remainder offset through financial contributions.

The scheme would be liable for both the Mayor of London's and the Borough's Community Infrastructure Levy. In addition, a number of planning obligations would be secured relating to local employment and training, feasibility study and the delivery of a connection to the Barkantine district heating network, highways works and enhancement of open spaces in the area.

Considered as a whole, the proposed scheme delivers the requirements of the Site Allocation and estate regeneration principles. Officers are satisfied that the proposed development would deliver a high quality, well integrated, inclusive sustainable place.

On this basis, the grant of planning permission is recommended.



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

## Planning Applications Site Map PA/20/01065

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 Application Process



**London Borough  
of Tower Hamlets**

Scale : 50m grid squares

Date: 12 April 2021

## **1. SITE AND SURROUNDINGS**

- 1.1 The application site is formed as an L shape of circa 0.3ha and is bounded by Manilla Street to the north and Byng Street to the south. Immediately to the west of the site are 4 storeys streetside blocks of 4 storeys in height with a central courtyard.
- 1.2 To the east and north-east is the consented scheme known as Alpha Square which is a mixed use development with three towers ranging from 20 to 65 storeys. Backing onto 8-12 Bellamy Close is the approved 34 storey tower with its podium abutting 19-29 Byng Street.
- 1.3 The Former Millwall Fire Station development sits at the end of the urban block in which the application site is situated, where buildings reach a maximum of 9 storeys closer to the junction of Byng Street and Westferry Road. To the north of the application site on the opposite side of Manilla Street sits a currently vacant site owned by Ballymore, earmarked for redevelopment, for which an application has been submitted in September 2020.
- 1.4 Further to the south of the application site lies a housing estate formed of several residential blocks including 4 storey Tideaway House, 3 storey block to its west and 6 storey Spinnaker House closer to Westferry Road. These properties are set back from Byng Street: Tideaway House includes garages and storage sheds to the north, the adjoining three storey block contains a car park along Byng Street and Spinnaker House is set back by a strip of green space and a footway providing access to the ground floor units.
- 1.5 The application site is currently occupied by 25 properties in total, made up of 19 houses and 6 flats. The existing houses include terraces 1-7 Bellamy Close on the western boundary of the site, 8-12 Bellamy Close on the north-east corner of the site and 15-27 (cons.) along the southern boundary of the site. The existing six flats are situated at the far eastern corner of the site facing Manilla Street to the east and Byng Street to the south.
- 1.6 There are no significant heritage constraints. The site is not listed nor situated within a conservation area. There are no listed buildings in the close proximity to the site. The closest listed building is the grade II listed Cascades along the River Thames, more than 200m to the north-west of Bellamy Close. The site is within the Strategically Important Skyline Canary Wharf and forms part of a setting of the UNESCO's Maritime Greenwich World Heritage Site.
- 1.7 The site is in an area of good access to public transport facilities with a Transport for London's PTAL (Public Transport Accessibility Level) of 4 on a scale of 0-6b where 6a and 6b are the highest. Byng street forms part of the London Cycle Network and Manilla Street is part of the National Cycle Network along with Cuba Street further to the north which also form part of the borough's Green Grid network.
- 1.8 The site is partially within the Marsh Wall West site allocation with the western part of the site included in the site allocation and 1-7 Bellamy Close being excluded. The whole of the site sits within the GLA's Isle of Dogs and South Poplar Opportunity Area and the Isle of Dogs Neighbourhood Forum's Planning Area. The site is in close proximity to the Canary Wharf Employment Area which includes the area to the north of the South Dock.
- 1.9 The site forms part of the Millwall Inner Dock Tall Building Zone and is situated within an area of deficiency to access to nature, Green Grid buffer zone and Flood zones 2 and 3a. The whole of the borough is within an Air Quality Management Area.

## **2. PROPOSAL**

- 2.1 The proposed estate regeneration scheme seeks to deliver a total of 148 residential homes, including the re-provision of existing 24 social rented homes and an increase of 124 net additional homes, creation of creative workspace and re-provision of a new formalised and landscaped publicly accessible pedestrian link in the middle of the site.

- 2.2 The proposed layout includes the delivery of 12 three storey houses along the southern boundary of the site on Byng Street (block A), 2 residential units within the three storey block along the north-western corner of the site (block B) and 134 units within the 26-storey residential tower (block C) situated within the central area of the application site.
- 2.3 A three storey building (block D) along the eastern boundary of the application site abutting the Alpha Square development would contain spaces for creative workspace. Additional creative workspace would be provided within the ground floor and first floor levels of the proposed residential tower.



Figure 1. Proposed site layout.

- 2.4 Immediately adjacent to the west of the proposed three storey creative workspace building and to the east of the residential tower runs the proposed publicly accessible pedestrian link. This represents a re-provision of the existing informal link formed of the front car parking of dwellinghouses on Bellamy Close.

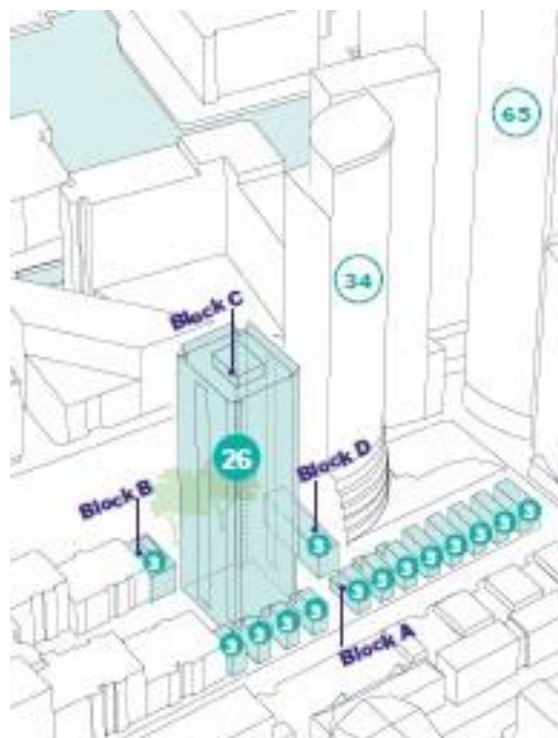
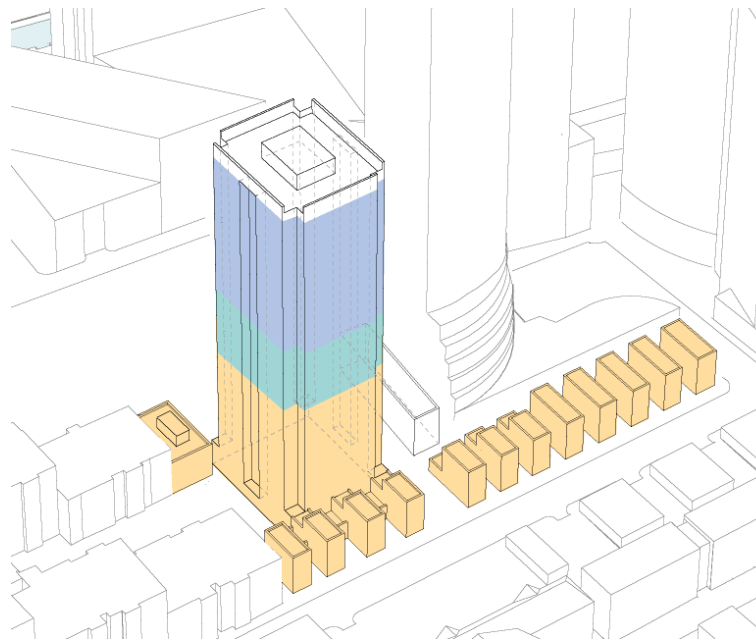


Figure 2. Heights of the proposed development and adjacent Alpha Square development.



*Figure 3. Proposed pedestrian link looking south.*

- 2.5 The proposal would provide a total of 61% affordable housing. The re-provided social rented and additional affordable rented units would be situated within blocks A and B and lower levels of block C whilst the intermediate and private residential units would be within the higher floors of the residential tower.



*Figure 4. Proposed housing tenure (orange – affordable rent, green – intermediate, blue – market)*

- 2.6 In terms of amenity spaces, the proposal includes the provision of doorstep child play space for children 0-5 years old within the western courtyard and pedestrian link whilst the proposed communal amenity space is provided on the roof of the residential tower.
- 2.7 The proposed development would provide pedestrian and cyclists access from Byng Street to the south and Manilla Street to the North. The proposed vehicle access would only occur from Manilla Street.
- 2.8 Servicing and deliveries would take place off-street within the northern courtyard of the proposed development. This area would also contain vehicle movement associated with the four blue badge car parking spaces.

### 3. RELEVANT PLANNING HISTORY

3.1 The site has a limited planning history. This includes the following two minor applications at 5 Bellamy Close:

PA/16/00559 – Planning permission for the erection of outbuilding to front of the property refused on 20/04/2016.

PA/16/01775 – Planning permission for the erection of outbuilding to front of the property granted on 12/08/2016.

3.2 The surrounding sites have the following planning history:

#### ***Alpha Square***

50 Marsh Wall, 63-69 And 68-70 Manilla Street London, E14 9TP

PA/15/02671 – Planning permission granted by GLA on 27/03/2017

Application for demolition of all buildings on site at 50 Marsh Wall, 63-69 and 68-70 Manilla Street to enable redevelopment to provide three buildings of 65 (217.5m AOD), 20 (79.63m AOD) and 34 (124.15m AOD) storeys above ground comprising 634 residential units (Class C3), 231 hotel rooms (Class C1), provision of ancillary amenity space, a new health centre (Class D1), a new school (Class D1), ground floor retail uses (Class A3), provision of a new landscaped piazza, public open space and vehicular access, car parking, cycle storage and plant. Retention of 74 Manilla Street as North Pole public house (Class A4).

#### ***Vacant land on Cuba Street***

Land at North East Junction of Manilla Street and Tobago Street, London

PA/20/02128 - Planning application under consideration

Erection of single tower block accommodating a high density residential led development (Use Class C3) with ancillary amenity and play space, along with the provision of a flexible retail space at ground floor (Use Class E), the provision of a new publicly accessible park and alterations to the public highway.

PA/15/02528 – Planning permission refused on 11/10/2017

Redevelopment to provide a residential-led mixed use development comprising two buildings of up to 41 storeys (136m AOD) and 26 storeys (87m AOD) respectively to provision up to 434 residential units, 38 m2 flexible retail/ community uses and ancillary spaces together with public open space and public realm improvements.

#### ***Novotel Hotel***

40 Marsh Wall, London, E14 9TP

PA/10/01049 – Planning permission granted on 15/11/2010

Demolition of existing office building and erection of a 38 storey building (equivalent of 39 storeys on Manilla Street) with a three-level basement, comprising a 305 bedroom hotel (Use Class C1) with associated ancillary hotel facilities including restaurants (Use Class A3), leisure facilities (Use Class D2) and conference facilities (Use Class D1); serviced offices (Use Class B1); public open space, together with the formation of a coach and taxi drop-off point on Marsh Wall.

#### ***Millwall Fire Station***

Former Site North of Byng Street and Junction of Westferry Road, Byng Street, London

PA/02/00891 – Planning permission granted on 06/02/2003

Erection of new Fire Station with Class A3 / D2 (bar/restaurant and gym) and 173 residential flats in a development up to 9 storeys high with ancillary basement car parking.

## **4. PUBLICITY AND ENGAGEMENT**

- 4.1 The applicant has been carrying out extensive non-statutory engagement with the residents on site since 2016. In the first instance, this related to a potential joint venture between the applicant and the Alpha Square developers to deliver a wider comprehensive scheme. However, in mid-2018, this proposal was abandoned and the applicant's solely focused their engagement activities with the residents on the current proposal.
- 4.2 The consultation methods used by the applicant during the engagement process included residents' drop in events and one-to-one meetings. In addition, a dedicated Residents' Steering Group was formed of residents to work collaboratively with the applicant and architects. Further details have been provided in the submitted Statement of Community Involvement.
- 4.3 Notwithstanding these arranged events, the applicant has maintained a consistent level of communication with the residents throughout the whole process. The applicant's successful engagement with the residents on site is evident through the positive ballot result.
- 4.4 In terms of the Council's statutory consultation process, a total of 443 neighbour letters were sent to nearby properties. A site notice was displayed adjacent to the application site and a press notice was advertised in the local newspaper.
- 4.5 No representations were received from the local community as a result of the Council's consultation process during the course of the application.

## **5. CONSULTATION RESPONSES**

- 5.1 Below is a summary of the consultation responses received from both internal and external consultees.

### **External responses**

#### **Canal & River Trust**

- 5.2 No comments to make.

#### **Crossrail Safeguarding**

- 5.3 No comments to make.

#### **Docklands Light Railway**

- 5.4 No comments received.

#### **Environment Agency**

- 5.5 No objections.

#### **Greater London Authority**

- 5.6 As highlighted within their Stage 1 response, the GLA are supportive of the optimisation of land and contribution towards housing delivery in the Isle of Dogs Opportunity Area. The principle of estate regeneration generally accords with the Mayor's key principles for estate regeneration schemes. The GLA officers have also provided input in the viability review.
- 5.7 The design of the proposal, including the height and massing strategy is generally consistent with the Opportunity Area Planning Framework. Less than substantial harm would be caused to the Maritime Greenwich World Heritage Site which may be outweighed by public benefits.
- 5.8 Comments were particularly made to the provision of sleeping accommodation below the predicted flood level resulting from a breach of tidal defences. Following the proposed changes to remove sleeping accommodation from the ground floors, there were no further objections. Similarly, following the submission of additional information relating to air quality,



energy and sustainability, fire safety and transport, the applicant is considered to have addressed the issues as raised by the GLA in their Stage 1 response.

5.9 The GLA will have a further opportunity to review the revised details at Stage 2.

#### **Greater London Archaeology Advisory Service**

5.10 No objections subject to the inclusion of a two-stage archaeological condition.

#### **Historic England**

5.11 No comments to make.

#### **Isle of Dogs Neighbourhood Planning Forum**

5.12 No comments received.

#### **London Bus Services**

5.13 No comments received.

#### **London City Airport**

5.14 No conflict with the current safeguarding criteria. No objections subject to the inclusion of condition regarding details on cranes.

#### **London Fire & Emergency Planning Authority**

5.15 No comments received.

#### **London Underground**

5.16 No comments to make.

#### **Maritime Greenwich World Heritage**

5.17 No comments received.

#### **Metropolitan Police – Crime Prevention Design Advisor**

5.18 A number of scheme-specific recommendations have been suggested to be secured. A Secured by Design condition was recommended to be secured.

#### **National Air Traffic Services**

5.19 No conflict with the safeguarding criteria.

#### **Thames Water Authority**

5.20 No objections subject to the incorporation of conditions relating to piling method statement (pre-commencement), and water network upgrades and infrastructure phasing plan (pre-commencement).

#### **Transport for London**

5.21 A new north-south walking and cycling route between Manilla Street and Byng Street is strongly supported. 24 hours a day throughout the year access should be secured. Dropped kerb should be provided to Byng Street to enable people to cycle into the site.

5.22 Revised details should be provided regards the trip generation assessment and should be split out by mode, line and station. The impact of the development on line loading (Jubilee line and DLR) and station capacity (Canary Wharf and nearby DLR stations) should be submitted.

5.23 The reduction in surface car parking is strongly supported. The applicant should work with the Council to improve walking and cycling routes, and create a usable public realm with

reduced vehicle dominance. Subject to Council agreement, disabled persons parking could be provided on-street rather than on-site.

- 5.24 Cycle parking should be inclusive and include spaces for a variety of cycles. All cycle parking and access should be designed in line with the London Cycling Design Standards.
- 5.25 The submitted Deliveries and Servicing Plan should be amended to include how it encourages and enables sustainable freight. A full Construction Logistics Plan should be secured by condition.

### **Internal responses**

#### **LBTH Biodiversity Officer**

- 5.26 The application site consists of existing buildings and associated gardens with trees, shrubs and lawns. The existing buildings have negligible potential for bat roosts. The loss of the existing gardens will be a minor adverse impact on biodiversity. Detailed on planting plans and green roofs should be secured. These should be biodiverse roofs designed in line with best practice guidance published by Buglife. Other biodiversity enhancements which would be appropriate include bat boxes and nest boxes for birds such as house sparrow, swift and house martin, all of which would contribute to LBAP targets.

#### **LBTH Building Control**

- 5.27 No comments received.

#### **LBTH CIL Team**

- 5.28 The proposal would be liable for CIL.

