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Application for Planning Permission

Reference	PA/20/01421 and PA/20/01412
Site	North Quay, Aspen Way, London, E14
Ward	Canary Wharf
Proposal	<p>Application for OUTLINE (Ref PA/20/01421) planning permission (all matters reserved) for the redevelopment of the North Quay site for mixed use comprising:</p> <ul style="list-style-type: none">• Demolition of existing buildings and structures;• Erection of buildings and construction of basements;• The following uses:<ul style="list-style-type: none">- Business floorspace (B1)- Hotel/Serviced Apartments (C1)- Residential (C3)- Co-Living (C4/Sui Generis)- Student Housing (Sui Generis)- Retail (A1-A5)- Community and Leisure (D1 and D2)- Other Sui Generis Uses- Associated infrastructure, including a new deck over part of the existing dock;- Creation of streets, open spaces, hard and soft landscaping and public realm;- Creation of new vehicular accesses and associated works to Aspen Way, Upper Bank Street, Hertsmere Road and underneath Delta Junction;- Connections to the Aspen Way Footbridge and Crossrail Place (Canary Wharf Crossrail Station);- Car, motorcycle, bicycle parking spaces, servicing;- Utilities including energy centres and electricity substation(s); and- Other minor works incidental to the proposed development.

LISTED BUILDING APPLICATION (Ref: PA/20/01412) Stabilisation of listed quay wall and associated/remedial works, as well as demolition/removal of the false quay in connection with the erection of a mixed-use development.

Summary Recommendation	Grant Outline Planning Permission subject to conditions and a legal agreement Grant Listed Building Consent subject to conditions
Applicant	Canary Wharf (North Quay) Ltd
Architect/agent	Allies & Morrison and Quod
Case Officer	Max Smith
Key dates	<p><i>Original submission:</i> Application validated 06/07/2020 Statutory consultation 16/07/2020 Press notice 23/07/2020 Neighbour letters 16/07/2020 Site Notices 24/07/2020 and 28/08/2020 Public consultation finished on 25/09/2020</p> <p><i>EIA Regulation 25 Consultation (April 2021):</i> Reg 25 Press Notice 29/04/2021 Reg 25 Statutory consultation 29/04/2021 Reg 25 consultation ended 07/06/2021</p>

EXECUTIVE SUMMARY

North Quay is approximately 3.28ha in size and was historically part of the dockside of the West India Import Docks. Following the closure of the docks, the site has been in a series of temporary uses. The majority of the site is currently being used as a construction laydown site for the Canary Wharf Crossrail station.

The site is bound to the north by Aspen Way, a large dual carriageway A-road, to the south by the docks, to the west by West India Quay DLR and to the east by Billingsgate Market on the other side of Upper Bank Street. The main Canary Wharf estate and the Crossrail station are directly to the south. The site is connected to Poplar by a footbridge over Aspen Way. The only heritage asset on site is the Grade I Listed dock wall (known as the Banana Wall).

The Local Plan identifies North Quay as a Site Allocation (4.9) promoting office, leisure, retail, restaurants, hotel, and housing as appropriate uses. The site is designated as part of the Canary Wharf Major Centre and the Canary Wharf Secondary Preferred Office Location. It is also an archaeological priority area and the Canary Wharf Strategically Important Skyline area. The southern edge of the site partially overlaps the Millwall and West India Docks Site of Importance for Nature Conservation.

In 2007, planning permission was granted for the erection of two towers of 43 storeys (221 metres) and 37 storeys (209 metres) with a 23 storey central link building (125 metres) to provide 372,660sqm of offices and 5,324sqm of Class A1 retail space. Works have been undertaken to implement this permission and it remains extant.

The current application seeks outline permission with all matters reserved for a variety of land uses of up to 355,000sqm in floorspace. The core of any development of the site would be at least 150,000sqm of B1 office floorspace and 10,000sqm of retail. However, this could be combined with residential units, student accommodation, co-living development, hotels/serviced apartments, and assorted other uses in varying proportions. The

predominant built form proposed is high rise towers of up to 225m AOD in height. New routes are proposed across the site, including a north/south connection with Poplar footbridge, an east/west cycle route alongside Aspen Way and a dockside pedestrian route. A central east/west route would be optional. The focal point of the site would be a new square providing publicly accessible open space next to the dock. An Indicative Scheme has been provided showing how development could proceed.

Following public consultation, 30 letters of objection were received raising concerns, in particular regarding the scale/height of the development, loss of light, noise and disturbance, anti-social behaviour and impact on the highway network. 6 representations have been received commenting on the scheme and 7 have been received in support.

In policy terms, the North Quay Site Allocation in the Tower Hamlets Local plan identifies the site for employment, with ancillary supporting uses such as gyms, hotels, restaurants and retail, and housing. A small open space of at least 0.4ha should be provided, along with the improvement of the existing bridge over Aspen Way and routes to it.

The development would comply with the requirements of the Site Allocation in that it would be an employment led scheme, would provide 0.4ha minimum open space the required access routes and contribution to improving Poplar footbridge. A condition would require a minimum level of residential floorspace to ensure that this aspect of the Site Allocation requirements were met, as the broad development parameters would theoretically have allowed development to proceed without any housing. This would be waived if a substantial amount of life science floorspace were to be brought forward as part of the reserved matters. The proposed affordable workspace and employment offer is attractive and would be an additional public benefit.

A Viability Assessment has been provided and reviewed. Affordable housing would be provided at 30% of habitable rooms. The affordable tenure split would be 30/70 intermediate to affordable rent in line with policy. Affordable rent units would be split 50/50 between London Affordable Rent and Tower Hamlets Living Rent. The scheme would secure a policy compliant mix for affordable/social rent units, though a range is offered for intermediate and market housing, meaning that these could be heavily skewed towards one bed units. Were student accommodation or co-living to be part of the scheme, these would deliver 35% affordable units, either through on site provision (affordable student bedrooms) or an off-site contribution (co-living).

The application parameters would allow up to 48% of the floorspace to be used for residential purposes, well in excess of the 25% maximum for developments in designated Secondary Office Location. On balance this is considered acceptable given the Site Allocation requirements, the public benefit of additional housing provision and the supporting data the applicant has provided showing the effect on employment and CAZ function would be limited.

The provision of either student accommodation or co-living raise policy concerns, as they would directly compete with the provision of self-contained homes. A condition requiring a minimum residential floorspace would go some way to addressing this as these alternative forms of accommodation would be part of a broader mix.

With regard to the design, the Parameter Plans set out how the development on the site would step down from the centre of the Canary Wharf cluster of tall buildings. The development would be well visible in beyond the site and in several borough designated views, where it would be read as an extension to the existing cluster of tall buildings. There is potential for an impact on the setting of the Grade II* listed St. Matthias Church that could amount to less than substantial harm and the impact on the Grade I listed Banana Wall on

site would be acceptable. The reserved matters applications would need to aim to minimise these impacts on this and other important views.

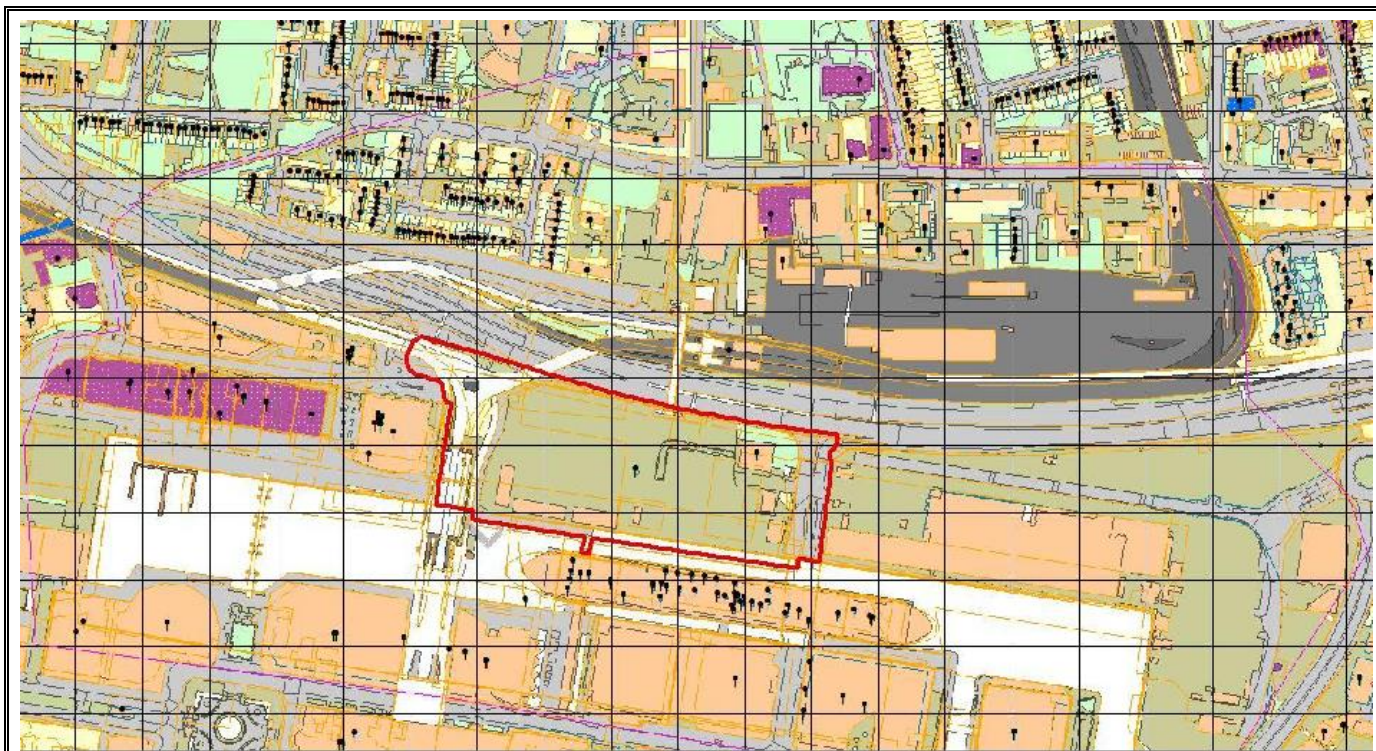
In daylight/sunlight terms, there would be major impacts on a number of residential properties under the maximum parameters. It is likely that the final design, which would break up the form of development and allow more light through, would result in a lesser impact as evidenced by the assessment of the Indicative Scheme.

The application is generally acceptable from a transport perspective, providing a high density car-free scheme in a highly accessible location, with generally acceptable servicing and access arrangements. Additional pedestrian and cycling routes through the site would be provided along with improvements to Poplar footbridge as sought in the Site Allocation. However, a potential development option where the main spine route through the site is closed off at its western end, whilst maximising the opportunity to bring preferred uses onto the site would lessen the permeability of the proposal.








Given the high density of the development, the reserved matters applications will need to deliver an acceptable standard of residential accommodation for all units due to the potential for overshadowing and the challenges of providing sufficient on-site play space in a maximum residential scenario. These issues could be overcome through careful design at reserved matters stage.