#### **LBTH Energy Efficiency and Sustainability Officer**

- 5.29 The evolution of the scheme to include the commitment to link to the local district energy network at Barkantine is a supported approach and considered to be the optimal strategy to delivering low carbon heat to the scheme.
- 5.30 Substantial feasibility and viability studies are required to confirm the Barkantine connection and further work should be conditioned (or secured within the s106) to ensure commitments are embedded within the permission, and timely delivery. Should it be demonstrated that the connection is not feasible, an alternative energy strategy should be developed.
- 5.31 The proposed energy efficiency and sustainability measures would result in the anticipated 77% reduction in carbon emissions for the scheme compared to SAP10 baseline. The carbon offset contribution should be secured to offset the remaining 31.2 tonnes to achieve net zero carbon. This should be based on a formula to take into consideration other elements of the energy strategy.
- 5.32 Conditions should be secured in relation to the BREEAM 'Excellent' for all commercial units, and calculations to demonstrate delivery of anticipated carbon savings and monitoring requirements of the GLA's 'Be Seen' policy.

#### **LBTH Environmental Health**

##### **Air quality**

- 5.33 The Air Quality Assessment Report is considered to be acceptable. Conditions regarding Construction Environmental Management & Logistics Plan, and compliance with the non-road mobile machinery and boilers standards should be secured.

##### **Contaminated land**

- 5.34 A standard two-staged condition relating to contaminations should be secured.

##### **Noise and vibration**

- 5.35 Following the review of the Noise Impact Assessment report, conditions relating to noise insulation verification report for new residential units, noise from plant and restrictions on demolition and construction activities should be secured.

#### **LBTH Growth & Economic Development**

- 5.36 The Economic Benefits Officer provided details on the required financial and non-financial obligations relating to employment and skill training which are to be secured within the s106 agreement.

#### **LBTH Health Impact Assessment Officer**

- 5.37 The analysis looks thorough to address the site's pathways to health, considering the needs of the population likely to use the site. The site has strong potential to offer health benefits to the local population.

#### **LBTH Housing Team**

- 5.38 With regards to the affordable rented element of the scheme the applicant is providing 1B-12no (23%), 2B-12no (23%), 3B-19no (36%), 4B-9no (17%) and 5B-1no (2%). The policy requirement is 1B (25%), 2B (30%), 3B (30%) and 4B (15%). A better balance is required across the scheme, however, it is acknowledged that this is subject to viability. Larger sized units (3bed+) should incorporate a separate kitchen layout to respond to the borough's needs. It should be noted that the decant status was subject to a positive regeneration ballot.

#### **LBTH Infrastructure Team**

- 5.39 No comments received.

#### **LBTH Occupational Therapist**

- 5.40 Floor plans of individual units should be provided.

#### **LBTH Parking Services**

- 5.41 No comments received.

#### **LBTH Parks and Open Spaces**

- 5.42 Improvements towards Stafford Street play area are welcomed. In addition to the proposed improvements, particular importance should be given to the improvement to accessibility of the play area. Details and contributions should be appropriately secured for Parks and Open Spaces to provide input in the detailed design etc.

#### **LBTH Place Shaping**

- 5.43 The massing arrangement forms two properly defined street blocks with active frontage at the low-rise volumes which wrap the adjacent 'inactive' podium interface to the east and relate to the lower-rise buildings to the west. In addition, the lower-volumes - Block A and B, are also treated as a transition from tower Block C to the adjacent buildings to the west. Overall, massing and height approach is supported in principle.
- 5.44 While the pedestrian link provided between Byng Street and Manilla Street is much appreciated, there is a concern regarding the landscape strategy due to the inclusion of the northern vehicle courtyard, however, constraints of the site are acknowledged. The quality of the pedestrian link will rely on the proposed planting, landscape furniture and materials.
- 5.45 It is suggested that further analysis of vehicle movement tracks should be considered, in order to provide a better option such as a dead-end driveway with bollards, in order to secure the pedestrianised area in front of the whole of Block D and reduce the dominance of car parking and the driveway in front of Block C.
- 5.46 The architectural approach is considered to be successful. Detailed bay study sections should be provided to ensure that details are of high quality. Block C should be enhanced

with strengthening of the residential entrance with the enlargement of canopies and openings. The proposed dwellinghouses on Byng Street should be less defensible. Lower boundary treatment should be explored.

- 5.47 Design and landscaping details should be secured via condition.

#### **LBTH Senior Arboricultural Officer**

- 5.48 Tree retention/removal plan, detailing retained trees and their Root Protection Areas both within and outside of the development red line is required. Arboricultural Impact Assessment and Method Statement should be submitted, as well as a tree planting methodology in line with BS 8545 Trees: from nursery to independence in the landscape.

#### **LBTH Street Naming and Numbering Officer**

- 5.49 No comments received.

#### **LBTH Surface Water Run Off**

- 5.50 No comments received.

#### **LBTH Transportation & Highways**

- 5.51 The site should be secured as a car free development, apart from accessible parking which is being proposed. The four proposed car parking spaces are just under the 3% of the total unit numbers which is acceptable; however, a parking management plan should be secured as a condition for the remaining 7%. The proposed location of the accessible bays is acceptable and policy compliant. Stage 1 Road Safety Audit has been provided as requested.

- 5.52 Cycle parking should be provided for larger/adapted cycles. All cycle facilities should be in accordance with the London Cycle Design Standards.

- 5.53 In terms of servicing, any larger vehicles would have to reverse into the northern area of the development via Manilla Street. A condition of a full Service Management Plan should be secured as a condition. The applicant should provide further clarifications on the trip generation approach.

- 5.54 The applicant has undertaken an Active Travel Zone assessment and has highlighted some areas of improvement which should be secured via appropriate mechanism. The proposed public pedestrian route is supported and should be secured in the s106 agreement. Similarly, other highways works should be secured in the s106 agreement.

- 5.55 The demolition and construction in this location raises concerns given the number of other active development sites. A full demolition and construction management plan should be secured. The applicant should work closely with other developers to secure consolidation and minimise the cumulative impacts.

#### **LBTH Viability Officer**

- 5.56 Following the review of the Financial Viability Assessment and amendments made to appraisals over the course of negotiations the scheme as proposed produces a profit of c.£5.86m to the developer which is a deficit of £2.71 based on a target profit of 17.5% for the private element, 15% for the commercial element and 4% for the affordable elements.

- 5.57 The proposed level and mix of affordable housing is the maximum viable and no further affordable housing or contribution can be provided, even when the profit of 17.50% is retained on the private element.

#### **LBTH Waste Officer**

- 5.58 The applicant should identify sufficient storage capacity and demonstrate the proposed reverse distance from Manilla Street onto site.

## 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 (2021)
- Tower Hamlets Local Plan 2031

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

Land Use (*residential, employment*)

- London Plan policies: H1, E3
- Local Plan policies: S.H1, S.EMP1, D.EMP2

Housing (*affordable housing, housing mix, housing quality, amenity*)

- London Plan policies: D6, D7, D11, D12, H4, H5, H6, H8, H10
- Local Plan policies: S.H1, D.H2, D.H3

Design and Heritage (*layout, townscape, massing, height, appearance, materials, heritage*)

- London Plan policies: D1, D3, D4, D5, D8, D9, HC1, HC2, HC3, HC4
- Local Plan policies: S.DH1, D.DH2, S.DH3, D.DH4, D.DH6, D.DH7

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

- London Plan policies: D3, D6, D9
- Local Plan policies: D.DH8

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

- London Plan policies: T2, T4, T5, T6, T6.1, t7, T8
- Local Plan policies: S.TR1, D.TR2, D.TR3, D.TR4

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

- London Plan policies: G5, G6, SI1, SI2, SI5, SI8, SI12, SI13
- Local Plan policies: S.ES1, D.ES2, D.ES3, D.ES4, D.ES5, D.ES6, D.ES7, D.ES8, D.ES9, D.MW3

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

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (updated 2019)
- LP Housing SPG (updated 2017)
- LP Affordable Housing and Viability SPG (2017)
- The Mayor's Good Practice Guide to Estate Regeneration (2018)
- London View Management Framework SPG (2012)
- GLA Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)
- LBTH Planning Obligations SPD (2016)
- LBTH Development Viability SPD (2017)

- LBTH Community Infrastructure Levy (CIL) Charging Schedule (2020)
- Building Research Establishment's Site Layout for Daylight and Sunlight: A Guide to Good Practice (2011)
- Isle of Dogs and South Poplar Opportunity Area Planning Framework (September 2019)
- Draft Isle of Dogs Neighbourhood Plan 2019-2031 (Referendum Version, May 2020)

6.5 The Examiner's report was issued for the Isle of Dogs Neighbourhood Plan on 14<sup>th</sup> April 2020. The report recommended that the neighbourhood plan be sent to referendum subject to the incorporation of a number of changes. The plan currently awaits the referendum which is expected to take place in May 2021.

## 7. PLANNING ASSESSMENT

7.1 The key issues raised by the proposed development are:

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

### Land Use

#### Residential use

7.2 Increasing housing supply is a fundamental policy objective at national, regional and local levels. The NPPF encourages the effective use of land through the reuse of suitably located previously developed land and buildings.

7.3 The existing use of the site is residential. As such, the principle of the residential use has been established. In addition, the application falls within the Marsh Wall West Site Allocation and the Isle of Dogs and South Poplar Opportunity Area. Both designations earmark the site for high density housing delivery.

7.4 The delivery of housing, and particularly affordable housing, is a priority in the borough. The re-provision of the existing social rented units and intensification of the residential use with the provision of additional units is supported given the site's planning designations.

#### Creative workspace

7.5 Tower Hamlets Local Plan Policy S.EMP1 supports opportunities to ensure availability of a range of workspace and unit sizes that can cater for different users.

7.6 Tower Hamlets Local Plan Policy D.EMP2 seeks to support new employment space within identified site allocations. This policy also requires major commercial and mixed-use development scheme to provide at least 10% affordable workspace. The Marsh Wall West Site Allocation requires the delivery of employment use to include a range of floorspace sizes, including small-to-medium enterprises.

7.7 The proposal includes the delivery of a total of 683 sqm of affordable creative workspace (Sui Generis Use Class) envisaged to be used by local artists, designers and craft makers. This is supported both in land use terms, as well as design terms to creative active frontages along the proposed pedestrian link.

- 7.8 The proposed workspace would be secured at an affordable tenancy rate, 10% below the market rent for a period of 10 years via s106 agreement.

Land use conclusion

- 7.9 In summary, the proposed mixed use, residential led development is supported and considered acceptable and in accordance with the planning policy.

**Housing**

- 7.10 London Plan Policy H1 places a strategic expectation that the Borough will need to deliver 35,110 as a 10-year housing target (annualised to 3,511 per year) between 2019/20 and 2028/29. Tower Hamlets Local Plan Policy S.H1 outlines the need for the Borough to secure the delivery of 58,965 new homes across the Borough between 2016 and 2031, which equates to 3,931 new homes each year.

- 7.11 The proposed development would contribute to the achievement of the Council’s housing targets and will meet the requirements of the Marsh Wall West site allocation in which it is situated.

Estate Regeneration

- 7.12 London Plan policy H8 requires that loss of existing housing be replaced at existing or higher densities with at least the equivalent level of overall floorspace. This policy also seeks a consideration of alternative options before the demolition and replacement of affordable homes. In additions, the policy requires the replacements social rent units to be provided as social rent where facilitating a right of return for existing tenants.

- 7.13 Part 5 Tower Hamlets Local Plan policy D.H2 provides a set of criteria which estate regeneration schemes are required to follow. These include the following:

- a. protect and enhance existing open space and community facilities
- b. protect the existing quantum of affordable and family units, with affordable units re-provided with the same or equivalent rent levels
- c. provide an uplift in the number of affordable homes, and
- d. include plans for refurbishment of any existing homes to the latest decent homes standard.

- 7.14 The Mayor’s Good Practice Guide to Estate Regeneration provides detailed guidance for assessing approaches to estate regeneration. The guide puts great emphasis on early consultation and engagement with residents and requires all estate regeneration schemes to provide an increase in affordable housing, full rights to return or remain for social tenants, and a fair compensation deal for leaseholders and freeholders.

- 7.15 The proposal seeks to intensify the residential use on site and provide additional housing, and affordable housing. Alternative option with the retention of existing homes would not secure significant provision of housing on site. There are numerous benefits of the proposed scheme, including the re-provision of homes which are accordant with the latest standards and policies, and fully address the housing need of existing residents on site.

- 7.16 All existing homes are social rented managed by One Housing Group apart from one private 4 bedroom unit which is owned by Citystyle. The proposal includes the re-provision of all social rented units. The following table shows the existing and proposed housing mix excluding the private unit.

<b>Units</b>	<b>1 bedroom</b>	<b>2 bedroom</b>	<b>3 bedroom</b>	<b>4 bedroom</b>	<b>5 bedroom</b>	<b>Total</b>
Existing	6	4	8	5	1	24
Proposed	5	3	9	6	1	24

*Table 1. Existing and proposed social rented units.*

- 7.17 The applicant has carried out extensive and regular consultation with the existing residents which has fully informed the proposal. All existing residents were provided with a right to return to a new home which meets the specific current needs of their household, as evident in a slightly changed housing mix of the re-provided homes. The private tenants have also had the opportunity of being rehoused by their landlord Citystyle.
- 7.18 The proposed development was subject to a successful resident ballot in December 2019 which resulted in 100% turnout and a total of 84% of the residents voted in favour of the proposal.
- 7.19 The proposal also includes details regarding the decant strategy which provides detailed arrangement and confirms that the decant of existing homes on site was subject to a positive ballot. As a result, the Council's Common Housing Register Forum approved the decant of the existing residents.
- 7.20 The proposal would therefore re-provide the same number of affordable rented units; however, across an increased floorspace. The floorspace of the existing units amounts to 2,077sqm whilst the proposed floorspace for the re-provided units would be 2,380sqm.
- 7.21 In terms of rental levels, the returning residents would continue to pay the same rent, both during the decant status and when moved into a re-provided home on site. Adjustments to rents would be made only if there are changes to the number of bedrooms. The changed rent would match an equivalent sized home on the estate.
- 7.22 Whilst the existing site does not include community facilities and open spaces, significant focus during the pre-application stage was on the existing car parking spaces to the front of houses on Byng Street. An improved and regularised pedestrian link would be provided as part of the proposed scheme.
- 7.23 The proposal provides an intensification of the residential use which also provides an uplift in the number of the overall affordable homes. The proposed scheme was subject to a viability tested route in order to ensure that the proposed affordable housing quantum on site has been maximised.
- 7.24 In summary, the proposed development is considered to be policy compliant in terms of the principle of an estate regeneration. The applicant has followed the Mayor's good practice guide.

#### Housing Mix and Tenure

- 7.25 London Plan Policy H10 requires developments to consist of a range of unit sizes. Tower Hamlets Local Plan Policy D.DH2 also seeks to secure a mixture of small and large housing that meet identified needs which are set out in the Council's most up-to-date Strategic Housing Market Assessment (2017).
- 7.26 The table below details the overall proposed mix of the scheme, inclusive of 24 re-provided homes.

Tenure	1-bed	2-bed	3-bed	4-bed	5-bed	Total
Market	25	22	19	0	0	66
Affordable	12	13	18	8	1	52
Intermediate	7	9	14	0	0	30
<b>Total</b>	44 (29.7%)	44 (29.7%)	51 (34.5%)	8 (5.4%)	1 (0.7%)	148

*Table 2. Proposed housing mix, including re-provided affordable rented units.*

- 7.27 The table below sets out the scheme's housing mix inclusive of the re-provided homes against the policy requirements set out in D.H2.



Unit type	Market		Intermediate		Affordable rented	
	Policy Target	Scheme	Policy Target	Scheme	Policy Target	Scheme
1 bed	30%	38%	15%	23%	25%	23%
2 bed	50%	33%	40%	30%	30%	25%
3 bed	20%	29%	45%	47%	30%	35%
4 bed					15%	17%

Table 3. Proposed housing mix assessed against policy requirements, including re-provided affordable rented units.

- 7.28 Overall, the whole development would deliver slightly over 40% of family sized homes. Within the market and intermediate sectors, there would be an overprovision of 1 bedroom and 3 bedroom homes and an under-provision of 2 bedroom units.
- 7.29 Within the affordable rented sector, there would be a significant provision of family sized homes equating to 52% of all affordable rented homes. There would be a minor under-provision of 1 bedroom and 2 bedroom homes.
- 7.30 The table below details the proposed mix of the scheme, excluding 24 re-provided affordable rented homes.

Tenure	1-bed	2-bed	3-bed	4-bed	5-bed	Total
Market	25	22	19	0	0	66
Affordable	7	10	9	2	0	28
Intermediate	7	9	14	0	0	30
Total	44 (29.7%)	44 (29.7%)	51 (34.5%)	8 (5.4%)	1 (0.7%)	124

Table 4. Proposed housing mix, excluding re-provided affordable rented units.