The development would include decking over part of the North Dock, which is contrary to policy on ecological grounds. Since the decked walkway is included in the extant permission and has been partially implemented, it is not considered that it can be resisted in the current scheme. Adequate compensatory biodiversity measures would be provided. In other respects, the environmental impact would be acceptable. Energy performance would exceed policy targets.

The wide ranging parameters of this outline application, both in terms of floorspace, mix of uses and scale/position of buildings, mean that it is difficult to assess with much accuracy or certainty the exact impacts and benefits of the proposal. However, the parameter plans would allow a development of very high quality to be brought forward on the site, that respects all relevant policies and providing an appropriate mix of uses and very substantial public benefits. An example of such a high quality development can be seen in the Indicative Scheme. Equally, development scenarios are possible where it could be argued the site would fail to meet its fullest potential. However, at the core of any development option would be a set of public benefits that, on balance, would outweigh the negative impacts and would merit approval of the scheme. These include substantial contributions to employment, new access routes, public open space and, as secured by condition, a contribution to housing, including affordable housing. The Council would retain considerable influence at reserved matters stage to ensure that the ultimate development would be of sufficient quality, regardless of which development scenario is pursued.



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<ul style="list-style-type: none">  Planning Application Site Boundary  Other Planning Applications  Consultation Area  Land Parcel Address Point  Locally Listed Buildings  Statutory Listed Buildings 	<h3>Planning Applications Site Map</h3> <h2>PA/20/01421</h2> <p>This site map displays the Planning Application Site Boundary and the extent of the area within which neighbouring occupiers / owners were consulted as part of the Planning Application Process</p>	 <p>London Borough of Tower Hamlets</p>
	<p>Scale: 50m grid squares</p>	<p>Date: 15 September</p>

1. SITE AND SURROUNDINGS

- 1.1. The Site is approximately 3.28 hectares of former docklands, located to the north of the existing Canary Wharf business district and includes an area to the north-west below the DLR 'Delta Junction leading' to Hertsmere Road.
- 1.2. The site historically formed part of the dockside of the West India Import Docks, opened in 1802. Following the decline of the use of these docks in the 1970s and closure in 1980, the Site has since been used for a variety of temporary uses including the Tower Hamlets Employment and Training Services, WorkPath and advertising structures and also as a construction laydown site for the Canary Wharf Crossrail Station.
- 1.3. The site is bounded to the north by Aspen Way, a large arterial road connection bisecting the Borough, connecting Central London with the east. To the east of the site is Upper Bank Street, the primary northern access to the Canary Wharf Estate. To the south is the dock edge, and to the west is West India Quay, the 'Delta Junction' of DLR viaducts and Hertsmere Road. Both the Delta Junction and the area around West India Quay DLR station are included within the red line site boundary.
- 1.4. The main Canary Wharf estate lies directly to the south of the Site with Billingsgate Market directly to the east. The Site can be currently accessed from the West End in less than 20 minutes via London Underground on the Jubilee Line and less than 10 minutes from the City on the Docklands Light Railway (DLR. North Quay is also well connected via the Jubilee

Line and cycle routes to the Olympic Park in Stratford and has quick road access to the Blackwall Tunnel and the M25. The site has a high PTAL of 5-6a (excellent), which is anticipated to rise to 6a for the whole site when Crossrail opens.



Figure 1: Aerial view of North Quay site

- 1.5. The immediate context of the site is characterised by the adjacent key international economic hub and Metropolitan Town Centre of Canary Wharf to the south and, in contrast, with its other surroundings to the north, which is predominantly low density residential development. New City College is also situated to the North of the site towards South Poplar and next to Poplar DLR station. They are both connected directly to the site over Aspen Way via the Aspen Way Footbridge.
- 1.6. The broader locality is diverse in nature and function, with the lower scale South Poplar forming the northern interface with the site on the northern side of Aspen Way, and the high density of Canary Wharf forming the more immediately relevant southern context. Low to medium scale residential development typifies South Poplar, which benefits from near direct access to the site by way of the Poplar DLR footbridge.
- 1.7. The Local Plan identifies North Quay as a Site Allocation (4.9) promoting office, leisure, retail, restaurants, hotel, and housing as appropriate uses. The site is designated as part of the Canary Wharf Major Centre and the Canary Wharf Secondary Preferred Office Location. It is also an archaeological priority area and the Canary Wharf Strategically Important Skyline area. The southern edge of the site partially overlaps the Millwall and West India Docks Site of Importance for Nature Conservation.
- 1.8. The site is not a conservation area. Part of the Grade I listed dock wall (Banana Wall) is located beneath the surface set back marginally from the southern boundary of the site. The nearest conservation areas are the St Matthias Church Conservation Area approximately 120m to the north on the opposite side of Aspen Way and the West India Dock Conservation Area 110m to the west.
- 1.9. There is currently no public access to the main part of the site, though pedestrian routes run along its northern, eastern, western and part of its southern side. Vehicular access is available via Upper Bank Street to the east and Hertsmere Road to the west. The roads

surrounding the site do not form part of the LBTH highway network but are a mixture of TfL roads and private roads on the Canary Wharf estate.

2. PROPOSAL

- 2.1 The application is for Outline Planning Permission with all matters reserved. An application of this nature allows for a decision on the general principles of how a site can be developed and is granted subject to conditions requiring the subsequent approval of one or more 'Reserved Matters'. These are defined in article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 as: Access, Appearance, Landscape, Layout, and Scale.
- 2.2 The applicant proposes to set limits on the nature of development that could come forward under Reserved Matters through a set of Control Documents, compliance with which would be secured through a planning condition should Outline Permission be granted. The Control Documents are as follows:

The Development Specification – details the type and quantity of the different land uses and sets a total maximum floorspace across the Site.

The Parameter Plans – set out the limits of the different development zones which includes building widths, lengths, and heights. These plans also control where different uses can go within the Site and the areas of open space.

The Design Guidelines – set the design principles and controls for the different buildings and spaces within the Site. These include principles around how the buildings would appear within the existing townscape, and how they would work together as a coherent building composition. As well as consider the functions at ground floor level and how the open spaces should function and feel, amongst other more detailed design principles.

- 2.3 In addition to the Control Documents, the application includes an **Indicative Scheme** showing one way in which the development could be built out and has formed the basis of a number of technical assessments.
- 2.4 The Development Specification specifies the range of uses and scale of development proposed. The overall quantum of floorspace ranges between 160,000sqm to a maximum of 355,000sqm. The only land uses that would be included in every permutation of the scheme are 150,000sqm of B1 office floorspace and 10,000sqm of retail/community/leisure floorspace. Table 1 below sets out the variety and ranges of land uses permitted within the reserved matters applications:

2.5 Table 1: Proposed land uses

Proposed Land Uses	Proposed Floorspace Ranges (above ground)
Business floorspace (B1)	150,000sqm – 240,000sqm
Hotel/Serviced Apartments (C1)	Up to 150,000sqm
Residential (C3)	Up to 150,000sqm
Co-Living (C4/Sui Generis)	Up to 100,000sqm
Student Accommodation (Sui Generis)	Up to 100,000sqm

Retail (A1-A5)	10,000sqm – 60,000sqm (minimum of 5,000sqm retail)
Community (D1)	
Leisure (D2)	
Other <i>Sui Generis</i> Uses	Up to 25,000sqm

2.6 As well as the ranges set out in the table above, there would be a further limit of 150,000sqm on the combined floorspace of residential (C3), co-living (C4/sui-generis) and student accommodation (sui generis). The 'Other Sui-Generis' uses in the table include conference centres, casinos, private members clubs, nightclubs, theatres, launderettes and laboratories. Casinos and launderettes would each be restricted to a maximum of 6,000sqm of floorspace. A further 20,000sqm of B1 floorspace, 5,000sqm of D1 community floorspace and 10,000sqm of leisure floorspace, as well as an unlimited amount of ancillary floorspace could be built below ground, though this is limited by the physical constraints on basement construction on the site.

2.7 The Parameter Plans divide the site into eight Development Zones, with maximum building heights/widths, areas of public realm, access and circulation routes and a range of uses specified for each one. The Development Zones are shown in figure 2 and are as follows:

- **Development Zone NQ.A:** The Zone is at the western end of the site adjacent to West India Quay DLR station. The Zone could contain up to three buildings, or these could be combined into one single structure. The tallest part of the development is envisaged for this part of the site, with heights of up to 225m AOD permitted for NQ.A4 in the southwest corner. Maximum heights would reduce to 130m and 25m AOD in the northern part of this Zone where it is adjacent to Aspen Way. The access to the basement parking and servicing area, via Hertsmere Road, is also proposed here. A lower element at NQ.A5 towards the centre of the site, limited to a maximum of 37m AOD and containing retail, community, leisure or Sui Generis Uses.
- **Development Zone NQ.B:** A single building of up to 180m AOD is proposed in the northern central part of the site. The levels above first floor in this block would be exclusively B1 offices.
- **Development Zone NQ.C:** This marks out the space that would be set aside for the access to the Poplar footbridge and associated public realm. Given the change in levels, much of this space would need to be taken up by steps and lifts. The Indicative Scheme plans shows a MUGA in the void beneath the steps.
- **Development Zone NQ.D:** The eastern part of the site that, as with NQ.A, could be subdivided into three separate developable plots or as a single large building. The maximum height within this Zone would be 190m AOD in the south-eastern part of the site, reducing to 150m AOD next to Aspen Way.
- **Development Zone NQ.E:** Denotes the central part of the site set aside for public open space and an east-west 'spine' route through the centre of the site. The Parameter Plans would allow for small ancillary structures in this space of up to 8m AOD in height.
- **Development Zone NQ.F:** Contains the pedestrian walkway that would partially cover the docks adjacent to the southern boundary of the site. Part of the walkway has already been constructed in connection with the implementation of the Crossrail works and connects to a bridge link to Canary Wharf Crossrail Station.

- **Development Zone NQ.G:** Covers Upper Bank Street and part of the site's northern boundary to Aspen Way where a new east/west cycle route is proposed. No significant buildings would be constructed in this Zone. Development Zone NQ.G: Includes the public realm on the western side of the site and the area under the 'Delta Junction' DLR tracks. A skate park and other public realm enhancements are proposed for this Zone.

2.8 All buildings would have predominantly retail, leisure, community or Sui Generis uses on the lower floors in order to activate public spaces.

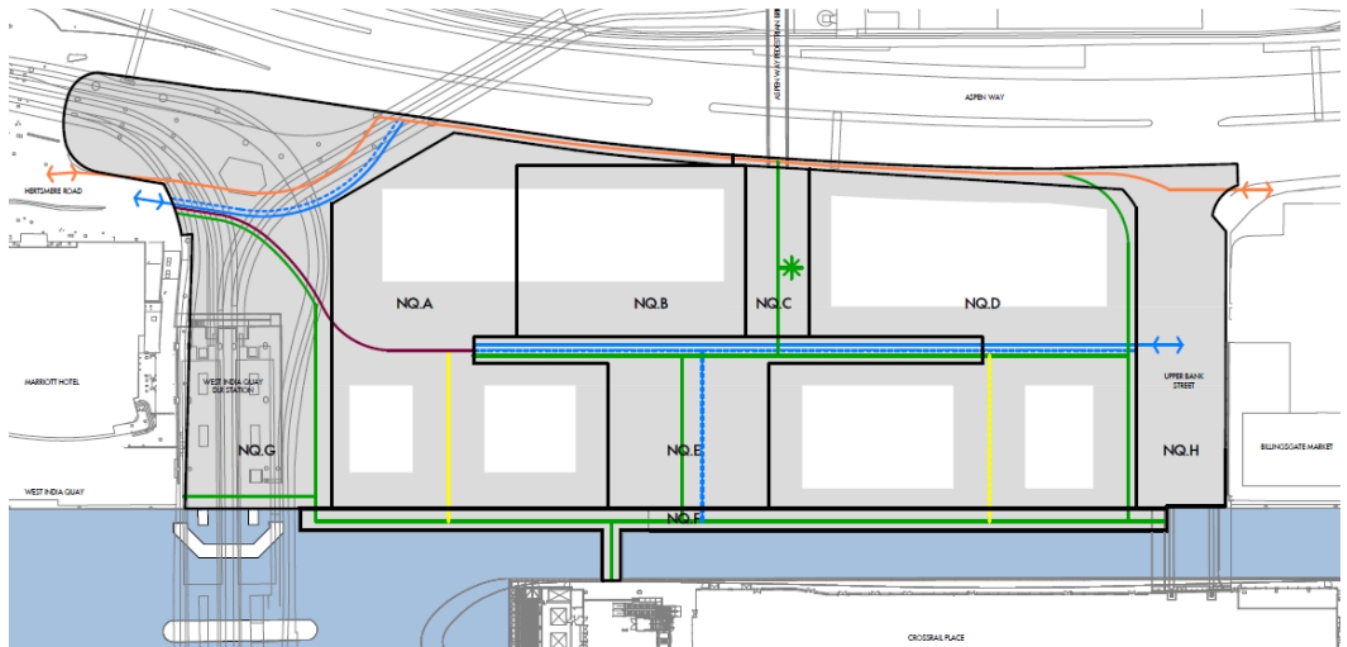


Figure 2: Access and Circulation Routes Parameter Plan

- 2.9 The Parameter Plans also set out access and circulation routes that would be secured across the site as shown on figure 2 above. These include a north/south pedestrian route linking the Aspen Way footbridge to Canary Wharf via the open space, the east/west dockside walkway and an east/west cycling and pedestrian route along the northern edge of the site. A central east/west route was originally proposed to be secured for all development options, which would allow pedestrian and cycling access through the centre of the site, alongside small scale servicing trips and drop offs. However, the Parameter Plans were amended to allow for an option to combine Development Zone NQ.A into a single building, thus closing off the western end of this route. In all options there would still be vehicular and pedestrian access to this central space via Upper Bank Street.
- 2.10 The Design Guidelines set out a range of principles and controls that future reserved matters must abide by covering four broad categories: routes, spaces, building typologies and general guidelines.
- 2.11 The section on routes sets out guidance on how the new accesses across the site should be handled, as well as how the development would address existing public realm around the site. For instance, it specifies minimum lengths of active frontages and views that should be maintained within the development site amongst other matters. Where the parameter plans permit built form above the east-west route, a minimum height of 9m clearance would be required. This section requires minimum distances of at least 18m between buildings to ensure no loss of privacy from facing habitable rooms, which one except where 12m would be permitted. The realisation of an active frontage along the northern edge of the site fronting Aspen Way is recognised as an important element on reserved matters applications for that part of the site.
- 2.12 The 'spaces' section provides guidance for the open areas within the scheme, including the central open space, the quay side, the link with Poplar footbridge and the Delta Junction.

'Quay Square', the main open space identified in the Parameter Plans, is conceived as the focal point of the development. It should be permeable to the access routes leading into it, with landscaping integrated with the Quayside. The main accesses to retail units should be via Quay Square where possible in order to animate it. No frontages on Quay Square should be allocated for servicing and generous areas should be set aside for tables and chairs for food/drink uses. This section includes guidance on how the area under the Delta Junction should be landscaped, with playable space for older children and a potential skate park included. The link between the Poplar footbridge and the centre of the site is envisaged as a descending series of steps and lifts interspersed with landscaped areas.

2.13 The building typologies section sets out the rules governing the relationships of adjacent buildings and heights, the means of adding variety and interest and breaking up the massing to avoid walls of development onto public spaces and streets. Different rules are applied for residential buildings compared to office buildings, with maximum floor areas applied to the former to ensure that these buildings are more slender to allow light penetration. This section also sets out rules for residential standards, including amenity space. The Design Guide states that development should meet the full range of housing standards set out in the GLA's SPD where possible. Office buildings should have a differentiated top and ground, and all plant should be screened.

2.14 The general guidelines section covers matters such as signage, lighting, landscaping, and the concealing of rainwater goods.

Listed building application

2.15 Alongside the Outline application permission is sought for associated works to the Grade I listed Banana Wall to facilitate the development. The development will span over the wall, with piles either side to support new structures. A void of compressible material would be positioned above the listed wall to prevent permanent loading of the wall. The existing quay deck adjoining the listed structure would be removed and replaced where this is required. Basement excavations may require stabilisation work to the Banana Wall.

Indicative scheme

2.16 An indicative scheme showing one possible way a development could come forward within the parameters has been included for illustrative purposes and to assist with assessing scheme impacts. The indicative scheme comprises 7 mixed use buildings with a majority office and minority residential component, as well as retail and 44,000sqm of serviced apartments. 702 flats would be provided, comprising 24% of the floorspace. Buildings would range between 6 and 65 storeys in height. It is important to note that permission is not sought for the indicative scheme itself and it is only one possibility of many alternative development scenarios that could come forward under reserved matters.

Amended plans

2.17 The application was amended in April 2021 partly to respond to concerns raised by officers and partly to enable greater flexibility to attract tenants. The Control Documents were altered as follows:

- The maximum parameters for co-living and student accommodation were reduced from 150,000sqm to 100,000sqm.
- The maximum heights of plot NQ.A1 was reduced from 150m AOD to 130m AOD and of plot NQ.D1 from 190m AOD to 150m AOD.
- The Parameter Plans were amended so that plots NQ.A1 and NQ.A4 could be combined into a single large building along the western side of the site. Previously the two plots would've been bisected by the North Quay Way central route in all development scenarios.

Changes to the Use Classes Order

- 2.18 On 21 July 2020 the Government announced a number of changes to the planning system which came into force on 1 September 2020. Of note to the application proposals, the introduction of Statutory Instrument no. 757 would see changes to the Town and Country Planning (Use Classes Order) and the creation of three new use classes, Class E, Class F1 and Class F2.
- 2.19 The new 'E' use class effectively amalgamates a number of previously disparate use classes into this new use class. In the context of the application proposal, the previously existing A1, A2, A3, and B1 would fall within the E class. A4 would fall within the Sui Generis category. D1 is split out and replaced by the new Classes E(e-f) and F1. D2 is split out and replaced by the new Classes E(d) and F2(c-d) as well as several newly defined Sui Generis uses.
- 2.20 Statutory Instrument no. 757 does however stipulate transitional arrangements for planning applications such as the present which were submitted prior that statutory instrument coming into effect on 1 September 2020. These transitional arrangements state that such applications should be determined with reference to the Use Classes as they were prior to 1st September 2020 even though the application is to be determined after that date. Accordingly officers have considered the application proposals with reference to the Use Classes Order as it was prior to 1 September 2020.

3. RELEVANT PLANNING HISTORY

3.1 PA/19/002762 – Scoping Issued 07/02/2020

Request for an Environmental Impact Assessment Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) for the proposed redevelopment of the site will include the removal of any remaining structures and clearance of the site, followed by construction of approximately 8 new buildings to redevelop and activate this area of land. Flexibility is being sought in the uses that could come forward, therefore a mix of the following uses are being sought for approval, and could come forward: commercial floorspace - office / business (B1); retail floorspace - (A1 / A5); residential and accommodation floorspace residential dwellings (C3), co-living (C4), student accommodation (Sui Generis), hotels and serviced apartments (C1); and community floorspace / cultural and leisure (D1 and D2)

PA/17/01193 – Withdrawn 22/12/2017

Partial demolition works and clearance of the site to provide a mixed-use development comprising 4 buildings ranging from 30 to 67 storeys in height (up to 227.58m AOD), which together with podium and basement accommodation will provide up to 339,243m² of floorspace (GIA), comprising offices (Use Class B1, up to 158,586m²), residential (Use Class C3, up to 1,423 units), serviced apartments (Use Class C1, up to 216 units), retail/restaurant (Use Class A1-A5, up to 25,213m²), cultural/leisure (Use Class D1/D2, up to 2,391m²), parking and servicing areas, hard and soft landscaping (including new routes and spaces along North Dock, works to Aspen Way, Upper Bank Street and Hertsmere Road and between Poplar High Street to the Poplar DLR station), works to Aspen Way Footbridge, works to the edge of North Dock, works underneath Delta Junction and the provision of links to the Crossrail Station, creation of new vehicular accesses and other associated works.

PA/17/01194/R – Withdrawn 22/12/2017

Stabilisation of listed quay wall and associated/remedial works as well as demolition/removal of the false quay in connection with the erection of office and residential towers alongside retail podium.

PA/16/03765 – Certificate of Lawful Development: Approved 12/01/17

Lawful Development Certificate confirming the implementation of the development authorised by planning permission ref PA/03/00379, dated 12/01/2007, for the Erection of

two towers of 43 storeys (221 metres) and 37 storeys (209 metres) with a 23 storey central link building (125 metres) to provide 372,660 sqm of offices, 5,324 sqm of Class A1, A2, A3, A4 or A5 of which no more than 2,499 sqm shall be Class A1, together with an area of public realm, a pedestrian bridge across West India Dock North, a dockside walkway, access roads, parking and servicing areas.

PA/03/00379 – Permitted 12/01/2007

Erection of two towers of 43 storeys (221 metres) and 37 storeys (209 metres) with a 23 storey central link building (125 metres) to provide 372,660 sqm of offices, 5,324 sq. m of Class A1, A2 A3, A4, or A5 of which no more than 2,499sqm shall be Class A1, together with an area of public realm, a pedestrian bridge across West India Dock North, a dockside walkway, access roads, parking and servicing areas.

PA/03/00380 – Permitted 28/03/2007

Stabilisation of listed quay wall and demolition of the false quay in connection with the erection of office towers with retail uses. (PA/03/379)

4. PUBLICITY AND ENGAGEMENT

Pre-application

- 4.1 As set out in the Statement of Community Consultation by Elly Tabberer Consulting, which accompanies the application, public consultation and engagement was conducted over a seven month period prior to the submission of the applications. A pre-application presentation was also made to the Borough's Strategic Development Committee on 23rd January 2020.