- 7.31 The table below sets out the scheme's housing mix excluding the re-provided homes against the policy requirements set out in D.H2.

Unit type	Market		Intermediate		Affordable rented	
	Policy Target	Scheme	Policy Target	Scheme	Policy Target	Scheme
1 bed	30%	38%	15%	23%	25%	25%
2 bed	50%	33%	40%	30%	30%	36%
3 bed	20%	29%	45%	47%	30%	32%
4 bed					15%	7%

Table 5. Proposed housing mix assessed against policy requirements, excluding re-provided affordable rented units.

- 7.32 Without taking into consideration the re-provided homes into the housing mix, there is an under-provision of family homes and overprovision of 2 bedroom units within the affordable rented sector.

7.33 Great weight is given to the adequate re-provision of all of the existing social rented homes and the overall high provision of family sized homes, and particularly affordable homes within the proposed scheme. The proposal has been viability tested which is outlined below. On balance, the proposed housing mix and tenure are considered acceptable.

Affordable Housing

7.34 London Plan policy H8 states that all proposals demolishing and replacing affordable housing would be subject to a viability tested route.

7.35 Tower Hamlets Local plan policy S.H1 sets an overall strategic target of 50% of affordable housing, with a minimum of 35% provision sought, subject to viability. The policy refers to the GLA's Affordable Housing and Viability SPG which requires a minimum of 50% affordable housing provision for applications on industrial land to be considered under the fast track route.

7.36 Tower Hamlets Local Plan policy D.H2 sets the requirements of affordable housing provision within development in the borough, in terms of quantum, standard and provision. Development is required to maximise the provision of affordable housing with a 70% affordable rented and 30% intermediate tenure split.

7.37 Tower Hamlets Local Plan policy D.H3 requires development to provide affordable housing which is not externally distinguishable in quality from private housing.

7.38 Of the total proposed 148 units, the scheme would provide 61% affordable housing, inclusive of the re-provided homes. Of the additional 124 units, the scheme would provide 51% affordable housing, excluding the re-provided homes.

7.39 The application was supported by the submitted Financial Viability Assessment (FVA) prepared by Quod, which was reviewed and scrutinised by the Council's viability officers.

7.40 Following a robust review of the submitted viability evidence, LBTH viability team concluded that the proposal would generate a profit of circa £5.86 which results in a deficit to the applicant of £2.71m. As such, it is evident that the proposal can provide no additional affordable housing.

7.41 Within the affordable tenure, the proposal includes the re-provision of 24 units and additional provision of 28 units. The re-provided homes would retain the existing social rents. The additional affordable rented homes would be provided as London Affordable Rent which does not meet the policy requirement of 50:50 split between London Affordable Rent and Tower Hamlets Living Rent. However, given that the applicant will seek grant funding to partially fund the scheme, this is considered acceptable on balance.

7.42 Within the intermediate tenure, the proposal includes a total of 30 units, all being provided as a shared ownership housing product.

7.43 The proposed tenure split for the additional residential units equates to 72:28 in favour of affordable rent. This is fairly close to a policy compliant requirement of 70:30 and is considered acceptable.

7.44 The affordable rented units would be provided within dwellinghouses on Byng Street, a three storey building within the north-western corner of the site and lower levels of the residential tower. The intermediate units would be provided within the middle section of the tower whilst the upper levels of the residential tower would include private units only. Certain floors would be shared, as indicated in the table below.

Level	Tenure
Levels 00-07	Affordable rented
Levels 08-09	Affordable rented & Intermediate

Levels 10-12	Intermediate
Level 13-14	Intermediate & Private
Levels 15-24	Private

*Table 6. Breakdown of floor tenure.*

- 7.45 The proposed scheme would provide a tenure blind residential tower with additional affordable housing provided separate along Byng Street and on the north-western corner of the street. The provision of affordable housing is considered to be appropriate and as such, the proposed development is considered acceptable.

#### Wheelchair Accessible Housing

- 7.46 London Plan policy D7 and Tower Hamlets Local Plan policy D.H3 require residential developments that at least 10% of dwellings must meet Building Regulation M4 (3) 'wheelchair accessible dwellings' and the remainder of dwellings to meet M4 (2) 'accessible and adaptable dwellings'.
- 7.47 A total of 14 wheelchair accessible dwellings meeting Building Regulation M4 (3) standards are proposed which amounts to slightly under 10% of the total units. The remainder of the 134 residential units would meet Building Regulation M4 (2) standards.
- 7.48 Of the total wheelchair accessible units, 6 would be within the affordable rented sector, including two re-provided wheelchair units, 3 within the intermediate sector and the remaining 5 units within the private units. The table below sets out the location of the proposed wheelchair units.

<b>Level</b>	<b>Wheelchair housing units</b>
Level 02	1 affordable rented unit (re-provision)
Level 03	3 affordable rented units
Level 04	2 affordable rented unit (1 re-provision)
Level 08	3 intermediate units
Level 15	3 private units
Level 16	2 private units

*Table 7. Location of wheelchair accessible units.*

- 7.49 The detailed floor layouts within the site for the wheelchair accessible homes will be secured via a planning condition. Blue-badge accessible parking would be provided as discussed below in the highways section of the report.

#### Quality of Residential Accommodation

- 7.50 London Plan policy D6 sets out the minimum internal space standards for new dwellings. This policy also requires the maximisation of dual aspect dwellings and the provision of sufficient daylight and sunlight to new dwellings.
- 7.51 Tower Hamlets Local Plan Policy D.H3 requires developments to meet the most up-to-date London Plan space standards and provide a minimum of 2.5m floor-to-ceiling heights.
- 7.52 Private amenity space requirements are determined by the predicted number of occupants of a dwelling. Local Plan Policy D.H3 sets out that a minimum of 5sqm is required for 1-2 person dwellings with an extra 1sqm provided for each additional occupant.
- 7.53 In addition, London Plan Housing SPG reiterates the above standards and states that a maximum of eight dwellings per each core on each floor. Within the proposed development,

a maximum of six dwellings per core on each floor within the residential tower is provided. All units would meet a minimum floor to ceiling of 2.5m.

- 7.54 Out of total proposed residential units, over 72 percent would be dual aspect. All of the residential units within blocks A and B would be dual aspect. Within the residential tower, the only single aspect units would be one-bedroom west-facing units. Overall, this is considered acceptable and it is not considered that this would represent a poor standard of residential accommodation.
- 7.55 All residential units would meet or exceed the minimum space standards apart from the two ground and first floor 2-bedroom 4-person maisonettes within the residential tower. These units would provide 77.8sqm against a requirement of 79sqm for a two storey dwelling of this size, falling short of just over 1sqm.
- 7.56 It should be noted that the maisonettes have been created as a result of amendments carried out during the application to exclude sleeping accommodation from the ground floors, as requested by the GLA. Prior to this, the units provided instead of the maisonettes complied with the minimum space standards. Nevertheless, the shortfall is considered to be very minor and only relates to 2 out of a total of 148 residential units which is considered acceptable on balance.
- 7.57 All of the residential units would satisfy the minimum private amenity space standards. The proposed dwellinghouses along Byng Street would be provided with a front garden and a first floor terrace. In addition, two of the dwellinghouses would also have a second floor terrace. The two Block B units would have rooftop (Level 03) terraces as their private amenity spaces.
- 7.58 The residential units within Block C would have balconies as their private amenity space apart from the 3-bedroom and 4-bedroom south-facing units on Level 02 which would be provided with spacious private terraces partly situated on the roof of adjoining dwellinghouses.

#### *Daylight & Sunlight*

- 7.59 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.
- 7.60 Further guidance is provided with regard to sunlight, with the BRE guidance stating that in general, a dwelling which has a particular requirement for sunlight will appear reasonable sunlight if at least one main window faces within 90 degrees due south and the centre of one window to a main living room can receive 25% annual probably sunlight hours (APSH), including at least 5% annual probably sunlight hours in the winter months (WPSH) between 21 Sept and 21 March.
- 7.61 The applicant has submitted an Internal Daylight and Sunlight Assessment in support of the application, prepared by GIA. The Council's external consultants, BRE, have reviewed the submitted information.
- 7.62 Following the initial response from the Council's external daylight and sunlight consultants, the applicant has submitted an amended Daylight and Sunlight Assessment which includes the current planning proposal at the Cuba Street site immediately to the north of the application site.

#### *Daylight*

- 7.63 The applicant has analysed all habitable rooms for ADF and NSL, in line with the BRE guidance. This includes a total of 570 windows were tested.

7.64 A summary of all windows and areas these are serving is provided in the table below.

Area	No. of total windows	No. of compliant windows	Compliance
Living/kitchen/dining area	68	58	85%
Living room	94	61	65%
Kitchen	81	55	68%
Bedrooms	327	238	73%
Total	570	412	72%

*Table 8. Average Daylight Factor.*

- 7.65 Out of all 162 living areas, including LKD areas and living rooms, 35 would not meet the minimum 1.5% ADF which amounts to 22% all areas. Out of these, 33 would be living rooms and 2 would be LKD areas. The remaining 78% of all living areas would meet the minimum requirements. As a comparison, only 8 of 162 living areas would not meet the minimum ADF requirements without the Cuba Street proposed development taken into the assessment.
- 7.66 Eight the failing LKD areas would meet the 1.5% ADF requirement for living rooms, but not the 2% ADF requirement for kitchen. The remaining two LKD areas would have ADF levels between 1.1-1.2%. With regards to living, a slightly under a third would be marginally below the 1.5% ADF requirement.
- 7.67 With regards to kitchen areas, 26 of these would not meet the minimum 2% ADF requirements. However, all of these would have a separate window and as such, would receive some daylight, which is often not the case in modern development where there are usually shared spaces including living and dining areas.
- 7.68 For bedrooms, there would be a compliance of 73% meeting a minimum of 1% ADF requirements for these spaces. This equates to 89 bedrooms not meeting the minimum standards, most of which are situated within the residential tower. Half of these would have ADFs just under the 1% whilst others would have balconies overhang which result in less light.
- 7.69 Overall, the daylight provision in all units would provide a compliance of 72% with the BRE guidelines. Given the site's constraints and the high density character of the surrounding area, including the existing and emerging developments, this is considered acceptable on balance.

*Sunlight*

- 7.70 The applicant has analysed all living areas served for windows facing within 90 degree of due south for APSH and WPSH.
- 7.71 Out of the total 161 living areas, 101 would fully meet the BRE's sunlight guidelines. This amounts to the overall compliance of 62% for sunlight. It has been noted that some flats have more than one living area. As such, out of the total 149 units, 100 of them would meeting the sunlight guidelines which represents a compliance of 67% whilst 2 units would have living areas meeting annual but not winter guideline.
- 7.72 In terms of living areas not meeting the minimum sunlight requirements, nearly all of these would be linked to a kitchen which would receive amount of sunlight which is acceptable for a dense urban area.
- 7.73 Overall, the sunlighting conditions within the proposed development are considered reasonable and acceptable on balance given the site's constraints and the high density character of the surrounding area.

### *Wind/Microclimate*

- 7.74 The application was supported with the submission of a Wind and Microclimate Assessment. The external consultant Temple was appointed by the Council for the review. The applicant has provided clarifications requested by the consultants. These were also reviewed by the Council's Environmental Impact Assessment (EIA) officer and were deemed acceptable.
- 7.75 As such, it is considered that the wind and microclimate conditions for the proposed residential units would be acceptable.

### *Noise/Air quality*

- 7.76 As confirmed by the Council's Environmental Health officers, the proposed residential units would not be subjected to unacceptable noise or air quality conditions. Conditions would be secured to ensure that new accommodation is constructed to appropriate standards with regard to acoustic insulation.

### *Fire safety*

- 7.77 London Plan (2021) policy D12 requires all major applications to be submitted with a Fire Statement produced by a third party, suitably qualified assessor. The policy sets out the requirements in terms of details that Fire Statement should contain.
- 7.78 The application is supported by a Fire Strategy, produced by Jeremy Gardner Associates who are considered to be a third party and suitably qualified assessor. The statement confirms that at least one lift core within Block C will be a suitably sized fire evacuation lift.
- 7.79 Following the GLA's Stage 1 response, the applicant has submitted a Fire Safety Management note to address the raised concerns. No further issues have been raised by the GLA's officers.

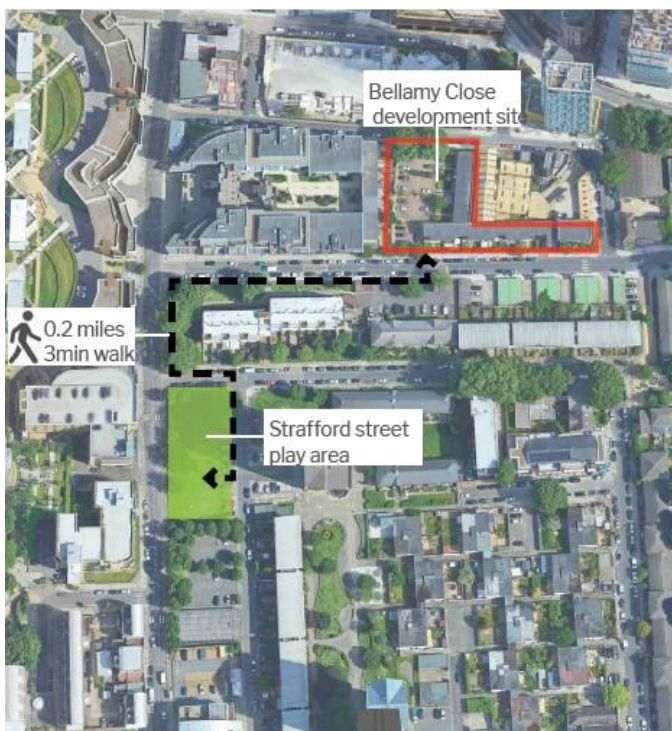
### Communal Amenity Space & Play Space

- 7.80 Tower Hamlets Local Plan Policy D.H3 requires a minimum of 50 sqm of communal amenity space for the first 10 units and a further 1sqm for every additional unit thereafter, as well as the provision of appropriate child play space as determined by the child yield calculator.
- 7.81 The proposed development results in a minimum requirement of 188sqm of communal amenity spaces for all residential units. A total of 265sqm of rooftop communal amenity space is proposed on Level 25 of the residential tower (block C). This tenure-blind space would be accessible to all residents of block C.
- 7.82 Whilst dwellinghouses along Byng Street and the two residential units within block B would not be provided with access to the rooftop communal amenity space, they would have significant overprovision of private amenity spaces. As such, this is considered acceptable.
- 7.83 With respect to child play space, the following table provides details on child yield generated by the proposed development and the minimum child play space requirements based on the LBTH Child Play Space calculator:

<b>Age group</b>	<b>Child yield</b>	<b>Child play space requirement [sqm]</b>
Under 5 years	39	388
5-11 years	33	334
12+ years	36	359
<b>Total</b>	<b>108</b>	<b>1,081</b>

*Table 9. Children play space requirement for the proposed development.*

- 7.84 As detailed above, the development is predicted to generate 108 children and therefore 1,081sqm of child play space is required, split across the different age groups.
- 7.85 The proposed child play space for children under 5 years old would be situated within the enclosed courtyard space along the western part of the application site and within the pedestrian link. A total of 400sqm would be provided, accessible to all tenures within the development. Good levels of overlooking towards the child play space would be secured due to its proposed location. Details of the play equipment will be secured via condition.
- 7.86 Given the competing priorities for the site, including the re-provision of existing homes, delivery of a pedestrian link and on-site servicing arrangements, the remainder of the child play space required for children above 5 years old cannot be accommodated on site. As such, an appropriate off-site contribution is considered acceptable on balance given that the proposal would heavily rely on existing services.
- 7.87 The GLA's Play and Recreation Supplementary Planning Guidance (2012) provides detailed guidance on the appropriate distances to local play spaces as well as guidance on the needs of the different age groups in terms of equipment and scale. As detailed in this guidance, for developments projected to accommodate between 30 – 49 children, facilities for 5 – 11s should be provided first on site; however as above if not able to be accommodate they should be located within 400m walking distance of the site. For over-12s it is expected that appropriate play space should be provided within 800m walking distance from the site.
- 7.88 The SPD provides details on the needs of different age groups, noting that 0 – 11 requires local playable space and neighbourhood playable space which includes landscaped open spaces, kickabout areas, and equipment integrated into the landscape. Youth space, for ages 12 and above, is detailed as catering towards higher intensity uses including multi-use games areas (MUGA), climbing walls, wheeled sports areas, outdoor stages and exercise equipment.
- 7.89 The application site is in close proximity to several existing areas of open spaces which provide for a variety of character and uses. Strafford Street play area is approximately 110m walking distance to the south-west from the application site. This play area is owned, managed and maintained by the applicant, and includes play facilities aged 11-16 age group which includes fixed equipment, a youth shelter and a skate park.