Statutory Consultation

- 4.2 1004 neighbouring properties were notified by letter, site notices were placed and the application was advertised in the local press in July 2020. Following amended plans and updated information pertaining to the Environmental Statement, the application was re-advertised by press notice in April 2021.
- 4.3 30 letters of objection have been received, raising the following concerns:

Principle of development

- Oppose casino and nightclub components of scheme.
- Development out of proportion; excessive in scale and height.
- Area already oversupplied with eating/drinking venues.
- Skate park will attract anti-social behaviour
- Development unnecessary as there are currently many vacant properties.
- Large residential towers are not appropriate in this area.
- Outline Planning proposal seeks blanket approval of a vast development. Uncertainty makes it difficult to understand effects.
- Need for development is unclear. Wood Wharf is nearing completion but has few occupants.
- Outline permission should be granted until the case for development has been made.

Scale, design and heritage

- There should be a revised proposal of a smaller scale.
- Building would be too close to the waterside, harming this heritage asset.
- Size of development would spatially cut off West India Quay from Poplar.
- Development would dwarf the existing 32 storey building No 1 West India Quay.
- Overdevelopment.
- Inadequate assessment of heritage/environmental issues.
- Harm to special character, setting and identity of West India Quay and the West India Dock Conservation Area.

- Impact would be similar to that of the Spire in daylight and heritage terms.
- Visual impact of scheme from West India quayside has not been considered.
- Harm to a generally low-rise and low-density corner of London Docklands which acts as a counterpoint to the tall buildings
- Loss of openness.
- The tallest blocks should be placed at the eastern end of the site.
- Existing developments in vicinity are mediocre. Council should aim for higher standards.
- Area would be swamped by high rise buildings.

Highways and traffic

- Traffic problems from use of narrow Hertsmere Road. The Spire would also be accessed from this road when built.
- Development should not be accessed from a private road. It should be adopted.
- The access arrangements are dangerous.
- The Council should adopt the access roads.
- West India Quay is already overcrowded.
- Increased traffic on Aspen Way
- The main entrance to the development should be through Upper Bank Street and not Hertsmere Road.
- Public transport would be overcrowded.
- Insufficient parking.
- Existing occupiers will be forced to pay for repairs and upkeep to affected roads, which will be overwhelmed by new development.
- Hertsmere Road should be adopted if the development goes ahead.

Amenity impacts

- Overshadowing and loss of light.
- Development would be too close to the residential 1 West India Quay.
- Loss of privacy.
- Light pollution and solar glare.
- Noise, dust and pollution during construction.
- Noise pollution from proposed uses.
- Drunken night time behaviour from casino and members' clubs.
- Area under West Quay station currently experiences anti-social behaviour.
- Loss of property value.

Environmental impact

- There should be more open space.
- Lack of amenity space for residents.
- Wind would be a nuisance and a hazard, exacerbating existing problems.
- Negative impact on wildlife and conservation
- Poor standard of accommodation due to traffic noise.

Safety risks

- Possibility that development will cause accidents on DLR/Crossrail.
- Lack of an emergency plan for the North Quay site.
- Scheme would raise safety and access issues in case of a fire.
- Glass fronted buildings unsafe due to terrorism
- Risk from tall buildings to aircraft at London City Airport.

Other

- The Planning Authority's impartiality is compromised due to previous involvement.
- There should be more housing for disabled and vulnerable people.
- Local people should be employed in the construction and maintenance of North Quay.
- Lack of affordable housing
- WORKPATH doesn't meet local needs as it currently operates
- Development would make surrounding area feel unsafe.
- Development should be paused until after the pandemic.
- Local people should benefit from proposed community facilities and open space.
- A youth centre should be built in the development.

- All the pro-community ideas suggested at pre-application stage have been abandoned.
 - Additional pressure on schools, hospitals and NHS practices.
- 4.3. 6 representations have been received, neither supporting nor opposing the scheme, raising the following points.
- Could it be guaranteed that local people wouldn't be priced out of the area?
 - Amenities on the site, such as gym membership, should be affordable to local people.
 - Pleased that the application is from Canary Wharf and not a national house builder.
 - There should be restrictions on the timing of construction works
 - Large vehicles and trucks should avoid Hertsmere Road
 - Pedestrian access to Canary Wharf via Crossrail should remain uninterrupted
 - After construction the West India Quay area should be included in the patrols of Canary Wharf Group security.
 - There should be additional CCTV around the DLR area.
 - The trains should stop at West India Quay on the way to Canary Wharf.
 - Sound barriers should be put in to minimise DLR train noise as they turn.
 - Neighbouring residents should have the same right of access to facilities within the development as new residents to create an immediate sense of community and make up for amenity impacts.
 - A children's playground should be provided instead of a skate park.
 - A school should be part of the development.
 - There should be a gradual release of flats to protect property prices in the area.
- 4.4. 7 representations have been received in support of the scheme, making the following points:
- Development would bring numerous benefits and employment opportunities to the area.
 - It would create a pleasant environment, with access to the wharf.
 - It would bring in much needed revenue to the Council.
 - East-west and Poplar bridge links would create strong connectivity between Canary Wharf and the local community, which has been missing for a long time.

5. CONSULTATION RESPONSES

Internal

LBTH Public Health/HIA

- 5.1. The current HIA is acceptable given the level of details available.

LBTH Air Quality

- 5.2. The development is in a location designated as an air quality management area where air quality objectives are currently being exceeded and there is a risk of breaches of air quality in future years - Future occupiers' health could severely be affected by the exposure to air pollutants while living in their properties. The proposed development would face Aspen Way, where nitrogen dioxide (NO₂) concentration levels are above the national objective. The development layout should not have terraces or balconies facing Aspen Way.
- 5.3. The ES conclusion that the proposed development will not cause any exceedances of the air quality objectives on the existing and future receptors is supported. As heating will be provided by air source heat pumps, a building emissions air quality neutral assessment will not be required.
- 5.4. Conditions are recommended requiring details of ; 1) construction/demolition site dust control, 2) air quality standards for boilers and CHP units, 3) kitchen extract standards for commercial uses, 4) construction plant and machinery, 5) PM10 air quality monitoring for

each construction sub-phase, 6) an Air Quality Neutral assessment for transport emissions, 7) details of emergency/lifesaving generators, 8) details of mechanical ventilation for residential units.

LBTH Noise

- 5.5. There would be no objection to the proposed development on grounds of noise and vibration as long as planning conditions are met, as well as embedded and additional mitigation measures are implemented. Planning conditions are sought to secure details of 1) a Noise Verification Report for new residential units and outdoor amenity spaces, 2) a post completion verification report, including acoustic test results, 3) post completion noise report for mechanical plant and 4) controls on noise during construction work.

LBTH Contaminated Land

- 5.6. The Desk Study has provided sufficient information. However, much of the information on ground investigation was conducted in 2001 and therefore additional site investigation will be required and must include additional ground gas monitoring. Remediation works should be secured by condition.

LBTH Building Control

- 5.7. Fire Safety details are satisfactory at this stage.

LBTH Biodiversity

- 5.8. The development involves an encroachment into North Dock SINC, which would cause the loss of approximately 895sqm of open water. This should be viewed in the context that about 25% of the water area of the West India Docks has been lost to development since 2000. In a more local context, the loss of open water in North Dock has been proportionally much greater, largely due to Crossrail, and the proposed additional loss is about one third of the width of open water to the north of the Crossrail station. However, as the existing planning consent for the site has already approved the encroachment, it may be impossible to prevent this loss. If the loss of open water cannot be prevented, this adverse impact on the SINC will require mitigation through habitat enhancements within the SINC.
- 5.9. The Ecological Impact Assessment recommends a “fish wall”, with spawning brushes and submerged planters hanging from a floating planter, as mitigation for the loss of open water. An ecological dock wall approximately 230m long should be regarded as the minimum length of fish wall to be provided. Ideally, the fish wall should extend for the majority of the length of the site frontage. The floating planter(s) could be planted with mixed native wetland vegetation, or with common reed. If there is more than one section of fish wall, some should be mixed native wetland plants and others pure reed. This will significantly enhance habitat within the dock for fish, algae and aquatic invertebrates, and ensure net gains in aquatic biodiversity.
- 5.10. The dock already contains a number of invasive non-native species of animals and plants (INNS). There is potential for additional INNS to be accidentally introduced on machinery used in the works within the dock. Biosecurity is therefore an important issue to address in the Construction Environment Management Plan.
- 5.11. Policy D.ES3 requires major developments to provide biodiversity enhancements in line with the Local Biodiversity Action Plan (LBAP). In addition to the dock wall enhancements referred to above, the indicative scheme proposals include 3007sqm of biodiverse roofs. The suggested design for these is excellent. The biodiverse roofs will contribute to a LBAP target for new open mosaic habitat. As the indicative scheme is subject to significant changes, a minimum area of 2500 square metres of biodiverse roof should be stipulated.
- 5.12. The Ecological Impact Assessment report also states that boxes for birds, bats and insects will be provided. The report recommends one black restart box, five swift boxes and two

house sparrow terrace boxes, and an unspecified number of integrated bat boxes and bee boxes close to nectar-rich landscaping. The Design & Access Statement indicates substantially more, including peregrine boxes and loggeries. All of these would all contribute to LBAP targets. The indicative ornamental and amenity landscaping includes several native tree species and an excellent range of nectar-rich shrubs and perennials which will contribute to a target to increase forage for bumblebees and other pollinators. All this mitigation and enhancement should be secured by condition.

LBTH Energy & Sustainability

- 5.13. Outline energy proposals supported subject to appropriate conditions securing the energy proposals and the CO2 emission reduction shortfall being met through a carbon offsetting contribution.

LBTH Waste

- 5.14. The proposal for a waste management scheme that is in accordance with the Local Plan and proposes a storage and collection system that does not rely on traditional euro style bins and collection method is welcomed

LBTH Highways

- 5.15. The applicant proposes that 3% of the required (10% residential) provision of residential blue badge parking is provided at the outset in basement. The applicant should provide information on where an additional 7% accessible parking, required to make the development policy compliant, can be provided in the future. However, the applicant states that TfL accepted that this wasn't required due to the high provision of step free access to public transport. This is a departure from London Plan policy and additional provision for residential and other uses (for which one bay per commercial building is proposed) is too low for a development of this size. The applicant should be seeking to provide adequate long stay and short stay spaces for all users or at least have a mechanism for triggering the provision of additional spaces if required.
- 5.16. The plans show less than the number of residential blue badge bays stated in the documentation and doesn't indicate where the proposed non-residential bays will be provided. Should permission be granted the residential units must be subject to a 'Permit Free' agreement. All blue badge parking should only be available to residents of the development and/or staff and visitors to the commercial/retail elements and must be retained and maintained for their approved use only for the life of the development.
- 5.17. The applicant is seeking a departure from policy in terms of cycle parking provision in relation to the retail provision based on the argument that there will be a high proportion of linked retail trips and the likely detriment to the public realm caused should further short stay bays be provided. The plans should show where additional stands would be placed if required. The applicant should ensure that all cycle facilities are designed in line with the London Cycle Design Standards in all aspects. Provision for larger / adapted and cargo bikes is required.
- 5.18. There is generally quite a positive intent within the scheme for walking, cycling and public transport use. However, there are some significant issues that need resolving. These are the creation of a high quality cycling route between CS3 and Upper Bank Street via the site and a high quality cycling access into the Canary Wharf estate via Upper Bank Street. Existing cycling access between the strategic cycle network and Canary Wharf estate is extremely poor. This scheme could unlock a step free route but the application does not seem to acknowledge this opportunity and makes no proposals to improve cycling provision on to and on Upper Bank Street. The parameter plans suggest that a walking and cycling route will be provided on 'the footway on Aspen Way'. To support this, assurance is needed that there is sufficient space to provide a two way cycling track and buffer to Aspen Way.