*Figure 5. Location of the Stafford Street play area.*

- 7.90 The applicant has proposed improvements and upgrades to the Strafford Street play area due to the ownership implications and in order to improve and upgrade the existing play

equipment. As detailed in the Design and Access Statement Addendum, the proposed improvements and upgrades to the play area include the following:

- Introduce facilities for 5-11 age group
- Enhance the quality of existing facilities for 11-16 years old
- Improve skate park features
- Provide better quality surface finished and soft landscape design
- Provide improvements in access and/or signage/wayfinding.

7.91 Concerns have been raised by the Council's Parks and Open Space if the indicated improvements at Stafford Street play space were planned to be carried out by the applicant regardless of the proposed development. However, the applicant has confirmed that improvements to the subject play area have not been planned and will not be undertaken in the absence of these improvements being secured through the proposed development.

7.92 Whilst there are other play spaces in the surrounding area, Stafford Street play area is the closest one to the proposed development. Given this proximity, it is considered that it is likely to be visited more often by the children in the proposed development than other play spaces in the area. As such, the proposed improvements and upgrades to this space are considered acceptable. Details and the commitment to the delivery will be secured by s106 agreement.

7.93 In summary, the application would exceed the minimum requirements for doorstep play area catering to under-5s. The proposal's failure to provide play spaces for children above 5 years old given the number of competing priorities that the proposed development has satisfied, would be mitigated through the provision of enhancements and upgrades to the nearby play area.

### **Design & Heritage**

7.94 Development Plan policies require high-quality designed schemes that reflect local context and character and provide attractive, safe and accessible places that safeguard and where possible enhance the setting of heritage assets.

7.95 London Plan (2021) policy D3 promotes the design-led to optimise site capacity. The policy requires high density development to be located in locations well connected to jobs, services, infrastructures and amenities, in accordance with London Plan (2021) D2 which requires density of developments to be proportionate to the site's connectivity and accessibility.

7.96 Tower Hamlets Local Plan policy S.DH1 outlines the key elements of high quality design so that the proposed development are sustainable, accessible, attractive, durable and well-integrated into their surroundings. Complementary to this strategic policy, Local Plan policy D.DH2 seeks to deliver an attractive, accessible and well-designed network of streets and spaces across the borough.

### Site Layout

7.97 The application site has an unusual shape where the majority of the land is arranged in a squared shape around the existing houses on Bellamy Close with an extended strip of land towards the east along Byng Street. The existing route through the site is of an informal arrangement given that it is formed of car parking spaces of existing dwellinghouses.

7.98 The proposed layout seeks to respond to the streetscape with lower scale formed of three storey dwellinghouses on Byng Street and three storey buildings on each side of the northern entrance courtyard.

7.99 The proposed residential tower is set back from the streets on both sides which allows for a continuation of dwellinghouses along the south and the creation of an entrance courtyard which predominantly contains vehicle movement along the north. In addition, the set back of



the residential tower on all parts of the site seeks to respond to the minimisation of amenity impacts to existing and future developments.



Figure 6. Proposed site layout.

- 7.100 The re-provision of the route through the site is strongly supported as it seeks to formalise the existing route and therefore provide permeability through the site into the surrounding area.
- 7.101 Overall, the proposed layout arrangement is considered to respond appropriately to the site's context and constraints.

#### Heights, Massing and Scale

- 7.102 London Plan (2021) policy D9 provides a strategic guidance for tall buildings in the London area. The policy also sets out criteria which against which development proposals should be assessed and these include visual, functional and environmental impacts.
- 7.103 Tower Hamlets Local Plan policy D.DH6 seeks to guide and manage the location, scale and development of tall buildings in the borough. The policy identifies five tall buildings clusters in the borough and sets out principles of each of them.
- 7.104 The application site is situated within the Millwall Inner Dock cluster Tall Building Zone (TBZ). In addition, the eastern part of the site is included within the Isle of Dogs and South Poplar Opportunity Area and the Marsh Wall West site allocation, both designations which earmark the provision of significant residential development.
- 7.105 The proposed residential tower is 26 storeys in height placed centrally on the application site. Given the site's inclusion within the TBZ and site allocation, the principle of a tall building is considered acceptable in principle, providing it satisfies the principles set out for the subject TBZ.
- 7.106 The principles of the tall buildings policy seek that building heights in the Millwall Inner Dock cluster significantly step down from the Canary Wharf cluster and step down from Marsh Wall to ensure that development proposals are subservient to the Canary Wharf cluster.
- 7.107 The immediate context of the application site includes the existing Novotel hotel which reaches 38 storeys and the Alpha Square development currently under construction where buildings range between 20, 34 and 65 storeys. The proposed Cuba Street development includes a single high density residential tower which reaches 52 storeys.

- 7.108 The application site sits the furthest from Marsh Wall from all of the neighbouring towers. The height of the proposed development ensures an appropriate stepdown from Marsh Wall and the Canary Wharf cluster situated further to the north.
- 7.109 The layout of the proposed development provides an appropriate human scale along the streetscape given the setback of the tall element into the central area of the application site. In addition, the provision of active frontages and an interesting appearance of dwellinghouses along Byng Street would provide legible and safe streetscape.
- 7.110 In summary, the scale, height and massing of the proposed development are considered appropriate and provide an adequate response to form two well-defined street blocks with active frontages.

#### Appearance & Materials

- 7.111 The proposed architectural treatment to the residential tower provides a well-balanced approach to combining vertical and horizontal elements. The proposed consistent vertical elements on the façade emphasise the building's verticality whilst the horizontal precast elements are introduced at every storey for the first 9 floors, and every second storey between floors 9 and 21.
- 7.112 The corner location of balconies creates a set back which seeks to reduce the overall massing of the residential tower. The centrally placed balconies along the west and east elevations are placed centrally and as such, provide a high degree of symmetry and balance to the tower.
- 7.113 The proposed arrangement results in an effective horizontal stone bands which break up the scale and strong vertical stone panels and window openings. The horizontality lessens with the height increase which allows for the creation of the building's crown which is supported by the top floors.



*Figure 7. Proposed residential tower (block C).*

- 7.114 As suggested by the Council design officer, the profile of the horizontal stone banding has been increased to enhance the depth of expression in the façade treatment. Details regarding the window bays and residential entrance have been provided and are considered acceptable.
- 7.115 Overall, the proposed architectural approach of the tallest element of the scheme is considered to be successful and would positively contribute to the area with its high quality design.
- 7.116 The proposed dwellinghouses along Byng Street create a rhythm along the streetscape due to their setbacks which create private amenity spaces. This adds a particular interest to the proposed scheme which is further enhanced with the modern full-height window arrangement along dwellinghouses.



*Figure 8. Proposed dwellinghouses along Byng Street.*

- 7.117 Three storey block B on Manilla Street is a simple boxed building which seeks to repair the urban block to the west through the provision of an appropriate response in terms of its height and shape. It serves as a transitional element between the neighbouring properties and the residential tower, and its simpler design and large fenestration provide an appropriate response.



*Figure 9. Proposed block B on Manilla Street.*

- 7.118 The proposed three storey creative workspace has a façade in the form of a zig zag along the pedestrian link which creates an attractive articulation that provides a successful response to the black façade of the podium of the adjacent Alpha Square development.
- 7.119 In terms of materials, brick treatment is proposed as the base of the scheme. It is the main façade treatment for all blocks apart from the residential towers where it is proposed for the lowest three storeys. In addition, the proposed aluminium window frame, metal railings and horizontal stone panels with scallop profile are used across all proposed buildings.
- 7.120 The upper floors of the residential tower include the use of stone panel which matched the colour of the brick for the vertical elements and stone banding for the horizontal ones.
- 7.121 The proposed use of materials across the whole site results in the creation of a cohesive design scheme which enhances the surrounding area and positively contribute to the character of the Millwall and Canary Wharf areas.
- 7.122 The Council's design officer raised concerns regarding the proposed boundary treatment of the Byng Street dwellinghouses. Whilst the preference for a less solid and greener treatment has been acknowledged for design purposes, it is considered that is likely to have an adverse impact on the perception of safety and certain loss in privacy for future occupants of dwellinghouses. As such, the proposed boundary formed of a brick wall and railings on top is considered acceptable on balance.
- 7.123 The remainder of the site is physically and visually permeable with the exception of the proposed railings between block B on Manilla Street and the proposed residential tower where an additional access is proposed to the proposed child play space. There are no objections to this element of the scheme.
- 7.124 Overall, the proposed appearance and materials would ensure the delivery of a high quality design which enhances the local character. Material samples and further details will be secured by conditions.

#### Landscaping & Public Realm

- 7.125 London Plan (2021) policy D8 requires development proposals to ensure that public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, and easy to understand and maintain.
- 7.126 Tower Hamlets Local Plan policy D.DH2 requires developments to positively contribute to the public realm through the provision of active frontages and multi-usable spaces that can cater for social gathering and recreational uses.
- 7.127 The landscape strategy, included within the Design and Access Statement, provides the following key components: entrance square which is the northern courtyard for the vehicle movement; pedestrian link which includes a portion of child play space, playable courtyard which is the child play space within the western part of the site, and rooftop communal amenity space.

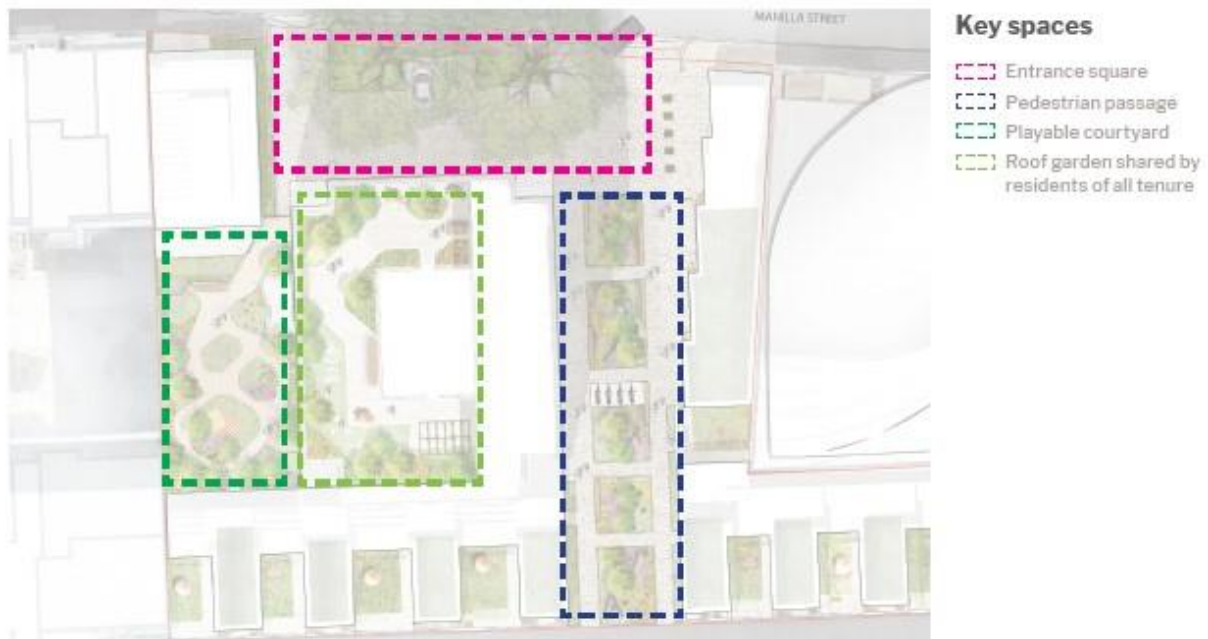


Figure 10. Proposed landscape strategy.

- 7.128 The proposed entrance square is arranged as a shared surface which would serve as the pedestrian access from the north and the only vehicle access, as well as the area for servicing and deliveries. The movement is proposed around the two retained trees.
- 7.129 It has been acknowledged that the proposed northern courtyard would contain a number of activities which should ideally have their own designated spaces. However, given the site's constraints and a preference to provide a pedestrian link through the site which does not contain any vehicle movement, this is considered as an acceptable approach.
- 7.130 The proposed pedestrian link would be visually open and attractive with the width of approximately 10m. The creation of active frontages along the link would provide dynamic space with natural surveillance.
- 7.131 Overall, the proposed landscape strategy would provide a number of private and public spaces which is considered acceptable. Whilst the applicant has indicated the nature of these spaces in the submission documents, details regarding the soft and hard landscaping, street furniture, child play and communal amenity play space will be secured via condition.

#### Safety & Security

- 7.132 The scheme has been designed with Secured by Design (SbD) principles in mind, as detailed in the Design and Access Statement.
- 7.133 The scheme seeks to create a pleasant environment with the creation of active frontages along the proposed pedestrian link and street frontage along Byng and Manilla Street to maximise street frontage and create natural surveillance throughout the site.
- 7.134 Prior to the submission, the applicant has met with the Secured by Design officer. These are summarised in the Metropolitan Police's consultation response and have been incorporated into the scheme.
- 7.135 Overall, it is considered that the proposed development would improve the perception of safety in the area and secure a secure public route through the site. As recommended by the SbD officer, a condition will be imposed for the development scheme to apply for a Certificate of Compliance to demonstrate that all recommendations have been delivered on site.

#### Built Heritage

- 7.136 The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the statutory duties for dealing with heritage assets in planning decisions.
- 7.137 Development Plan policies require developments affecting heritage assets and their settings to conserve their significance, by being sympathetic to their form, scale, material and architectural detail.
- 7.138 The application is supported by a Townscape, Heritage and Visual Impact Assessment (THVIA) which provides an assessment of the impact from the proposed development on the townscape character of the immediate and surrounding area and identified heritage assets.
- 7.139 The use and character of the application site has changed a number of times to respond to the changing industrial nature of the area in the 19<sup>th</sup> and early 20<sup>th</sup> century and increasing housing demands from the late 20<sup>th</sup> century onwards.
- 7.140 The nearest heritage assets include the Former west entrance to the South Dock and the adjacent residential block Cascades site. Both are grade II listed and distanced less than 260m from the application site. Other assets include the listed quay walls to the northern docks distanced circa 300m from the application site and the West India Dock conservation area which is slightly less than 700m to the north of the application site.
- 7.141 Given the distance between all of these heritage assets and the application site, as well as the densely built environment, it is considered that there would be no impact due to the lack of intervisibility and the potential to appreciate these together. As such, the proposal is considered acceptable.

#### *Strategic views*

- 7.142 London Plan policy HC4 seeks to protect strategic views identified in the London View Management Framework. Tower Hamlets Local Plan D.DH4 reiterates this requirement and requires developments to preserve and positively contribute to the skyline of strategic importance.
- 7.143 The views included by the applicant, as highlighted in the THVIA, have been agreed with the Council's Officers to interrogate the development from a range of angles encompassing a series of strategic viewpoints.
- 7.144 London View Management Framework SPG (LVMF) seeks to protect and manage a number of strategic views across London and some of its major landmarks. The submitted THVIA and its addendum included the relevant views against which the application was assessed.
- 7.145 The views from Greenwich Park and Maritime Greenwich World Heritage Site (WHS) are identified as 'Panoramas' in the LVMF. The particular view known as the 'Grand Axis' looks north from the General Wolfe Statue towards Isle of Dogs and Canary Wharf, across the WHS.
- 7.146 The proposed development would sit slightly to the west of the Grand Axis. Given the nature of the built environment in which the site is situated, it is considered that there would be no direct impact and any indirect impact would be limited.
- 7.147 The view from London Bridge towards Tower Bridge is identified as 'River Prospect' in the LVMF. Given the distance between the application site and this view, as well as the highly built environment between the two which intercepts the view, it is considered there would be no impact.
- 7.148 Overall, the proposal would have a very limited to no impact to the identified strategic views. As such, this is considered acceptable.

#### *Archaeology*

- 7.149 Development plan policies require measures to identify record, protect, and where appropriate present the site's archaeology. It is noted that application site lies within an

Archaeological Priority Area and as such, has been referred to the Greater London Archaeological Advisory Service (GLAAS) for comment.

7.150 The application is supported by a Preliminary Archaeological Assessment which was reviewed by GLAAS. Subject to the inclusion of a two-staged condition for further assessments to be carried out, there are no objections to the proposal.

### **Neighbour Amenity**

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

#### Daylight, Sunlight & Overshadowing

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

7.153 For calculating daylight to neighbouring residential properties affected by the proposed development, the primary assessment is the vertical sky component (VSC) method of assessment together with the no sky line (NSL) assessment where internal room layouts are known or can reasonably be assumed. These tests measure whether buildings maintain most of the daylight they currently receive.

7.154 BRE guidance in relation to VSC requires an assessment of the amount of daylight striking the face of a window. The VSC should be at least 27%, or should not be reduced by more than 20% of the former value, to ensure sufficient light is still reaching windows. The NSL calculation takes into account the distribution of daylight within the room, and again, figures should not exhibit a reduction beyond 20% of the former value.

7.155 A window is considered to be noticeably affected in terms of sunlight if a point at the centre of the window receives in the year less than 25% of the Annual Probable Sunlight Hours (APSH), including at least 5% of the APSH during the winter months (21st September to 21st March) and less than 0.8 times its former sunlight hours during either period. Sunlight is relevant to main living rooms (i.e. habitable rooms) of dwellings and conservatories, if they have a window facing within 90 degrees (o) of due south.

7.156 The BRE guidelines state that if the room has multiple windows on the same or on adjacent walls, the highest value of APSH should be taken.

7.157 The table below shows the LBTH numerical classifications that are required to be applied for Negligible, Minor Adverse, Moderate Adverse and Major Adverse bandings for daylight (VSC and NSL) and sunlight (APSH and WPSH).

<b>Reduction to daylight (VSC &amp; NSL) and Sunlight (APSH &amp; WPSH)</b>	<b>Effect classification</b>
0 – 20% reduction	Negligible effect
20.1% - 30% reduction	Minor adverse effect
30.1% - 40% reduction	Moderate adverse effect
Above 40% reduction	Major adverse effect

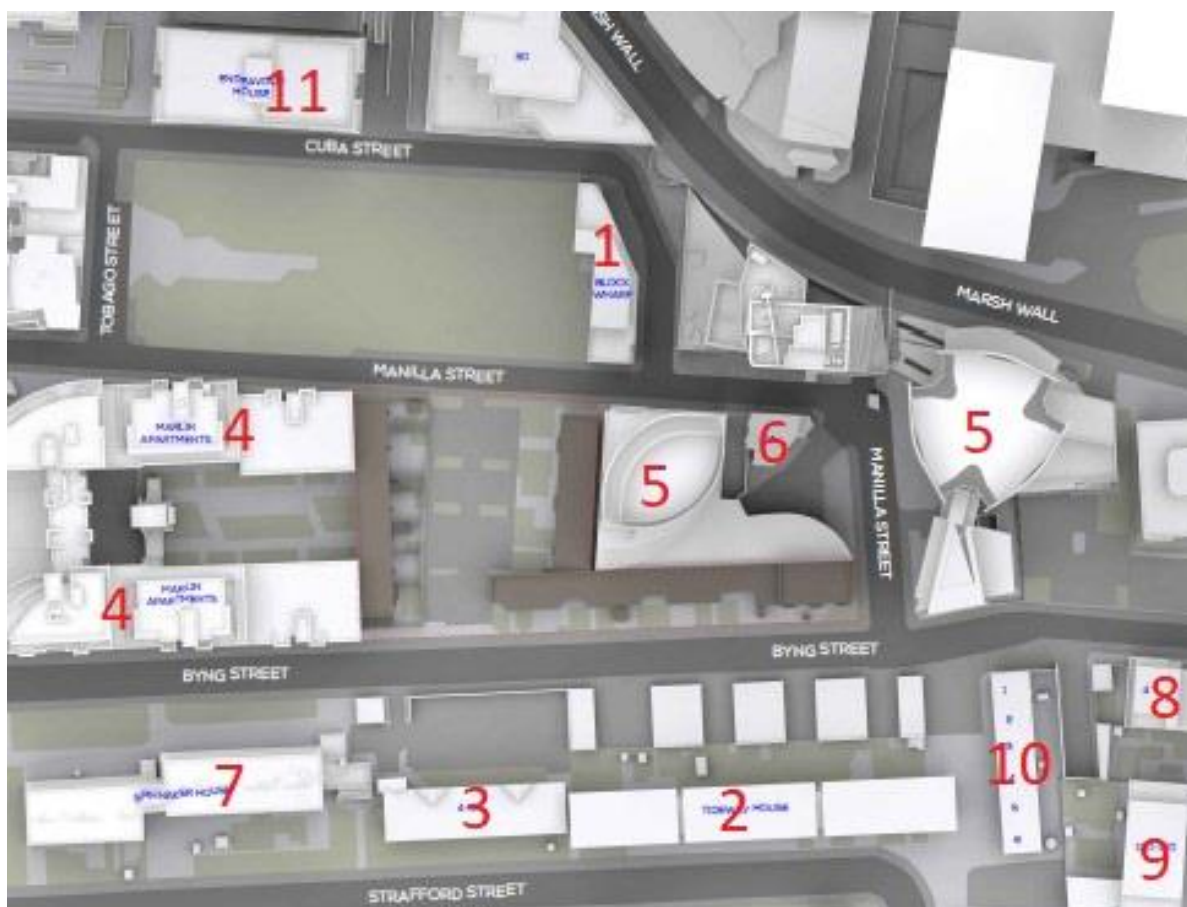
*Table 10. Daylight and sunlight effect classification.*

7.158 The applicant has submitted a Daylight and Sunlight Assessment in support of the application, prepared by GIA. The Council's external consultants, BRE, have reviewed the submitted information.

7.159 The amended Daylight and Sunlight Assessment includes two Scenarios. Scenario 1 includes the proposed scheme, as well as the Alpha Square development given it is currently under construction. In addition to these, Scenario 2 looks at the cumulative impact

and also includes the Cuba Street proposed development. The assessment also includes the impact of the proposed development to the Cuba Street proposed development and vice versa.

7.160 The image below shows the location of the neighbouring properties included within the applicant's daylight and sunlight assessment.



**Key**

- |                             |                               |
|-----------------------------|-------------------------------|
| 1. Block Wharf              | 7. Spinnaker House            |
| 2. Tideway House            | 8. 4 Mastmakers Road          |
| 3. 4-38 Byng Street         | 9. 100-120 Phoenix House West |
| 4. Marling Apartments       | 10. 1-6 Bosun Close           |
| 5. Alpha Square development | 11. Endeavour House           |
| 6. 74 Manilla Street        |                               |

*Figure 11. Location of assessed neighbouring properties*

7.161 The table below provides a summary of each of the neighbouring groups of properties tested and the effects on daylight and sunlight to neighbouring properties from the proposed development.

Properties	Total no. of rooms tested	Significance of daylight effects overall	Significance of sunlight effects overall
Block Wharf – 20 Cuba Street	106	Major	Major
Tideway House – 7 Strafford Street	56	Moderate	Not applicable
4-38 Byng Street	18	Moderate	Not applicable



Marlin Apartments – 9 Byng Street	186	Minor	Minor
Alpha Square development – 63-96 Manilla Street	368	Moderate	Negligible (south-facing windows)
74 Manilla Street	21	Negligible	Negligible
Spinnaker House	106	Minor	Not applicable
4 Mastmakers Road	31	Negligible	Negligible
Endeavour House – 47 Cuba Street	96	Negligible	Negligible
100-120 Phoenix House West	38	Negligible	Negligible
1-6 Bosun Close	9	Negligible	Negligible

*Table 11. Impact on neighbouring properties from the proposed development.*

7.162 The assessment within the Officer's report focuses on those properties which experience a moderate and major adverse effect to their daylighting and sunlighting conditions.

#### Daylight

##### *Block Wharf – 20 Cuba Street*

7.163 Block Wharf is an 8 storey residential block situated immediately to the north of the application site and abuts the Cuba Street future development to its west. At present, the property benefits of not being obstructed given the underdevelopment of sites to the south and west where developments are currently under construction or have not been granted planning permission.

7.164 The table below summarises the level of impact to the daylighting conditions of the property based on VSC.

	Scenario 1	Scenario 2
Windows within BRE guidelines	83	82
Windows outside BRE guidelines	23	24
Overall BRE compliance	78.3%	77.4%

*Table 12. Vertical Sky Component compliance.*

7.165 Five of the 23 windows serve kitchen smaller than 13sqm which are therefore not classed as habitable rooms and another five windows serve bedrooms which would retain between 8.2-10% VSC.

7.166 Of the remaining 13 windows, these are all secondary windows serving living/kitchen/dining (LKD) areas. It should be noted that these living areas are all dual aspect being served with windows on the eastern façade, however, given the high rise Novotel hotel immediately to the east and the Alpha Square development to the south, these windows would receive little daylight.

7.167 In relation to NSL, the only impact would be to the two windows, one experiencing minor and the other moderate adverse impact. However, this property would have high BRE compliance both for Scenario 1 amounting to 97.4% and 96.1% for Scenario 2.

*Tideway House – 7 Strafford Street*

7.168 Tideway House is a 4 storey residential block of maisonettes situated immediately to the south of the proposed dwellinghouses on Byng Street abutting the Alpha Square towers to their north.

7.169 The table below summarises the level of impact to the daylighting conditions of the property based on VSC.

	Scenario 1	Scenario 2
Windows within BRE guidelines	20	12
Windows outside BRE guidelines	36	44
Overall BRE compliance	35.8%	21.4%

*Table 13. Vertical Sky Component compliance.*

7.170 In Scenario 1, out of the 36 windows outside BRE guidelines, 21 serve kitchens which are too small to be classed as habitable rooms. The remaining 15 windows serve bedrooms given that the LKD areas of properties are south-facing. Similarly, in Scenario 2, none of the windows serve LKD areas.

7.171 It should be noted that there are overhangs above the ground and second floors which reduce existing daylighting levels. The applicant's additional set of calculations to exclude the existing impact of overhangs show the lower impact to daylighting conditions, albeit still slightly outside the BRE guidelines. However, the LKD areas retain the existing levels of daylight given their orientation.

7.172 In relation to NSL, the property shows high BRE compliance reaching 96.4% for all windows overall. The only impact is to the two non-habitable windows.

*4-38 Byng Street*

7.173 4-38 Byng Street is a three storey block of flats situated immediately adjacent to the west of Tideway House and to the south of the proposed development on the opposite side of Byng Street.

7.174 The table below summarises the level of impact to the daylighting conditions of the property based on VSC.

	Scenario 1	Scenario 2
Windows within BRE guidelines	3	3
Windows outside BRE guidelines	15	15
Overall BRE compliance	16.7%	16.7%

*Table 14. Vertical Sky Component compliance.*

7.175 The property has an external access along the northern elevation which restricts the existing daylight levels. All of the assessed windows are along the northern elevation and serve non-

habitable kitchen areas. Same as in the adjacent residential properties in Tideway House, all of the LKD areas are situated along the southern elevation of the property.

*Alpha Square development – 63-96 Manilla Street*

7.176 Alpha Square is a mixed use development currently under construction with building heights ranging from 20 to 65 storeys. Backing onto the north-eastern part of the application site is the 34 storey tower with its podium abutting the south-eastern part of the site and the proposed dwellinghouses along Byng Street. The applicant has assessed residential windows from floor 6 above given that the lower floors include a primary school.

7.177 The table below summarises the level of impact to the daylighting conditions of the property based on VSC.

	Scenario 1	Scenario 2
Windows within BRE guidelines	182	112
Windows outside BRE guidelines	204	256
Overall BRE compliance	49.5%	30.4%

*Table 15. Vertical Sky Component compliance.*

7.178 Out of the 186 not meeting the BRE guidelines, 25 would serve non-habitable rooms. Of the remaining 161 windows, 104 windows would have VSC in excess of 20% which is considered reasonable for the dense urban area as this part of the Isle of Dogs. The biggest impact would be to the windows along the western side of the residential tower given its direct facing to the proposed development.

7.179 None of the worst impact windows serve as main windows to LKD areas. The overall daylighting conditions to LKD areas which are south facing, would have minor reductions of daylight.

7.180 The NSL calculations shows a 73.8% compliance level with the BRE guidelines. Out of 32 non-compliance windows, 21 would be moderate and major. However, it has been acknowledged that none of the impacted windows serve LKD areas.

*Cuba Street proposed development*

7.181 The proposed development at the Cuba Street to the north of the application site includes a single tower of 53 storeys along the eastern part of the site with a proposed park space along its western part.

7.182 The proposed development includes corner LKD areas with south facing windows and windows and doors to east and west facing balconies. Between the corner LKD areas of proposed units are windows which serve bedrooms and these would more affected than the LKD windows.

7.183 The overall VSCs for south facing windows serving LKD areas would be between 15-17% and between 13-15% for south facing bedroom windows.

7.184 The applicant has carried out an analysis of Average Daylight Factor (ADF) to understand the impact on daylight to the proposed residential units at the Cuba Street site as a result of the proposed development.

7.185 Out of the total 143 tested windows, 127 would satisfy the minimum ADF requirements. Of the failing windows, one serves a bedroom and the rest serve LKD areas. The proposed bedroom would have 0.8% ADF against the 1% minimum whilst most of the living rooms would have ADF lower than 1.5% against the 2% minimum with the three experiencing ADF between 1.1-1.3%.

## Sunlight

### *Block Wharf – 20 Cuba Street*

- 7.186 This property would experience changes outside of the BRE sunlight guidelines where a total of 23 out of the total tested 66 windows would experience major adverse impact. The overall compliance of the property is 65.2% which is the same for Scenarios 1 and 2.
- 7.187 13 of the windows experiencing major adverse impact serve living/kitchen/dining (LKD) areas. One room would be BRE compliant against the supplementary APSH from the other windows in the room. The remaining 12 windows serve six LKD areas which would receive a minimum of 16% APSH.

## Overshadowing

- 7.188 BRE guidance suggests that for a space to appear sunlit throughout the year, at least 50% of the amenity area should receive at least 2 hours of direct sunlight on 21st March. It states that the “availability of sunlight should be checked for all open spaces”, which usually includes gardens, sitting-out areas, parks or playgrounds.
- 7.189 The applicant has assessed the loss of light to the proposed park at the Cuba Street site. The analysis show that 73.6% would satisfy the minimum BRE requirements.
- 7.190 The applicant has not assessed the loss of light to the internal courtyard of Marlin apartments abutting the application site to the west. However, the Council’s consultants confirmed that there is unlikely to be significant impact given that the space is already overshadowed by the wall along Bellamy Close.
- 7.191 The applicant has also carried out an overshadowing assessment to the proposed communal amenity and child play space. The child play space within the pedestrian link and the rooftop communal amenity space would meet the minimum standards.
- 7.192 The proposed child play space provided within the western courtyard would fall short for just 2% given that 48% of this area would receive at least 2 hours of sunlight on 21<sup>st</sup> March. However, it should be noted that the western courtyard child play space is enclosed with the proposed development on one side and Marlin Apartments to the other which has been acknowledged as a constraint. Furthermore, the minimum requirements of 50% of the area to receive 2 hours of sunlight would be met on 23<sup>rd</sup> March which demonstrates that the identified shortfall is minor and as such, is considered acceptable.

## Conclusion on Daylight, Sunlight and Overshadowing

- 7.193 Officers have had regard to the daylight and sunlight results in respect to the analysed properties, as listed above. The majority of neighbouring properties would experience minor to moderate adverse impacts in terms of the deterioration of daylighting and sunlighting conditions.
- 7.194 However, it should be noted that a number of impact windows would not serve habitable windows or primary living spaces such as living rooms and LKD. In addition, some of the properties have existing overhangs which result in higher impact to the loss of lighting conditions.
- 7.195 The proposed development would result in significant and numerous planning benefits, including the re-provision of an enhanced social rented housing, provision of additional housing and affordable housing, affordable workspace, and pedestrian link through the site in addition to a number of financial contributions. The identified harm caused through the loss of daylighting and sunlighting conditions of neighbouring properties is considered acceptable on balance.

## Overlooking, Outlook and Sense of Enclosure

- 7.196 The separation distance between the habitable windows on the western elevation of the proposed residential tower and the windows of the Alpha Square directly opposite the proposed development would be 18.1m along the northern part decreasing to 16.1m along the south.
- 7.197 The separation distance between the habitable windows of Marlin Apartments and the proposed residential tower would be 14m at the very least. However, it should be noted that the horizontal and vertical angles of view are likely to discourage any outlook or look of privacy. These issues lessen with the increase in separation distance between windows.
- 7.198 The proposed development has been designed sensitively to ensure that there is more than 18m separation distance from the Cuba Street proposed development.
- 7.199 To the south the neighbouring residential buildings are more than 18m distanced from the habitable windows of the proposed dwellinghouse on Byng Street given that these neighbouring residential buildings are significantly set back from the street due to the existence of single storey residential garages closer to the street.
- 7.200 Whilst the proposed development is situated in an established urban area which has been seeing significant changes towards a high density residential character, there would be acceptable levels of separation distance between buildings to safeguard residential amenity, in accordance with the planning policy.