- 5.19. Further details are required regarding the proposed public realm under the DLR at Delta junction in order to assess whether the proposals would provide a cycle and walking connection of sufficient quality to Hertsmere Road.
- 5.20. The proposed spine road allows vehicles to run east-west also in conflict with pedestrian and cycle movement. This detracts from the pedestrian and cycle environment and seems unnecessary. Most cyclists will use this route to access the wider estate via Upper Bank Street. This should be acknowledged and provided for.
- 5.21. A security kiosk would obstruct a safe right turn movement from the 'spine' into Upper Bank Street. There should be more detail on the proposed toucan crossing on Upper Bank Street. On the principle of a toucan crossing itself it should be said that this type of mixed facility is no longer the preferred method of signal controlled crossing and that we would expect to see a parallel pedestrian and cycle crossing be provided here. This crossing into Billingsgate should be centrally located rather than close to the hostile Aspen Way.
- 5.22. There is an opportunity for this development to provide high quality public realm improvements which contribute towards the connectivity of the dockside to Billingsgate. There will be a desire line for pedestrian movement along the dockside and this will increase. A continuous access towards Billingsgate could be achieved and should be provided.
- 5.23. With regard to the amended plans, the main impact off the potential changes is to the permeability through the site in an east - west direction on pedestrians and cyclists. The potential removal of the spine road in this direction will benefit in terms of servicing, which would be relocated to basement level but would impact on pedestrian and cycle provision permeability. As noted by TfL, it is not envisaged that the dockside walkway at the southern perimeter of the site will be a suitable conduit for significant cycle movements.
- 5.24. This leaves the Aspen Way Gardens connection for east-west cycle movements. On this basis, earlier comments made regarding the importance of the securing a high quality east - west cycle route here are reiterated. It is accepted that this will come forward as part of the various RMAs, but the conditions / obligations attached to any permission will need to ensure that safe and convenient east-west cycle connections are provided at all times. There is potential for delaying the final cycle route until such time as TfL regains authority over Aspen Way in 2030. Finally, the cycle route will need to connect to the proposals for Upper Bank Street to provide onward connections to Billingsgate and beyond. It is considered that securing a high quality east - west cycle route is paramount in this instance.

LBTH Sustainable Urban Drainage (SUDS)

- 5.25. The site is located within flood zone 3 and lies within a critical drainage area as defined in our surface water modelling study and SFRA. Recently published IWMS highlights the need to meet policy requirements for long term sustainability. Therefore, we do not accept the proposed surface water run off reduction to 50% + 30% climate change, and we believe the site can go further in reducing surface water runoff. A detailed surface water drainage scheme will need to be submitted to LPA prior to works commencing. Prior to the commencement of any superstructure works, an amended surface water drainage scheme for the site will need to be developed that goes further than the proposed target based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, for the site shall be submitted to and approved by the local Planning Authority.
- 5.26. The proposal to allow surface water runoff to discharge into the docks is supported, though all discharge in to the docks should use SUDS as a measure to reduce contaminants. The applicant is required to provide discharge rate calculations existing and proposed for all storm events. We must see an indicative drainage layout for the whole site supported by calculations showing the greenfield run-off rates, the post-development run-off rates, the attenuation volumes required and how they will be achieved on site using sustainable drainage. Residual risks: The finished floor levels will be raised by 300mm above the

average ground level to mitigate against the risk of any surface water flooding which is accepted and note TE2100 minimum requirements for FFL. Safe and appropriate flow routes from blockage and exceedance of the drainage system or any pump failure must be evaluated. This must demonstrate no property flooding or increase the flood risk, either offsite or to third parties including the docks

LBTH Project 120 (Wheelchair Housing)

- 5.27. Parking and vehicle drop off arrangements seem reasonable given the access to accessible DLR public transport. Wheelchair housing is kept on the ground and no higher than 5th floor with x2 lifts to access the units. It is difficult to persuade wheelchair users to move above ground floor due to fear about escape in the event of fire.

External

Greater London Authority (GLA)

- 5.28. London Plan policies on opportunity areas, CAZ, town centre, office and retail land uses, housing, affordable housing, urban design, heritage, sustainable development and transport are relevant to this application. Whilst the proposal is supported in principle, the application does not currently comply with these policies, as summarised below:
- 5.29. **Principle of development:** The principle of the redevelopment for employment generating uses/CAZ strategic functions and housing is generally supported, however, the proposed proportion of residential / co-living / student accommodation floorspace could compromise the contribution that this site can make to the overall office floorspace capacity of the Northern Isle of Dogs and the overall employment capacity (across all CAZ strategic functions) identified in the OAPF and the London Plan. Further information is required to address this issue.
- 5.30. **Affordable housing:** The rationale for assessing viability based on the indicative scheme is unclear and other land uses for which consent is sought which may be more viable and not part of the indicative scheme should also be tested as part of the viability assessment of the scheme to maximise affordable housing provision and satisfy London Plan and Intend to Publish London Plan Policy. The minimum quantum of affordable housing should be set based on the most viable scheme at this stage with reviews at each reserved matters' application. Review mechanisms and affordability requirements should be secured in the s106 agreement. The unit sizes of the proposed affordable housing should be brought in line with the appropriate standards to enable the delivery of additional units.
- 5.31. **Urban design and heritage:** The overall design and layout is broadly supported. Financial contributions to improve Aspen Way Footbridge should be secured. The proposal will result in less than substantial harm to the setting of St Matthias Church, which may be outweighed by public benefits.
- 5.32. **Transport:** The principle of development is supported in transport terms and meets the aspirations the OAPF to enhance connectivity. The details around site access need to be refined and confirmed through detailed design and road safety audits. Additional assessment of the development impact on surrounding stations is required. The Poplar footbridge and Elizabeth line footbridge show some capacity issues in future years and mitigation to address this should be proposed by the applicant.
- 5.33. **Sustainable development:** The applicant has broadly followed the energy hierarchy to reduce carbon dioxide emissions. Sufficient information has been provided to understand the energy strategy as a whole and whilst the carbon savings fall short of London Plan standards, a carbon off-setting payment is proposed. Conditions on energy are also proposed for subsequent reserved matters applications. Further information is required on flood risk and sustainable drainage. Urban greening should be improved. The Circular Economy Statement should be revised.

Canal & River Trust

- 5.34. The extension of the quayside into North Dock forms part of the extant consent and as such there are no planning concerns. The Trust welcomes many of the principles set out in the design guidelines and parameter plans, including the proposals for a waterside public square and active uses along the dock edge.
- 5.35. The specification of a minimum width from the building face to the water's edge is welcomed. However, the 9m width specified is roughly half the width found to the west in front of the Marriott Hotel and significantly less than the distance in front of the Grade I-listed warehouses and general offices further west. Any opportunity to increase the width of the dockside public realm should be taken. Whilst the building line is approximately the same as that permitted by the extant consent, this permission predates the Crossrail Act 2008 and the construction of the station in North Dock. As a result, the same width of dockside space will feel more enclosed. Pulling the building line back would have a positive effect and enhance the waterside setting. Stepping promenade level frontages back to 16m would be a positive step.
- 5.36. Having a consistent approach to the distance between all dockside buildings on the site and the water's edge would be in keeping with the historic character of the bonded warehouses on North Quay. The indicative proposals show areas where the quayside would step down to water-level to encourage greater interaction with the water space. Care must be taken to ensure that the safety of users of the quayside is balanced with increasing opportunities for people to interact with the water.
- 5.37. Limited details have been provided on the hard landscaping materials. The quality of these will have a significant impact on the character of the dockside area. Opportunities should be taken to identify, and explain the significance of, the location of the banana wall and the bonded warehouses as part of the landscaping. A consistent approach to landscaping should be taken and a wayfinding strategy be prepared.
- 5.38. The Council should ensure that the developer and all contractors have sufficient awareness of the location and geometry of the Grade I Listed banana wall to avoid harm. More details should be required to demonstrate how the applicant will ensure that movement of the wall would be within satisfactory limits.
- 5.39. The site includes a substantial section of the footprint of the bonded warehouses. There should be an appropriate scheme of archaeological investigation for any below ground remains that have escaped destruction by previous development.
- 5.40. The applicant proposes to drain surface water from the development into North Dock. The FRA correctly notes that any discharge of water from the site during demolition, construction or operational phases of development would be subject to consent being granted by the Trust. This would need to follow consideration of technical details. It is currently not expected that there will be any surface water drain connecting the site with the dock. However, if it is found that there are such drains, these should be immediately capped off at both ends for the duration of the demolition & construction works.
- 5.41. Owing to ground contamination, suitable methods are used to minimise dust emissions from the site during construction should be addressed through the CEMP. The proposals for ecological mitigation and improvements are welcomed. However, the large down lights proposed for the edge of the dock could have an adverse impact on the species that rely upon waterbodies. All lighting within 10m of the dock edge should be low level, directional, 1000-2000k warm white spectrum with no overspill over the water surface. Furthermore, up-lighting in trees can reduce the benefits to wildlife. Not all trees should be lit and light-shaded areas should be included to allow for suitable habitat for invertebrates and nesting birds. Greening the terrestrial edge along the dock with minimal lighting would also be a positive enhancement.

5.42. The Trust notes that the Energy Statement has underestimated the potential for using dock water for heating and cooling. There may be opportunities to use the docks for waterborne freight during the construction and demolition phases of development and we would suggest that the feasibility of this is considered further.

5.43. Conditions should be imposed to secure a Risk Assessment and Method Statement for the stability of the dock structure, a scheme of investigation for archaeology, a Construction Environmental Management Plan (CEMP), details of lighting and details of landscaping

5.44. Crime Prevention (Metropolitan Police)

5.45. A condition is requested to secure compliance to a Secure by Design scheme

Environment Agency

5.46. No objections to the application on flood risk grounds. The latest flood modelling shows the site would be at risk if there was to be a breach in the defences or they were to be overtopped. However, we are satisfied that the developer has assessed the risk from a breach in the Thames tidal flood defences using the latest modelled tidal breach data and no sleeping accommodation below the modelled tidal breach flood level is proposed.

5.47. The proposal does not have a safe means of access and/or egress in the event of flooding from all new buildings to an area wholly outside the floodplain however, safe refuge within the higher floors of the development has been suggested. It is recommended that finished floor levels be set above the 2100 breach flood level.