#### Noise & Vibration

- 7.201 The Council's Environmental Health Officers have reviewed the submitted Noise Impact Assessment report, prepared by Sharps Redmore. Subject to details being submitted via condition regarding the noise levels from the plant and restrictions on demolition and construction activities, there are no objections to the proposed development.
- 7.202 The proposed creative workspace within the three storey element along the eastern section of the development and within ground and first floors of the residential tower is likely to be used by craft makers, designers and artists. Whilst these uses are not likely to generate significant noise, the applicant has confirmed that these units meet the relevant criteria to ensure there is no adverse impact to the surrounding residents and area.

#### Construction Impacts

- 7.203 Demolition and construction activities are likely to cause additional noise and disturbance to the surrounding area, including additional traffic generation and dust. Details for minimising these impacts would be provided via condition for the submission of Construction Environmental Management and Logistics and Plan.
- 7.204 In addition, given the number of different construction sites in the area, financial contributions would be secured towards development co-ordination and integration as set out in the Planning Obligations SPD.

#### **Transport**

- 7.205 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.

#### Vehicular, pedestrian and cycle access

- 7.206 The pedestrian access into the site would be available from Manilla Street from the north and Byng Street from the south. The public movement through the site would be through the proposed south-north pedestrian link. The link would provide direct access to the proposed creative workspace both within the three storey eastern building and the residential tower.
- 7.207 All dwellinghouses would be accessed directly from Byng Street apart from the two immediately to the east and west of the proposed pedestrian link which would be access

from the pedestrian link itself rather than Byng Street. The three storey element providing two maisonettes in the north-western corner of the site would be accessed directly from Manilla Street.

- 7.208 The proposed residential access into the tower would have its entrance from the northern section of the application site. One additional access to the proposed creative workspace within the tower is provided adjacent to the residential access.
- 7.209 The proposed ground floor cycle storage space within the residential tower and commercial cycle storage would be accessed from within the pedestrian link. Access to the ground floor cycle storage in Block B would be accessed directly from Manilla Street.
- 7.210 The proposed vehicle access into the site would be available from Manilla Street. The access point would be situated on the eastern end the western end would be an egress point; however, the eastern section can be used both as access and egress point. Vehicle movement within the development would be entirely contained within the northern section of the application site.
- 7.211 In summary, the proposed access arrangements are considered adequate and would provide an appropriate movement strategy for the proposed development.

#### Deliveries & Servicing

- 7.212 The proposed deliveries and servicing arrangements would mainly occur within the northern section of the site, with the exception for the proposed dwellinghouse along Byng Street where the arrangement would continue on-street, as per the existing situation.
- 7.213 Smaller deliveries vehicles would be able to access the northern courtyard in the eastern access point to carry out their activities before egressing the site in the western access point. Larger vehicles, including the refuse collection vehicles, would use the eastern access point to access the site in reverse and egress in forward gear.
- 7.214 Given the constraints of the application site, the proposed deliveries and servicing arrangements are considered appropriate. Details including swept paths have been provided in the submitted outline Delivery and Servicing Plan, and full details would be secured via condition.

#### Car Parking

- 7.215 London Plan policy T6.1 requires residential developments in Inner London areas with PTAL 4 to be car-free. The policy requires the provision of disabled persons parking for new residential developments ensuring 3% provision from the outset with additional 7% to be provided upon request. The policy also states that new residential car parking spaces should provide at 20% of active charging facilities with passive provision for all remaining spaces.
- 7.216 Tower Hamlets Local Plan policy D.TR3 requires all residential developments to be permit free and that all parking associated with the development should be provided off-street.
- 7.217 The proposed development will be secured as permit free in accordance with the policy. Four accessible car parking spaces are proposed within the northern area of the application site facing Manilla Street.
- 7.218 A total of 14 accessible car parking spaces are required as a 10% provision which would cater for the wheelchair units provided within the development. However, given the site constraints, as well as a significant public benefit of re-providing the existing pedestrian link on site with its formalisation and improvements, the provision of just under 3% of car parking spaces is considered acceptable.
- 7.219 As stated by the applicant, there is a potential to accommodate the remaining 7% of the required accessible car parking spaces within the Barkantine Estate on the southern side of Byng Street which is under the ownership and management by the applicant. This is

considered acceptable and details would be secured via condition for the provision of a Parking Management Plan.

- 7.220 One of four proposed accessible car parking spaces would be provided with active electric vehicle charging point whilst the rest would be provided with passive provision. The applicant has also provided a Stage 1 Report Safety Audit to ensure that these spaces would not adversely impact the safety of the highway network.
- 7.221 Overall, the proposed car parking arrangements are considered acceptable subject to detailed information secured via conditions and s106 agreement.

#### Cycle Parking and Facilities

- 7.222 London Plan policy T5 provides the minimum cycle parking standards for different land uses. In relation to residential use, 1 space is required per 1-bedroom unit, 1.5 spaces per 1-bedroom 2-person unit and 2 spaces per all other dwellings. In relation to short-stay spaces for residential uses, 2 spaces are required for the first 40 dwellings and an additional space per 40 dwellings thereafter.
- 7.223 A total of 250 long stay cycle parking spaces has been proposed within the ground floor of block B and ground and first floors of block C. These spaces meet the minimum cycle parking required for residential unit within these two blocks. The proposed cycle parking would include a total of 50 Sheffield spaces including 12 wide spaces to cater for larger cycles. The dwellinghouses would have a dedicated cycle storage space for two bikes in the form of a Sheffield stand situated in a cupboard below the stairs.
- 7.224 The proposal includes the provision of long stay commercial cycle storage on the ground floor level of the three storey commercial unit abutting the Alpha Square development. A total of 10 spaces would be provided in the form of five Sheffield stands.
- 7.225 A total of 4 Sheffield stands equating to 8 cycle parking spaces are provided within the northern part of the pedestrian link, adjacent to the north-eastern corner of the residential tower. This is sufficient to cater for short-stay residential and commercial cycle parking spaces.
- 7.226 In summary, the proposed provision of cycle storage is considered acceptable and in accordance with the policy requirements.

#### Trip generation

- 7.227 Concerns have been raised by the Council's highways and TfL officers. The application has submitted the transport evidence showing the properly split out trip generation by mode, station and direction. This shows a negligible increase to the line loading and station capacity at nearby London Underground and DLR stations, as summarised in the table below.

<b>Line loading</b>	
Jubilee line	0.12% increase
DLR	0.03% increase
<b>Station capacity</b>	
Canary Wharf station	0.13% increase
South Quay station	0.14% increase
Heron Quay station	0.15% increase

*Table 16. Impact of the proposed development to line loading and station capacities.*

7.228 It is not considered that the proposed development would have significant impact to the existing stations and services. Following the submission of additional information, no further concerns were raised by transport consultees. In addition, proposal would contribute to the mitigation of the identified impact by Mayoral CIL contributions towards Crossrail, which will free up some of the capacity of the wider network.

#### Travel Planning

7.229 A framework travel plan has been provided. The final Travel Plan should be secured and monitored via s106 agreement.

#### Active Travel Zone and Healthy Streets

7.230 TfL has launched the Healthy Streets Approach, which aims to improve air quality, reduce congestion and make attractive places to live, work and do business. There are ten Healthy Streets indicators, which put people and their health at the heart of decision making and aim to result in a more inclusive city where people choose to walk, cycle and use public transport. Alongside the Healthy Streets Approach, the Mayor's Vision Zero aspiration, which aims to eliminate death or serious injury on London's roads, supports changes to our road network to improve the safety of vulnerable road users.

7.231 The applicant undertook an Active Travel Zone (ATZ) assessment that covers the key walking and cycling routes within a 20-minute radius of the site in order to identify deficiencies and appropriate improvements along routes to the nearest bus stops, stations, services and amenities that should be improved with the proposed development.

7.232 Using the Healthy Streets Indicators, the applicant has identified potential areas for improvements to the walking and cycling routes in the area. The proposed walking and cycling route through the application site would significantly contribute to the improvement of the permeability of the area and would secure a pleasant walking and cycling route which will also increase the amount of natural surveillance in this area.

7.233 As such, it is considered that the proposal positively contributes towards ATZ in the wider area.

#### Demolition and Construction

7.234 The volume of construction in the area has the potential to create significant impact on the highways network unless managed effectively. An outline Construction Management Plan has been submitted. A full Demolition and Construction Management Plan will be secured via condition.

7.235 In addition, financial contributions will be secured towards development coordination and integration to minimise the construction impact to the surrounding area, in accordance with the Planning Obligations SPD.

#### Summary

7.236 Subject to securing the relevant conditions and obligations, the proposal would be acceptable in terms of supporting sustainable modes of transport and would have no significant impacts on the safety or capacity of the highways network, in accordance with the planning policies.

### **Environment**

#### Environmental Impact Assessment

7.237 An Environmental Impact Assessment Screening Opinion was issued for the proposed development confirming that the proposed development is unlikely to have significant environmental effects and as such, an EIA was not required for the proposed development.



7.238 A number of separate reports assessing relevant aspects of the environmental effects of the proposed development have been submitted and have been assessed.

#### Air Quality

7.239 London Plan policy S11 and Tower Hamlets Local Plan policy D.ES2 require major developments to submit an Air Quality Assessment demonstrating to meet or exceed at least Air Quality Neutral standard.

7.240 The application is accompanied by an Air Quality Assessment which has been reviewed by the Council Environmental Health Air Quality Officer, as well as the GLA officers. The assessment concludes that the proposed development would be air quality neutral, in accordance with the planning policy.

7.241 The mitigation measures to control the environmental impact of the construction and potential operational impact of boilers would be secured via condition, as requested by the Council's air quality officer.

#### Biodiversity

7.242 London Plan policy G6 and Tower Hamlets Local Plan D.ES3 require developments to protect and enhance biodiversity.

7.243 The application site consists of existing buildings and associated private gardens with trees, shrubs and lawns. The loss of these features would have a minor adverse impact on biodiversity. The Council's biodiversity has confirmed that the existing buildings have negligible potential for bat roosts.

7.244 The proposed development would retain the two existing trees along the northern boundary of the application site. Additional details have been provided to ensure a safe root protection.

7.245 The biodiversity enhancements as part of the proposed development include the provision of green roofs on dwellinghouses along Byng Street (block A) and two green walls, one situated on the southern section of the pedestrian link and the other at the junction of Byng Street and Manilla Street at the very eastern end of the application site. The proposal would also achieve an Urban Greening Factor of 0.4 which satisfies the minimum recommendations for residential areas.

7.246 Planting details, as well as other biodiversity enhancements such as house sparrow, swift and house martin will be secured via condition. These will all contribute to Local Biodiversity Action Plan targets, in accordance with the planning policy.

#### Energy & Environmental Sustainability

7.247 Generally, a decarbonisation agenda has been adopted at all planning policy levels. 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), and
- Use Renewable Energy (Be Green)

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

7.249 The proposed energy strategy includes energy efficiency measures, a connection to Barkantine district heat network and installation of PV arrays which result in a 77% reduction in carbon emissions compared to the GLA's SAP10 baseline.

- 7.250 In general, the proposed energy strategy and the identified measures for carbon emissions reduction are considered acceptable. The proposed connection to the district heating network at Barkantine is strongly supported and the applicant's commitment to further feasibility studies and the connection delivery, as well as the cash payment in lieu for the remained of the carbon emissions reduction will be secured via s106 agreement.
- 7.251 The overall carbon contribution is proposed on a formula-based contribution to be determined at a later stage to ensure that the appropriate financial contribution is secured as its amount would depend on the implementation to the Barkantine district heat network and potential alternative energy strategy.
- 7.252 As requested by the GLA and the Council's energy officers, a condition will be secured for the scheme to provide details on the 'Be Seen' monitoring requirements. In addition, a condition will be secured to ensure that commercial floorspace within the proposed development achieves BREEAM 'Excellent' rating.

#### Flood Risk & Drainage

- 7.253 Tower Hamlets Local Plan policies D.ES4 and D.ES5 seek to manage flood risk and encourage the use of Sustainable Urban Drain is protected to a very high standards by the Thames tidal flood defences up to a 1 in 1000 (0.1%) change in any given year.
- 7.254 The application is supported by a Flood Risk Assessment (FRA), prepared by Tully De'Ath consultants. Following the minor changes made to the scheme throughout the course of the application, an FRA Addendum has been submitted to include the relevant information.
- 7.255 In consultation with the Thames Water Authority, no objections to the proposed redevelopment of the site have been raised, subject to the incorporation of conditions providing details on a Piling Method Statement and details on all water network upgrades or the alternative provision of infrastructure phasing plan if necessary.
- 7.256 In consultation with the Environment Agency, no objections have been raised to the proposed redevelopment of the site given that the risk from a breach in flood defences has been assessed.
- 7.257 Concerns have been raised by the GLA officers regarding the proposed sleeping accommodation being situated on the ground floor level below the flood level in the event of a breach of tidal defences and the inclusion of the areas of soft landscaping above the attenuation tanks in the surface water calculations.
- 7.258 The proposed amendments to the scheme have removed all sleeping accommodation from the ground floor level. This has resulted in the removal of a ground floor unit within Block B and the rearrangement of the ground floor units within Block C to create two maisonettes with their bedrooms situated on the first floor.
- 7.259 The applicant has provided further details on the attenuation tanks in the FRA Addendum which would provide some additional water storage. The provided details are considered acceptable.
- 7.260 As a result of the scheme amendments to exclude sleeping accommodation from the ground floor level and additional suds details, the proposed development is considered acceptable in flood risk terms.

#### Health Impact Assessment

- 7.261 London Plan GG3 requires developments to assess their potential impacts on the mental and physical health and wellbeing of communities through the use of Health Impact Assessments (HIAs). Tower Hamlets Local Plan D.SG3 requires major developments referable to the GLA to provide an HIA.

- 7.262 The application is supported by an HIA which was reviewed by the Council's HIA officer. It is noted that the site has strong potential to offer health benefits to the local population which is welcomed.

#### Land Contamination

- 7.263 The application has been reviewed by the Council's Environmental Health Contaminated Land Officer. Subject to the inclusion of standard pre-commencement and pre-occupation condition, the proposal is considered acceptable and in accordance with Tower Hamlets Local Plan policy D.ES8.

#### Waste

- 7.264 Policy D.MW3 of the Local Plan (2020) requires adequate refuse and recycling storage alongside and combined with appropriate management and collection arrangements.
- 7.265 The proposed development includes the use of Underground Refuse System (URS) situated in the north-eastern part of the site. Food waste refuse store and white goods refuse store are situated within the ground floor of Block C from where would be serviced within the loading bay on Manilla Street.
- 7.266 The proposed dwellinghouses would be provided with their own bin locations within their front garden areas facing Byng Street.
- 7.267 The proposed arrangement is considered to be appropriate and compliant with planning policy subject to securing a final Waste Management Plan via condition.

#### Wind/Microclimate

- 7.268 The application is supported by a Wind and Microclimate Assessment, prepared by Arcaero, which has been reviewed by the Council's external consultants, Temple. The applicant has provided additional information to respond to the requested clarifications.
- 7.269 Overall, the spaces provided within the proposed development would be suitable for their uses. In particular, the assessment has confirmed that the proposed pedestrian link and roof terrace of the residential tower, as well as the private outdoor spaces of the houses along Byng Street would be suitable for recreational uses or better. Similarly, private amenity spaces would meet the relevant safety standards.
- 7.270 The wind and microclimate conditions are expected to be exacerbated along the northern part of the proposed development; however, this is the case in both existing and proposed contexts. These conditions would, however, still be acceptable and suitable for the proposed uses.
- 7.271 On balance, the proposed wind and microclimate within the proposed development and the surrounding area is considered acceptable and in accordance with the planning policy requirements.

#### **Infrastructure Impact**

- 7.272 It is estimated that the proposed development would be liable for Tower Hamlets Community Infrastructure Levy (CIL) payments of approximately £1,224,720 (inclusive of social housing relief and exclusive of indexation) and Mayor of London CIL of approximately £153,090 (inclusive of social housing relief and exclusive of indexation).
- 7.273 This would result in a total of £1,377,810. This figure is approximate from the information submitted and will be scrutinised again once CIL is payable upon commencement following planning permission being granted.
- 7.274 Alongside CIL, Development Plan policies seek financial contributions to be secured by way of planning obligations to offset the likely impacts of the proposed development on local services and infrastructure.