Historic England

5.48. No objections.

Greater London Archaeological Advisory Service (GLAAS)

5.49. The development could cause harm to archaeological and built heritage remains. The application site would once have lain between the higher, drier ground now occupied by Poplar High Street and the lower lying marches now occupied by West India Docks. This location on the edge of the two environments has been archaeologically productive in the past, notably with the nearby discovery of the "Blackwall Lady" Neolithic burial in 2003. Further remains from earlier prehistory may be present at depth and would be affected by the piling and deep basements that are proposed.

5.50. In addition to early remains, there is also potential for archaeological evidence of the mediaeval and post-mediaeval management and reclamation of Poplar marshes. Finally, the scheme has potential to affect archaeological remains of the West India Docks including warehouses and quayside structures from the early nineteenth century, as well as evidence of the docks' construction and development.

5.51. Historic England welcomes the undertakings in the application to preserve the Grade I Listed dock at the site. However, options to display and interpret the heritage asset have not been included. Conditions should secure a multi-stage programme of geoarchaeological modelling, trench evaluation and appropriate further investigation, along with publication and dissemination of the results as well as a programme of heritage interpretation and display at the site, complementing and enhancing the offer at the Museum of London Docklands

London Fire & Emergency Planning

5.52. The Brigade is satisfied with the proposals at the initial stage of the planning process. The Commissioner strongly recommends that sprinklers are considered for new developments. Sprinkler systems installed in buildings can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers and can reduce the risk to life. The Commissioner's opinion is that there are opportunities for developers and building

owners to install sprinkler systems in order to save money, save property and protect the lives of occupier.

City of London Corporation

- 5.53. Broadly supportive of the principle of the proposals for North Quay being brought forward. However, the CoLC does have concerns as follows: The impact of amenity on uses onto Upper Bank Street and relationship to the operation of the market and the future use of the site; Dockside access and dedicated right of way between Billingsgate and North Quay; The bridge link across Aspen Way and dedicated right of way to Billingsgate; Impact of North Quay proposals on Upper Bank Street / Aspen Way, during operation and the construction phase; Impact of deliveries and servicing; and Impact of North Quay proposals on wider highways and public transport network.
- 5.54. The CoLC has therefore requested that the Applicant provides further information on access and transport prior to determination of the application.

London Borough of Hackney

- 5.55. No objection

London Borough of Greenwich

- 5.56. No observations

London Borough of Southwark

- 5.57. No formal objection is raised to the proposed development. Advice is given on the contents of the Transport Assessment. A Construction Management Plan, Delivery and Service Management Plan and Car Parking Management Plan should be provided

London City Airport

- 5.58. No objection to the proposal as it was found not to conflict with London City Airport's current safeguarding criteria. This "no objection" response is subject to a satisfactory conclusion of the assessment that must be carried out on the impact of this development on the RADAR coverage. This needs to be authorised by the Local Planning Authority having consulted with London City Airport and NATS. Conditions to control details of cranes/scaffolding, green/brown roofs, photovoltaic panels and plant are recommended, as well as one to assess construction methodologies against LCY's Instrument Flight procedures (IFPs).

National Air Traffic Services (NATS)

- 5.59. Conditions are sought to secure a Radar Mitigation Scheme, limits on construction work at height and a Crane Operation Plan

Natural England

- 5.60. No objection.

Port of London Authority

- 5.61. It is welcomed that the use of the nearby Riverbus Services at Canary Wharf Pier has been taken into consideration in the submitted Framework Travel Plan and Residential Travel Plan, including within the proposed Travel Plan targets. As part of this it must be ensured that information on the Riverbus services, including timetables are included within the information packs that will be given to future residents, as highlighted in part 6.7 of the Framework Travel Plan.

Thames Water

- 5.62. The proposed development is located within 15 metres of a strategic sewer. A Piling Method Statement should therefore be secured by condition. The Applicant should incorporate protection to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water.
- 5.63. There is no objection on grounds of surface water or foul water network capacity based on the information provided. Petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Drainage serving kitchens in commercial hot food premises should be fitted with a grease separator or other effective means of grease removal. Thames Water further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. A water capacity condition is not required, as the impact of this development has been assessed.

Transport for London (TfL)

- 5.64. Overall, the outline proposals for site accesses are welcomed. The detailed design of accesses will need to be agreed and delivered via S278 agreement. The management of North Quay Way will need to be set out in further detail to ensure its use by vehicles is minimised and Healthy Streets and active travel are supported. It would be preferable for North Quay Way to be reserved for active travel / public realm uses only to avoid potential conflicts and it is a missed opportunity not to deliver a vehicle free spine route through the site.
- 5.65. It is welcomed that the development will be car-free except for car parking for disabled persons. The proposed level of blue badge parking is reasonable. On-street charging facilities should be provided for blue badge spaces on North Quay Way. A Parking Design and Management Plan has been submitted and should be secured as part of any permission. Any permission should also include an exemption for any future occupiers of the development obtaining on-street parking permits in the surrounding area.
- 5.66. Long stay cycle parking will be provided in line with the London Plan minimum standards. The TA commits to a variety of types of cycle parking, including provision for larger or adapted cycles. Short stay cycle parking for all land uses except retail is also proposed to meet the minimum standards. For the retail floorspace, a lower level of short stay cycle parking is proposed. TfL consider the lower level to be acceptable initially, subject to conditions securing on going monitoring of usage, with increased spaces as necessary.
- 5.67. The TA approach to trip generation is acceptable. A forecast trip generation for delivery and servicing movements has been included in the TA. Overall, the approach to trip generation and mode share is acceptable. The forecast mode share exceeds Policy targets for 95% of trips to be undertaken by sustainable modes.
- 5.68. This proposals for Upper Bank Street are supported in principle as they support healthy streets objectives and future connections to the Billingsgate Market site. All relevant highway approvals will need to be secured as part of any permission. At the west of the site, an access to the sitewide basement from Hertsmere Road is proposed. This vehicle access crosses the primary pedestrian route and TfL is concerned that this presents a potential conflict and risk to vulnerable road users.
- 5.69. TfL supports the new public realm provision for the Delta Junction area. It is noted in the applicant's response TfL suggests that given West India Quay station sits within the site boundary and forms a key part of the key walking route to/from the site, that it could be better incorporated into the wider public realm proposals. It is welcomed that in their response the applicant agrees with this approach. Any permission will need to incorporate a requirement to agree the details of planting and on-going maintenance.

- 5.70. TfL supports the approach to Poplar Bridge. It will need to be ensured that the connection is accessible and benefits from natural surveillance. The timing of delivery and the need to for any interim solution will need to be confirmed. The applicant should propose mitigation measures to upgrade the footbridge and provide a high-quality link for the increased usage.
- 5.71. The increased permeability and connectivity proposed is welcomed. The use of North Quay Way and the impact on public realm and healthy streets will need to be considered further. Further detail regarding the design and construction of the proposed link between the Poplar footbridge and the site is sought. Improving the pedestrian link between Poplar and Canary Wharf is a strategic objective for the DLR. Options for an escalator connection here should be investigated and a revised assessment of lift usage and capacity undertaken. Continuous access to the footway will need to be secured during construction.
- 5.72. The Elizabeth line footbridge is not owned by LU. It is concerning that it fails against the pedestrian comfort level (PCL) metric in some scenarios, especially given the predicted growth in numbers of passengers making this strategic connection from Poplar. It is again noted that the applicant has responded on this point, TfL is reviewing the information and will revert in due course.
- 5.73. Framework travel plans for the residential and commercial components have been submitted. The details plans should be secured as part of any permission.
- 5.74. TfL agrees with the conclusion of the outline Delivery and Servicing Plan. This does however include use of North Quay Way which may not be the optimum arrangement. Swept path analysis for vehicles using the loading bays has also been provided in the outline DSP, the applicant should confirm that this has been undertaken for the largest vehicle expected to service the site. It is noted that no articulated lorries could be accommodated on site, on this basis the DSP would need to look to exclude this type of vehicle. Further discussion around the location of delivery and servicing movements is requested, including around the use of North Quay Way, the provisions for ad-hoc deliveries related to residential floorspace and how larger vehicles which cannot be accommodated on site would be excluded / catered for without adverse impacts on other road users. The outline DSP and subsequent detailed DSPs for each building/occupier should be secured as part of any permission.
- 5.75. The construction phases will need to deliver incremental improvements to connectivity ensuring high quality routes to key destinations from first occupation, including early delivery of improvements to the Poplar bridge access. Maintenance of safe, convenient and legible routes will need to be maintained throughout construction. The proximity of strategic transport infrastructure means that construction methods and necessary mitigation will need to be agreed. A full CLP should be submitted prior to commencement of each phase.
- 5.76. Amended plans showing the introduction of a development option whereby there is no connection into North Quay Way from the west at Hertsmere Road is not supported by TfL as it significantly reduces the east-west connectivity/permeability through the site, which is a key requirement of the OAPF and represents a large part of the public benefits the development of the North Quay site would deliver.

Docklands Light Railway (DLR)

- 5.77. No objection in principle, though there are a number of potential constraints on the redevelopment of a site situated close to railway infrastructure. A condition to secure detailed design and method statements for construction (in consultation with DLRL Engineers), 6 weeks' notice to DLR of the commencement of development, details of tall plant, a Crane/lifting Management Plan, a Risk Assessment and Method Statement for scaffolding and a Radio Impact Survey is requested. There should be no opening windows or balconies facing the DLR elevation. Details of balconies, Roof Gardens, cleaning strategies etc should be agreed.

Crossrail Safeguarding

- 5.78. The implications of the Crossrail proposals for the application have been considered and the detailed design of the proposed development needs to take account of the construction of Crossrail. Conditions should be applied to require details of foundation design and settlement and to prevent concurrent construction from impeding works to Crossrail

Network Rail

- 5.79. No objections.

Marine Management Organisation (MMO)

- 5.80. Any works within the Marine area require a licence from the Marine Management Organisation. The applicant should ascertain whether their works fall below the Mean High Water Springs mark.

Other consultees

- 5.81. The following organisations have been consulted but no response has been received.