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

- £47,980 towards construction phase employment skills training
- £27,590.15 towards end-user phase employment skills training
- £15,483 towards development co-ordination and integration
- Formula-based carbon emission off-setting contribution

### **Local Finance Considerations**

7.276 The proposal will generate a considerable New Homes Bonus payment. Due to the introduction of a new threshold approach by the Government it is not possible to provide an exact amount of New Homes Bonus the proposed development would deliver; this is to be calculated at a later date.

### **Human Rights & Equalities**

7.277 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.

7.278 Given the nature of the proposed estate regeneration scheme, particular attention should be given to the displacement of existing residents. As outlined elsewhere in this report, the applicant has pro-actively engaged with the existing residents throughout the whole process. A decant strategy, including rehousing residents has been secured which ensures that there would be no adverse impact to the existing residents' housing situation.

7.279 The application is supported by the submitted Equality Statement which includes detailed information regarding the package of support provided to all existing residents.

7.280 The proposed new residential accommodation would meet inclusive design standards and over 14 of the new homes will be wheelchair accessible, 6 within the affordable rented tenure, 3 within the intermediate sector, and 5 within the private sector. These standards would benefit future residents, including disabled people, elderly people and parents/carers with children.

7.281 Out of 6 affordable rented wheelchair accessible units, 3 are the re-provided social-rented units which would cater for the returning residents. These proposed units have been specifically designed to meet the needs and requirements of the returning residents.

7.282 The proposed affordable housing would be of particular benefit to groups that are socially/economically disadvantaged.

7.283 The application has undergone the appropriate level of consultation with the public and Council consultees. The applicant has also carried out an extensive engagement with the exiting residents on site.

7.284 To conclude, the proposed development would not result in adverse impacts upon human rights, equalities 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 Financial obligations**

- a. £47,980 towards construction phase employment skills training
- b. £27,590.15 towards end-user phase employment skills training

- c. Formula-based carbon emission off-setting
- d. £15,483 towards development co-ordination and integration
- e. £18,998.65 monitoring fee

Total financial contributions: £110,051.8 (excluding carbon offsetting contribution).

### **8.3 Non-financial obligations:**

- a. Affordable housing (61% by habitable room)
    - 24 units at Social Rent (re-provided units)
    - 28 units at London Affordable Rent
    - 30 units as Shared Ownership
    - Early and Late Stage Reviews
  - b. Access to employment
    - 20% local procurement
    - 20% local labour in construction
    - 10 construction phase apprenticeships
  - c. Transport
    - Approval and Implementation of Travel Plans (residential and workplace)
    - Highway Works (s278)
    - Parking Permit Free development
  - d. Publicly Accessible Pedestrian Route Through the Site
  - e. Improvements and upgrade to the Stafford Street play area
  - f. Compliance with Considerate Constructors Scheme
  - g. Environmental Sustainability
    - Feasibility and viability study for the Barkantine district heating connection
    - Implementation strategy for the Barkantine district heating connection, or a requirement for an alternative energy strategy
  - h. Affordable workspace (rents 10% below the market rents for 10 years)
- 8.4 That the Corporate Director of Place is delegated the power to negotiate the legal agreement. If within three months of the resolution the legal agreement has not been completed, the Corporate Director for Place is delegated power to refuse planning permission.
- 8.5 That the Corporate Director of Place is delegated the power to impose conditions and informatives to address the following matters:

### **8.6 Planning Conditions**

#### Compliance

1. 3 years deadline for commencement of development.
2. Development in accordance with approved plans.
3. 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.
- 4. Cycle parking.
- 5. Blue badge parking.
- 6. Air Quality Standards for Boilers.

#### Pre-commencement

The inclusion of the following pre-commencement conditions has been agreed in principle with the applicants, subject to detailed wording.

- 7. Construction Environmental Management Plan and Construction Logistics Plan.
- 8. Land Contamination Remediation Scheme (subject to post completion verification).
- 9. Written Scheme of Investigation (Archaeology) (in consultation with GLAAS).
- 10. Construction methodology and diagrams (in consultation with London City Airport).
- 11. Piling Method Statement (in consultation with Thames Water).
- 12. Infrastructure phasing plan (in consultation with Thames Water).

#### Pre-superstructure works

- 13. Details of external facing materials and architectural detailing.
- 14. Details of hard and soft landscaping of all public realm and open spaces including play equipment, street furniture and lighting.
- 15. Biodiversity enhancements.
- 16. Inclusive access standards and wheelchair housing details.

#### Prior to occupation

- 17. Deliveries and Servicing.
- 18. Waste Management Plan
- 19. Estate Management Plan.
- 20. Parking Management Plan.
- 21. Secured by Design.
- 22. Noise verification report (residential units).
- 23. Demonstration of carbon savings and 'Be Seen' monitoring requirements.
- 24. BREEAM 'Excellent' Certificate (commercial units).
- 25. Post-installation verification report for mechanical plant.

### **8.7 Informatives**

- 1. Permission subject to legal agreement.
- 2. Development is CIL liable.
- 3. Thames Water – proximity to assets.

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

### **Schedule of Drawings**

OHG-BCL-HTA-A\_XX-DR\_0001 A – Existing Site Plan  
OHG-BCL-HTA-A\_XX-DR\_0100 – Location Plan  
OHG-BCL-HTA-A\_XX-E01-DR\_0010 – Existing Elevation 01 South  
OHG-BCL-HTA-A\_XX-E02-DR\_0011 – Existing Elevation 02 East  
OHG-BCL-HTA-A\_XX-E03-DR\_0012 – Existing Elevation 03 North  
OHG-BCL-HTA-A\_XX-E04-DR\_0013 – Existing Elevation 04 West  
OHG-BCL-HTA-A\_XX-E05-DR\_0014 – Existing Elevation 05 East  
OHG-BCL-HTA-A\_XX-SA-DR\_0015 – Existing Section AA Facing North  
OHG-BCL-HTA-A\_XX-SB-DR\_0016 – Existing Section BB Facing South  
OHG-BCL-HTA-A\_XX-00\_DR\_0101 – Proposed Site Plan  
OHG-BCL-HTA-A\_XX-B1\_DR\_2000 – Proposed Level -01  
OHG-BCL-HTA-A\_XX-00\_DR\_2001 C – Proposed Level 00  
OHG-BCL-HTA-A\_XX-01\_DR\_2002 C – Proposed Level 01  
OHG-BCL-HTA-A\_XX-02\_DR\_2003 B – Proposed Level 02  
OHG-BCL-HTA-A\_XX-03\_DR\_2004 A – Proposed Level 03  
OHG-BCL-HTA-A\_XX-04\_DR\_2005 A – Proposed Level 04  
OHG-BCL-HTA-A\_XX-05-07\_DR\_2006 – Proposed Levels 05-07  
OHG-BCL-HTA-A\_XX-08\_DR\_2007 – Proposed Level 08  
OHG-BCL-HTA-A\_XX-09\_DR\_2008 – Proposed Level 09  
OHG-BCL-HTA-A\_XX-10-14\_DR\_2009 – Proposed Levels 10-14  
OHG-BCL-HTA-A\_XX-15\_DR\_2010 – Proposed Level 15  
OHG-BCL-HTA-A\_XX-16\_DR\_2011 – Proposed Level 16  
OHG-BCL-HTA-A\_XX-17-24\_DR\_2012 – Proposed Levels 17-24  
OHG-BCL-HTA-A\_XX-25\_DR\_2013 – Proposed Level 25  
OHG-BCL-HTA-A\_XX-R1\_DR\_2014 – Proposed Roof Plan  
OHG-BCL-HTA-A\_E01-DR\_2100 C – Proposed Elevation 01 East  
OHG-BCL-HTA-A\_E02-DR\_2101 B – Proposed Elevation 02 East  
OHG-BCL-HTA-A\_E03-DR-2102 B – Proposed Elevation 03 South  
OHG-BCL-HTA-A\_E04-DR\_2103 B – Proposed Elevation 04 West  
OHG-BCL-HTA-A\_E05-06\_2104 A – Proposed Elevations 05 & 06 East & West  
OHG-BCL-HTA-A\_SA-DR\_2200 – Proposed Section AA Facing East  
OHG-BCL-HTA-A\_SB-DR\_2201 B – Proposed Section BB Facing South  
OHG-BCL-HTA-A\_E07-08-DR\_2110 A – Proposed Bay Elevations 07\_08 North\_West  
OHG-BCL-HTA-L\_xx-xx\_DR\_0900 A  
31175/AC/027  
E-0100

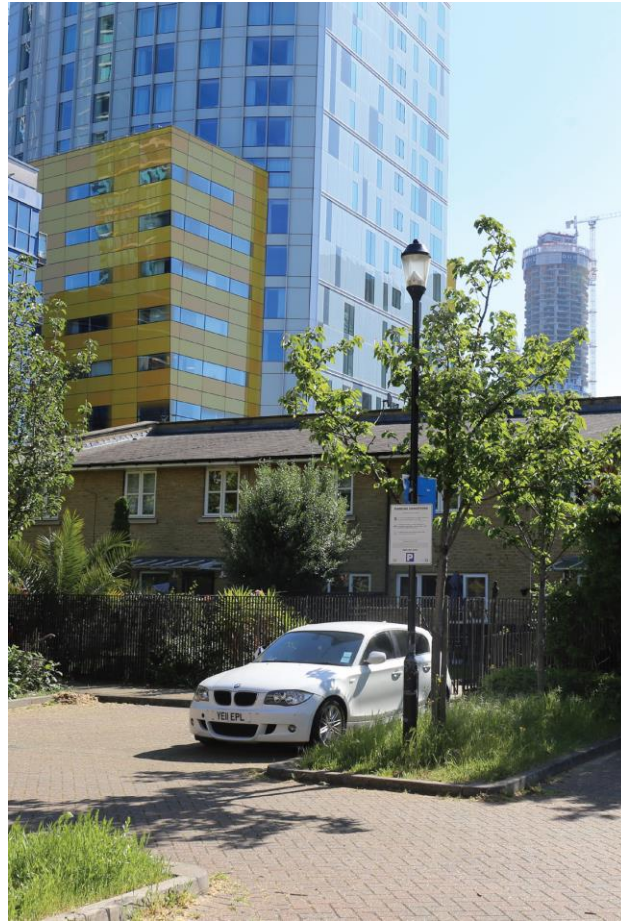
### **Schedule of Documents**

Affordable Housing Statement, May 2020  
Air Quality Assessment, September 2020  
Aboriginal Impact Assessment, October 2020  
Construction Management Plan, May 2020  
Daylight and Sunlight, 03/12/2020  
Decant Strategy, May 2020  
Delivery and Servicing Management Plan, May 2020  
Design and Access Statement, May 2020  
Design and Access Statement Addendum, September 2020  
Design Note, January 2021  
Energy Statement - Volume 01, May 2020  
Energy Statement - Volume 02, May 2020  
Equality Statement, May 2020  
Estate Management Plan, April 2020

Financial Viability Assessment, May 2020  
Viability Statement Executive Summary, May 2020  
Viability Statement Addendum, January 2021  
Fire Strategy, May 2020  
Fire Safety Management Technical Note, 28th October 2020  
Addendum to Flood Risk Assessment and Drainage Strategy Report, February 2021  
Framework Travel Plan, May 2020  
Health Impact Assessment, May 2020  
Internal Daylight, Sunlight and Overshadowing Report, 10 November 2020  
Lighting Assessment, May 2020  
Noise Impact Assessment, May 2020  
Overheating Assessment, May 2020  
Planning Statement, May 2020  
Preliminary Archaeological Assessment - Volume 01, May 2020  
Preliminary Archaeological Assessment - Volume 02, May 2020  
Preliminary Archaeological Assessment - Volume 03, May 2020  
Preliminary Archaeological Assessment - Volume 04, May 2020  
Preliminary Archaeological Assessment - Volume 05, May 2020  
Preliminary Archaeological Assessment - Volume 06, May 2020  
Preliminary Ecological Assessment, May 2020  
Preliminary Land Contamination Assessment - Volume 01, May 2020  
Preliminary Land Contamination Assessment - Volume 02, May 2020  
Preliminary Land Contamination Assessment - Volume 03, May 2020  
Preliminary Land Contamination Assessment - Volume 04, May 2020  
Preliminary Land Contamination Assessment - Volume 05, May 2020  
Preliminary Land Contamination Assessment - Volume 06, May 2020  
Preliminary Land Contamination Assessment - Volume 07, May 2020  
Response to GLA Stage 1 Report, 09 October 2020  
Response to GLA comments, 26/11/2020, Rev: 0  
Letter Response to comments from GLA Water Team, 15 January 2021  
Letter Response to Tower Hamlets Waste Management, 09 October 2020  
Response to Further Wind and Microclimate Final Review Report, 6 October 2020  
Response to Transport Related Comments Raised by TfL and LBTH, October 2020  
Revised Flood Risk Assessment and Drainage Strategy, October 2020  
Stage 1 Road Safety Audit Report, October 2020  
Statement of Community Involvement, April 2020  
Sustainability Statement, May 2020  
Townscape, Heritage and Visual Impact Assessment, May 2020  
Transport Assessment, May 2020  
Viability, December 17, 2020  
Waste Management Plan  
Wind and Microclimate Assessment  
Bellamy and Byng Street: Wind Microclimate Peer Review Response, 11 September 2020



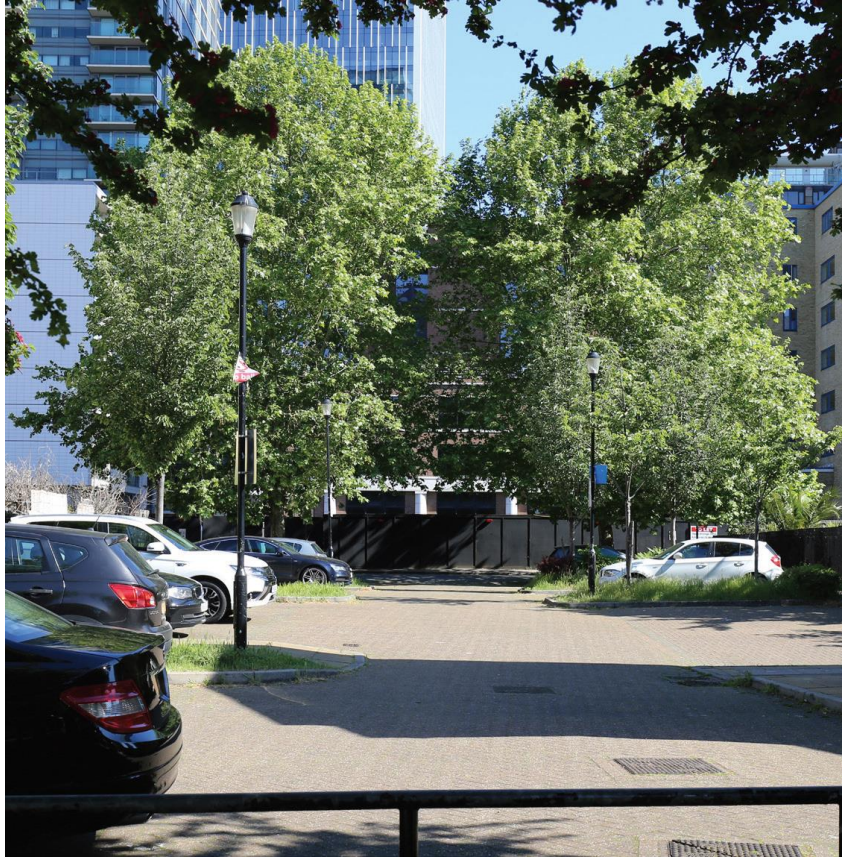
**APPENDIX 2 – Existing photos**



Bellamy Close looking east.



Bellamy Close looking east with Alpha Square development in the background.



View across Bellamy Close towards north showing existing link and retained trees.