- Historic Royal Palaces.
- The Garden Trust
- Greater London Industrial Archaeology
- Maritime Greenwich World Heritage
- Port East Apartments Residents' Association
- Poplar Neighbourhood Forum
- Isle of Dogs Neighbourhood Forum
- The Greenwich Society
- The Spitalfields Society
- Tower Hill Improvement Trust
- HM Tower of London
- London Borough of Lewisham
- London Borough of Newham
- London Legacy Development Corporation (LLDC)

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 (LP)
- Tower Hamlets Local Plan 2031

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

Growth (spatial strategy, healthy development)

- London Plan policies: GG1, GG2, GG3, GG4, GG5, GG6, SD1, SD10
- Local Plan policies: S.SG1, S.SG2, S.H1, D.SG3

Land Use (town centre, social infrastructure, residential, employment, night-time economy, short-term accommodation, leisure, community centres)

- London Plan policies: SD4, SD5, SD6, SD7, SD8, SD9, S1, S2, S4, H1, E1, E2, E3, E4, E9, E10, E11, HC6
- Local Plan policies: S.TC1, D.TC4, D.TC5, D.TC6, S.CF1, D.CF3, D.CF4, DS.H1, S.EMP1, D.EMP2, D.EMP4

Housing (housing supply, affordable housing, housing mix, housing quality, fire safety, amenity, student housing, housing with shared facilities)

- London Plan policies: GG2, H1 H4, H5, H6, H7, H10, H15, H16, S4, D7
- Local Plan policies: S.H1, D.H2, D.H3, D.H6, D.H7

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

- London Plan policies: D1, D2, D3, D4, D5, D8, D9, D10, D11, HC1, HC3, HC4
- Local Plan policies: S.DH1, D.DH2, S.DH3, D.DH4, S.DH5, D.DH6, D.DH7

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

- London Plan policies: D3, D6, D9, D12, D14
- Local Plan policies: S.SG4, D.DH8

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

- London Plan policies: T1, T2, T3, T4, T5, T6, T7, T8, T9
- Local Plan policies: S.TR1, D.TR2, D.TR3, D.TR4

Developer Contributions

- London Plan policies: DF1
- Local Plan policies: D.SG5

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

- London Plan policies: G1, G4, G5, G6, SI1, SI2, S13, S14, SI5, SI7, SI8, SI12, SI13, SI16, SI17
- Local Plan policies: S.ES1, D.ES2, D.ES3, D.ES4, D.ES5, D.ES6, D.ES7, D.ES8, D.ES9, D.ES10, S.MW1, D. OWS3, D.MW3 D.SG3

Local Plan site allocation

- 6.4 As well as the generic policies listed above, the North Quay site is identified as a site allocation in the Local Plan. This specifies that development on the site should provide employment, as the site is in a Preferred Office Location, alongside ancillary supporting uses such as gyms, hotels, restaurants and retail. Housing is also required. There should be a small open space (minimum of 0.4ha) and the improvement and enhancement of existing pedestrian bridge over Aspen Way and routes to it.
- 6.5 This site allocation also sets out a series of design principles that development would be expected to abide by as follows:
- a) respond positively to the existing character of the surrounding built environment and its dockside location
 - b) improve strategic links from Canary Wharf to Poplar High Street through the provision of enhanced north-south links
 - c) protect or enhance the waterside setting, ensuring public accessibility along the entire waterfront
 - d) address noise mitigation measures in areas bordering Aspen Way with a green buffer and/or alternative measures
 - e) provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the green grid
 - f) improve biodiversity and ecology along the water edges and within open spaces

- g) create a positive sense of place through the delivery of an active public square connecting the Canary Wharf Elizabeth line station and the dockside promenade to Poplar DLR station and Poplar High Street
- h) accommodate a new east-to-west pedestrian route through the site which facilitates connections to the wider movement network and the DLR and underground stations adjoining the site, and
- i) address the barrier of Aspen Way and integrate the site with Poplar High Street to the north, and the Canary Wharf Elizabeth line station and the Canary Wharf estate to the south. These routes should align with the existing urban grain to support permeability and legibility.

6.6 The following delivery considerations also apply:

- a) Development should support the aspirations for enhanced and/or new bridge(s) over Aspen Way to better connect Poplar and Canary Wharf.
- b) Landowners within the Aspen Way, North Quay and Billingsgate site allocations are strongly encouraged to work together (ideally through a masterplan) to better connect Poplar and Canary Wharf and positively address the social, economic and environmental disparities between the areas.
- c) Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.
- d) Development of the site allocation provides a unique opportunity to positively address the social, economic and environmental disparities between Poplar and Canary Wharf

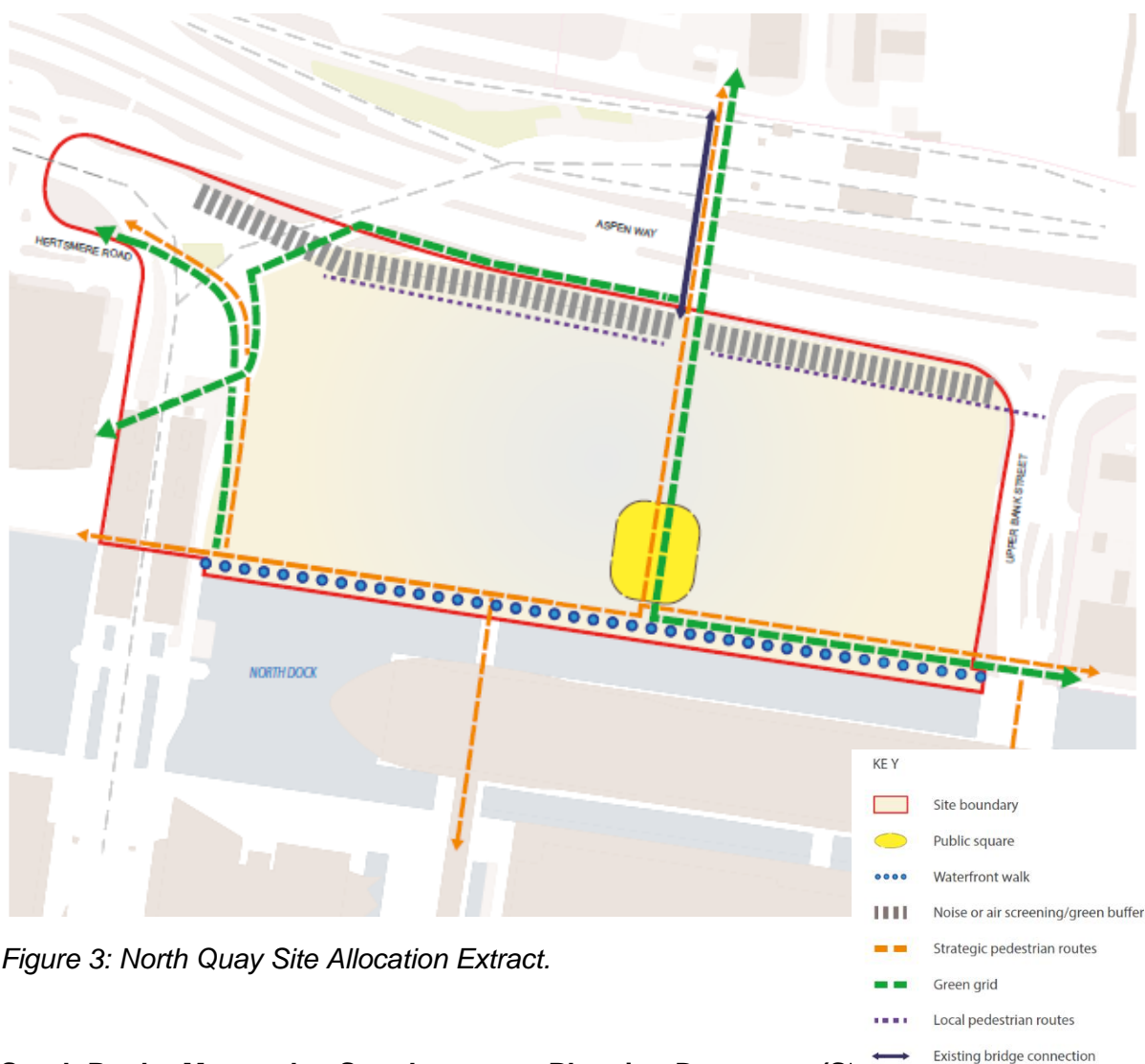


Figure 3: North Quay Site Allocation Extract.

- 6.7 The South Poplar Masterplan Supplementary Planning Document (SPD) was adopted on 28 July 2021 by the Tower Hamlets Council. The SPD is a joint project undertaken in collaboration with the GLA and TFL. The SPD supports the Local Plan (2020) and Isle of Dogs and South Poplar Opportunity Area Planning Framework (GLA/Mayor of London - October 2019). In particular, the SPD looks to provide further guidance to the local plan site allocations of Aspen Way, North Quay and the Billingsgate Market.
- 6.8 As the South Poplar Masterplan SPD has been adopted by the Council, it now has weight as a material consideration for planning applications within the designated masterplan area.
- 6.9 The SPD provides guidance on key masterplan themes around character and identity, connections and movement, green and open spaces, massing and heights, uses and social infrastructure and liveability principles. The SPD also contains an Infrastructure Delivery Plan setting out how key infrastructure initiatives will be delivered.
- 6.10 Other policy and guidance documents relevant to the proposal are:
- National Planning Policy Framework (as updated July 2021)
 - National Planning Practice Guidance (as updated)
 - LBTH Planning Obligations SPD (2021)
 - LBTH High Density Living SPD (December 2020)
 - LBTH Community Infrastructure Levy (CIL) Charging Schedule (2020)
 - LBTH Development Viability SPD (2017)
 - LBTH Character Appraisal and Management Guidelines for West India Dock, St. Mathias Church, All Saints Church and Lansbury Conservation Areas.
 - GLA Affordable Housing and Viability SPG (2017)
 - GLA Housing SPG (updated 2017)
 - GLA Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)
 - GLA London View Management Framework SPG (March 2012)
 - GLA Planning for Equality and Diversity in London SPG (October 2007)
 - GLA Social Infrastructure SPG (May 2015)
 - Building Research Establishment's Site Layout for Daylight and Sunlight: A Guide to Good Practice (2011)
 - The Mayor's Isle of Dogs & South Poplar Opportunity Area Framework Plan (OAPF) (2019)
- 6.11 The following draft guidance is relevant, although it has limited weight:
- LBTH Draft Central Area – Good Growth SPD (Consultation draft January 2021)
 - LBTH Draft Reuse, Recycling & Waste (Consultation draft January 2021)
 - GLA Fire Safety London Plan Guidance (draft March 2021)
 - GLA Air Quality Positive London Plan Guidance (draft March 2021)
 - GLA Urban Greening Factor London Plan Guidance (draft March 2021)
 - GLA Energy Assessment Guidance (draft April 2020).