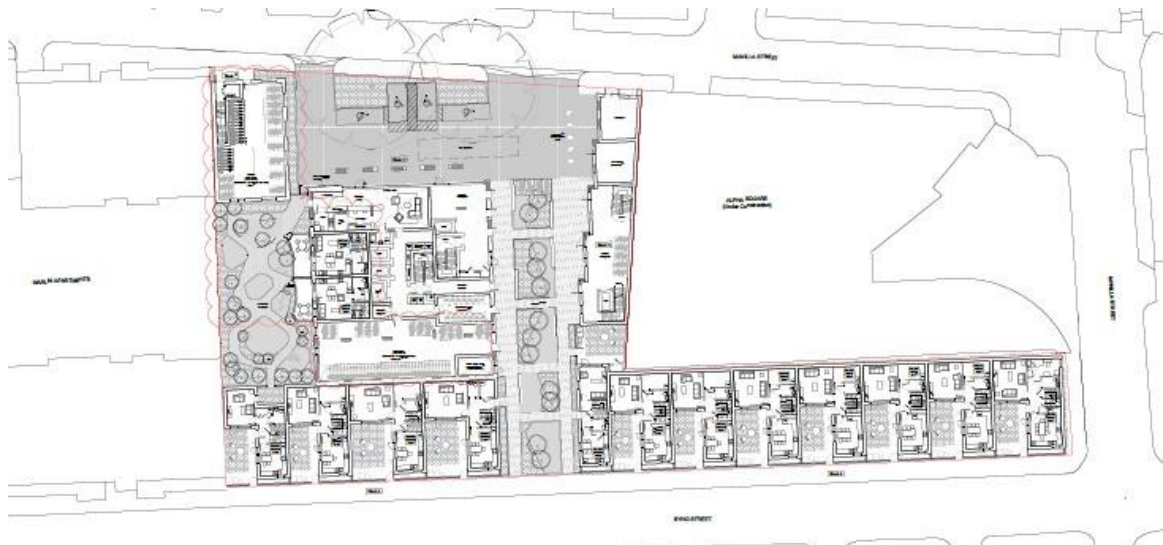


View of 15-27 Byng Street facing north-west.

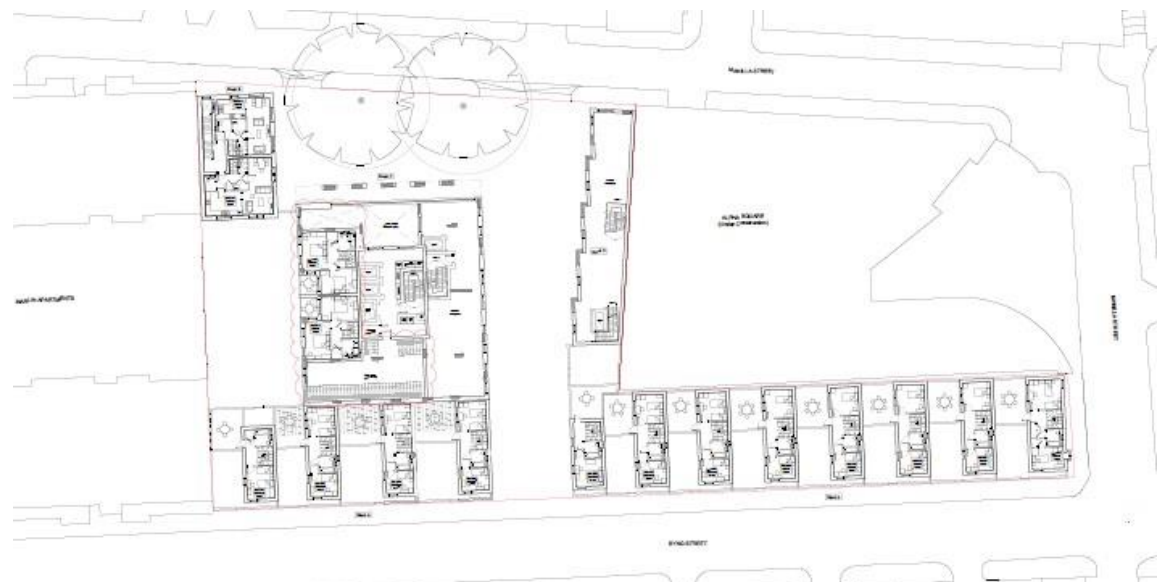
**APPENDIX 3 – Proposed drawings**



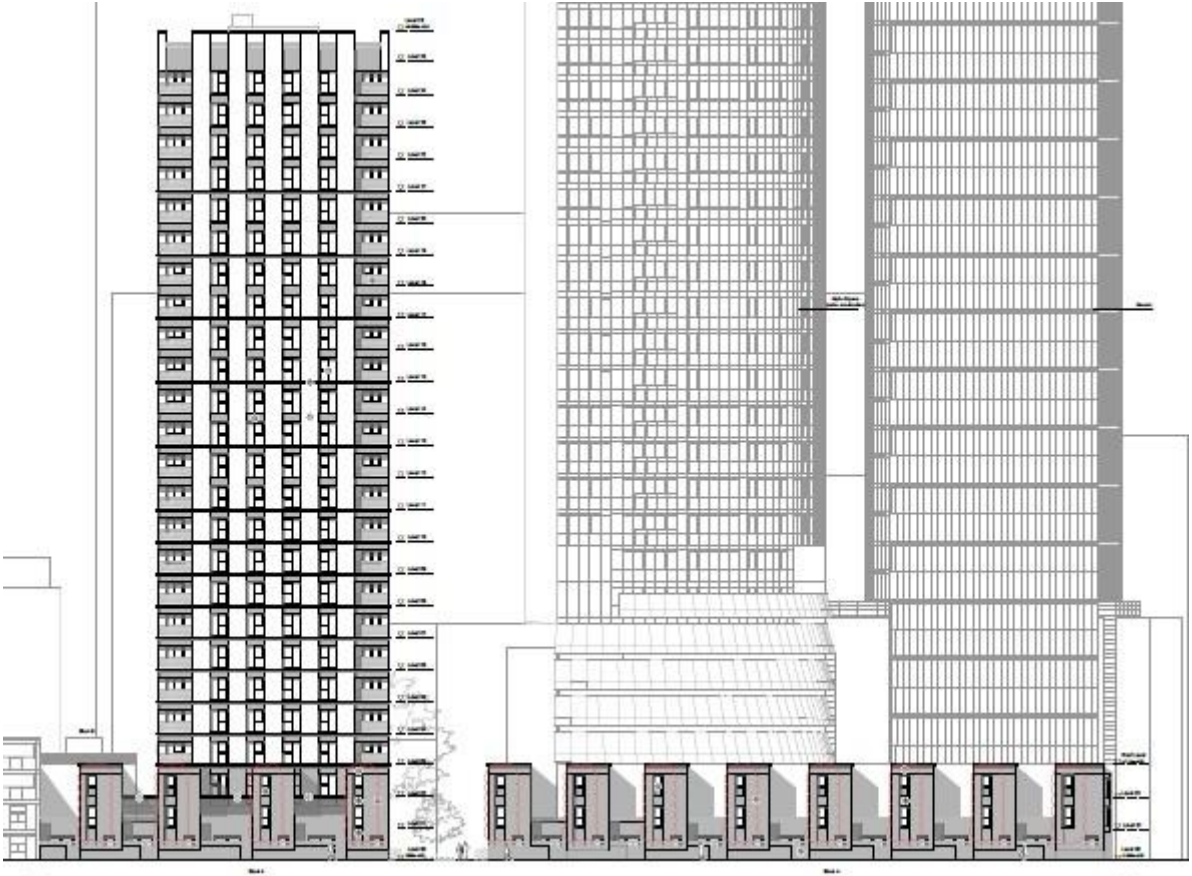
Illustrative masterplan.



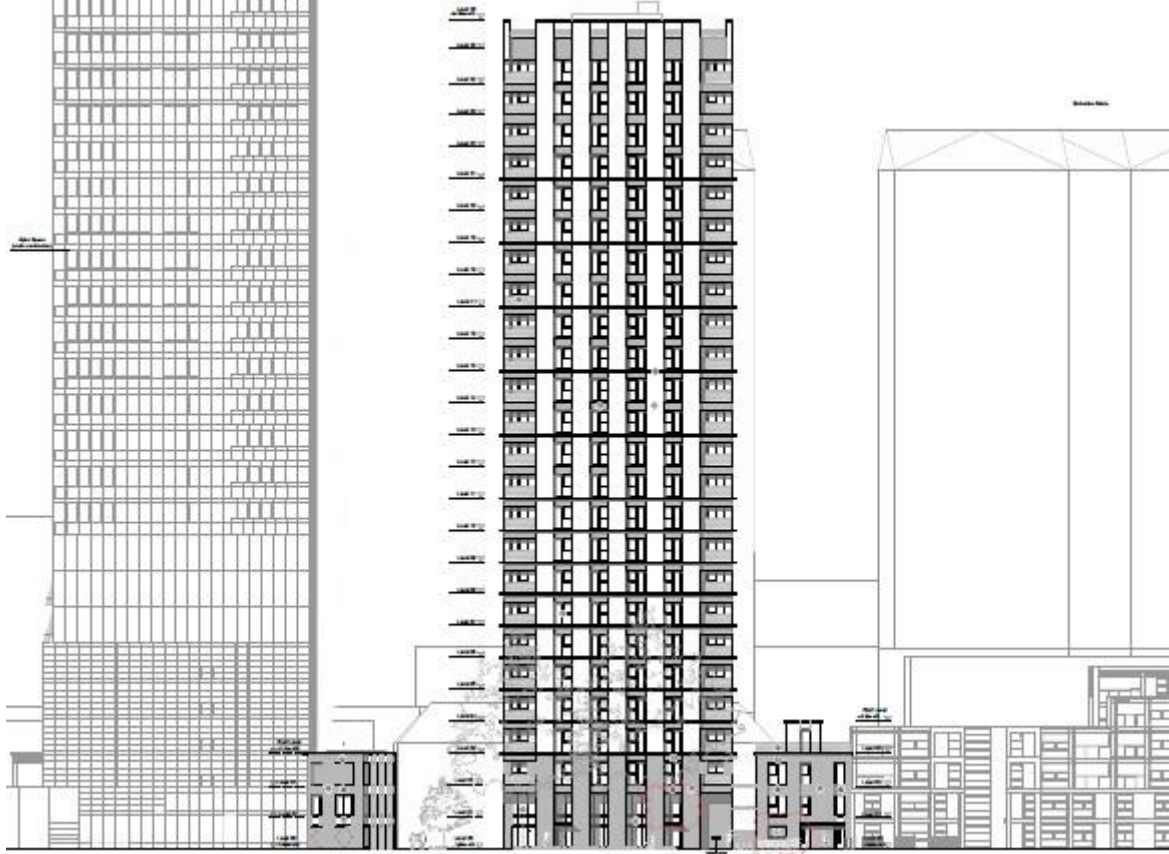
Proposed ground floor plan.



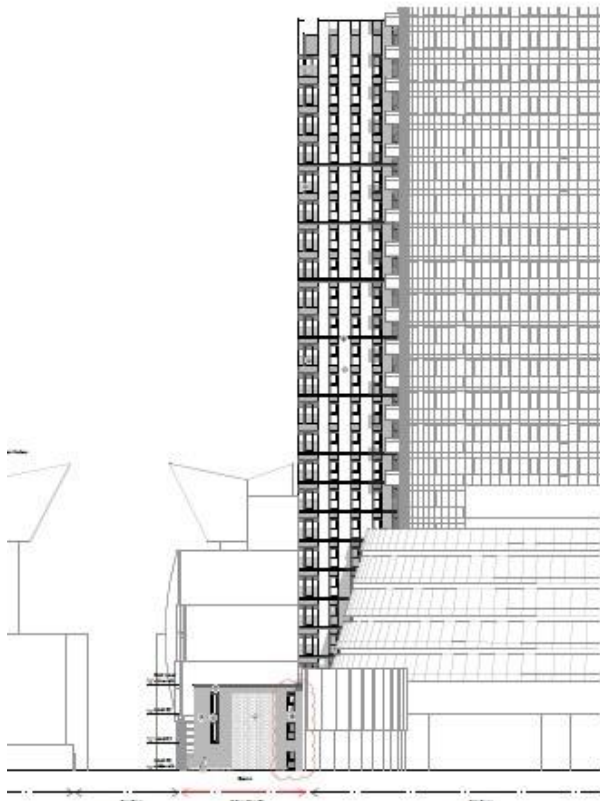
Proposed first floor plan.



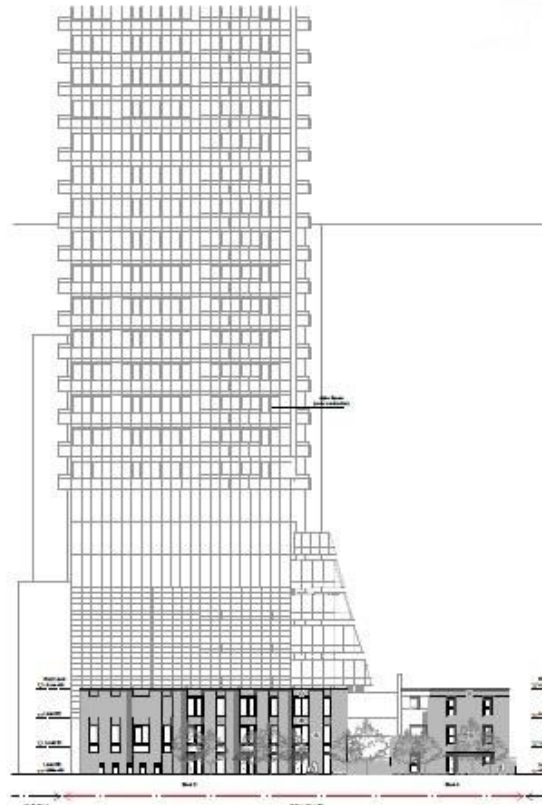
Proposed south elevation (Byng Street).



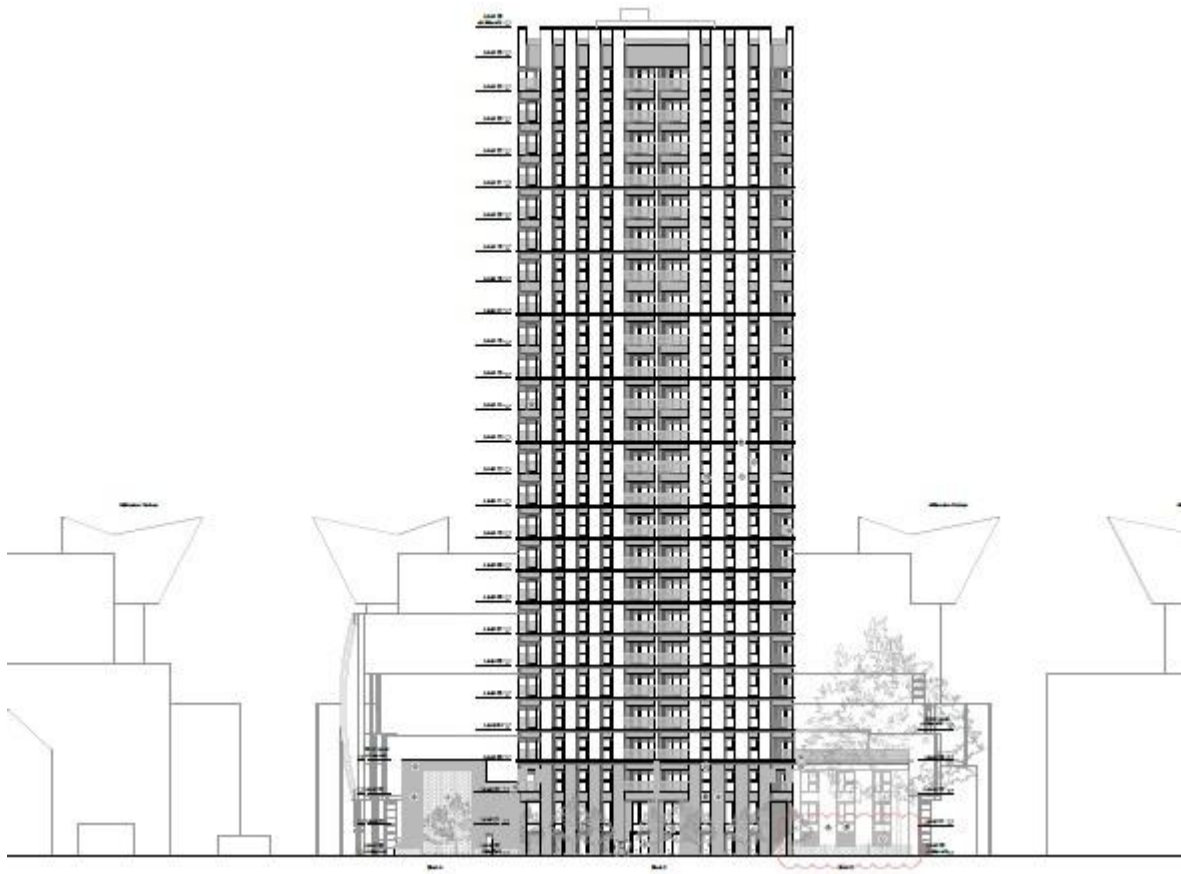
Proposed north elevation (Manilla Street).



Proposed east elevation from Manilla Street.



Proposed west elevation within the link.



Proposed east elevation within the pedestrian link.