7. PLANNING ASSESSMENT

- 7.1 The key issues raised by the proposed development are:
- i. Land Use
 - ii. Housing
 - iii. Design & Heritage

- iv. Neighbour Amenity
- v. Transport
- vi. Environment
- vii. Infrastructure
- viii. Local Finance Considerations
- ix. Equalities and Human Rights

Land Use

Principle of Mix of Uses

- 7.2 The application would allow an assortment of uses to be brought forward at reserved matters.
- 7.3 The site's location in a Secondary Preferred Office Location (SPOL) and is identified in the London Plan as a satellite location of the Central Activities Zone (CAZ), as well as the requirement for employment and housing in the North Quay Site Allocation, are relevant in considering whether the proposed mix of uses are appropriate.
- 7.4 Local Plan Policy S.EMP1 sets out the role and function of the Secondary Preferred Office Location (SPOL). This designation provides that the role and function of such areas is to contain or provide significant office floorspace to support the role and function of Primary Preferred Office Locations. Office and other Strategic CAZ uses are strongly encouraged and should form the predominant land use on a site as a first priority.
- 7.5 The Mayor of London released the Central Activities Zone SPG document in March 2016 and provides a list of Strategic CAZ functions which include, inter alia, agglomerations of nationally and internationally significant offices and company headquarters connected with finance, business, professional bodies, associations and institutions, uses connected with science, technology, media, communications and cultural sectors of regional, national and international importance and centres of excellence for higher and further education and research; arts, culture, leisure and entertainment uses/clusters of regional, national and international importance; retailing, including specialist outlets and tourism facilities, including hotels and conference centres. These strategic uses look to recognise the unique function of the area and to support continued success in attracting businesses, visitors and investment.
- 7.6 Local Plan policy S.EMP1 sets a threshold limit on the residential floorspace that should be provided as part of a development at 25% of the total site area. This policy seeks to ensure that the supply of office and other Strategic CAZ uses is not undermined. The policy also looks to ensure that residential development does not prejudice the future intensification of employment floorspace or undermine the predominant employment function of the area. For applications where the residential floorspace percentage of a total site area exceeds 25%, this policy requires a robust demonstration that it is not viable to deliver the required CAZ strategic uses and that the supply of sufficient employment capacity to meet future need would not be compromised.
- 7.7 As noted in table 1 above, the application allows an assortment of land uses to progress at reserved matters with wide ranges of floorspace areas possible for each. At the core of any development scenario would be at least 150,000sqm (and up to 240,000sqm) of office floorspace, supported by 10,000sqm of supporting retail floorspace. Development could be brought forward consisting entirely of CAZ appropriate uses, with hotels and/or night time uses combining with the offices. Conversely, up to 150,000sqm of non-CAZ uses, including self-contained residential, 'co-living' accommodation and student halls could be developed. In a scenario where this was combined with the minimum parameters for office and retail, residential uses would comprise up to 48% of the floorspace, well in excess of the 25% limit set out in Policy S.EMP1.

- 7.8 To demonstrate that a maximum residential scenario would not undermine the CAZ strategic function or the supply of sufficient employment capacity, an Economic and Regeneration Statement has been prepared and submitted in support of the application. The Statement seeks to demonstrate that the maximum residential floorspace scenario would not undermine overall employment capacity. The statement assumes that the maximum floorspace of 355,000sqm would come forward and as such residential floorspace would not exceed 42%. Modelling and analysis is provided on job creation targets within the Isle of Dogs and South Poplar set within the Draft London Plan, Isle of Dogs & South Poplar Opportunity Area Planning Framework and Local Plan.
- 7.9 The Statement considers the number of jobs that would be created by the maximum residential floorspace scenario against the number of jobs that would be created by the Indicative Scheme (24%) scenario. As the Indicative Scheme sets out a residential floorspace provision of 24% which is just below the policy threshold of 25%, it is a useful exercise to consider such differences. The Statement submits that in the scenario that the maximum residential floorspace is implemented, a total of 8,535 – 11,155 jobs would be created. This is in contrast to the total 10,320-13,380 jobs that would be created in the scenario that the Indicative Scheme with 24% residential floorspace is implemented. This would result in a difference of 2205 jobs between the maximum and indicative residential floorspace scenarios.
- 7.10 The employment numbers have been calculated using industry standard employment guides and density ratios. To determine if this resultant difference (2205) in job creation numbers would compromise the future need for employment capacity, the Statement references the total job target set within the Isle of Dogs and South Poplar OAPF which is 262,000 total jobs by 2041. Modelling of existing developments under construction and in the pipeline (granted consent) show that 90% of the OAPF target could be met by 2031. If the average rate of employment growth for the Isle of Dogs or the London Average continued, the OAPF target would be met between 2033-2037 – a minimum of 4 years ahead of the targeted 2041 date. This modelling includes an assumption of 13,500 jobs to be delivered by the North Quay Development. The provision of up to 11,155 jobs as part of the maximum residential floorspace scenario when compared to the modelled assumption of 13,500 results in a difference of 2,345 jobs – a figure not considered to be too substantial and one which would not significantly undermine the ability for the OAPF employment target to still be met.
- 7.11 Policy S.EMP1 further provides that it must be robustly demonstrated why it is not viable to deliver CAZ strategic uses. The applicant has submitted that Strategic CAZ uses would still remain the predominant land use if the maximum residential floorspace scenario. With a split of 52% to 48% in a minimum office/maximum residential scenario, the preponderance of CAZ uses would hardly be overwhelming. This is the weakest part of the applicant's case for exceeding the 25% threshold.
- 7.12 On balance, it is considered that the applicant's case on employment numbers is sufficient to justify the development's potential level of housing. It is further noted in support that the Site Allocation expressly requires housing on this site (with no proportion specified). A scenario with a sizeable housing offer would provide a contribution to the Borough's housing target and a public benefit that would help to off-set any impact on the CAZ. The Parameter Plans allow flexibility for a larger CAZ use component and a lack of interest in these development scenarios would in itself provide evidence that the supply of land for CAZ functions would not be undermined by the scheme.
- 7.13 In all development scenarios, the development would make a substantial contribution to local employment on a site that has been underused or vacant for many years. This would be a significant public benefit. It is considered that a condition should be added to maintain the distinction between B1 office floorspace and A1 retail floorspace, as set out in the application, to ensure consistency with the application documents, Parameter Plans and Design Guidelines at reserved matters stage, and to ensure that active ground floor uses are provided.

- 7.14 Policy D,EMP2 requires that all new employment uses should provide 10% of the floorspace as affordable workspace. This is defined as a discount of at least 10% of the indicative market rent for the location.
- 7.15 Given the high market rents in Canary Wharf, a 10% discount alone would be unlikely to be genuinely affordable or be attractive to affordable workspace providers. Instead, the applicant has offered 4,645sqm (NIA) of affordable workspace, which would comprise between 2% and 3.1% of the overall employment floorspace (varying between the minimum and maximum parameters for employment floorspace) at a greater discount.
- 7.16 One third of the affordable workspace would be provided at 75% discount, a third at 50% discount and a third at 25% discount. The workspace would be provided either on site or in the wider Canary Wharf Estate. Primacy would be given to life science occupiers coming forward within the affordable workspace provision. The affordable workspace would be provided for a 15 year term, which would be in line with the minimum timeframe in Policy E3 (Affordable workspace) of the London Plan.
- 7.17 The offer would provide a more bespoke and suitable approach to affordable workspace in the Canary Wharf area than one in strict compliance with the policies in terms of discount and floor area. The affordable workspace would be secured through the S.106 agreement, alongside an Affordable Workspace Strategy.
- 7.18 The development would also provide a package of other employment measures. Substantial contributions towards construction and end user training would be provided in line with the Council's standard formulae. S.106 clauses for local employment and procurement would apply 50 end user and 280 construction apprenticeships would be provided, also secured through the S.106. The 50 end user apprenticeships go well beyond the 10 required by policy and is a welcome additional public benefit of the scheme.

Principle of conference centres and laboratory floorspace

- 7.19 Up to 25,000sqm of the development could be brought forward as Sui Generis uses. Conference centre and laboratory floorspace are listed as potential options within this category. Both of these uses are appropriate in the CAZ and would support the primary employment function of the site. The laboratory floorspace is particularly welcome as it would support life science businesses to set up operation in this part of the borough.

Principle of student accommodation

- 7.20 The application proposes up to 100,000sqm of purpose built student accommodation, which is assessed against policy D.H6 (Student housing) of the Local Plan and Policy H15 (Purpose built student accommodation) of the London Plan. Policy D.H6 directs new student accommodation to highly accessible locations or to close proximity with the borough's higher education institutions. Given the site's very high PTAL, student accommodation would meet this requirement.
- 7.21 Policy D.H6 recognises the positive impacts that student housing brings to the local economy, local communities and to the Borough's higher education industry. However, the delivery of these units must be balanced against the ability to deliver other important priorities including traditional housing stock, employment and infrastructure opportunities. The delivery of student housing must therefore be carefully assessed against strategic needs and local priorities. Importantly, paragraph 9.63 of this policy identifies that developments must demonstrate that there would not be a resultant net loss of self-contained housing provided through an existing planning permission or site allocation. The structure of the outline application means that the provision of student accommodation and self-contained homes are in direct competition; the provision of student accommodation on the site would axiomatically result in the loss of land with the potential for self-contained homes. This is aggravated by the site allocation for North Quay specifically requiring housing. The proposal is therefore contrary to this aspect of Policy D.H6.
- 7.22 A further difficulty arises from the application of Policy S.EMP1 (Creating investment and jobs), which gives first priority to CAZ uses within Secondary Office Locations, with

residential uses limited to no more than 25% of the floorspace. Under a scenario with maximum provision of student accommodation at reserved matters and minimum provision of other uses, student accommodation would comprise 37.5% of floorspace, which would exceed the 25% threshold. 100,000sqm would be roughly equivalent to 3,500 student rooms, which is the London Plan annual target for new student accommodation across all 33 boroughs.

- 7.23 A justification for student accommodation on the site is that the extant permission, which provides no housing, can still be implemented as an alternative. The student accommodation would provide some contribution towards housing needs as students occupying the scheme would not need to take up space in self-contained housing elsewhere in the locality. The London Plan identifies that student accommodation units can be counted/calculated towards Council housing targets on a basis of a 2.5:1 ratio. It is noted that these calculations would allow proposed student accommodation unit numbers to assist in meeting the Council's extensive housing targets. However, it is clear that the Borough has a shortage of traditional housing and of affordable housing in particular. Whilst the student accommodation units would contribute to the Council's housing targets using provided ratios, it would represent a lost opportunity to provide self-contained housing.
- 7.24 Policy H15 of the London Plan sets further criteria for student accommodation, in particular that the majority of rooms, including all affordable ones, should be secured by a nominations agreement for one or more higher education provider and that affordable student rooms should be provided. The applicant has not provided any details of a nominations agreement. This would need to be secured before any student accommodation could come forward on the site and a condition is recommended to this effect. Affordable student rooms are dealt with below. A Management Plan for any student accommodation would also need to be secured by condition.
- 7.25 In summary the impact of student accommodation within the scheme, particularly where this would be provided at the maximum level proposed, would harm the delivery of self-contained housing. Its inclusion within the scheme would entail need to be weighed against the public benefits of the scheme as a whole.

Principle of shared living accommodation

- 7.26 The application proposes up to 100,000sqm of purpose built shared living accommodation, which is assessed against Policy D.H7 (Housing with shared facilities of the Local Plan and Policy H16 (Large scale purpose built shared living). Policy S.H1 (Meeting housing needs) is also relevant. As with student accommodation, co-living would meet a key criteria for both policies as the site is in a highly accessible location.
- 7.27 The policies recognise that demand for shared living accommodation is rising and that it can make a contribution towards housing options for single people. However, the supporting text to Policy S.H1 is clear that development for non self-contained housing units will not be supported where it utilises land identified for self-contained housing through the borough's Development Plan. As with student housing, the structure of the application places co-living in direct competition with self-contained housing. As such the development is contrary to this policy. Furthermore, Policy H16 of the London Plan requires that shared living developments contribute towards mixed and balanced communities. A single project of 100,000sqm of shared living space, consisting of approximately 3,500 single person households, in the absence of any other residential development or affordable housing within the scheme would not meet this objective.
- 7.28 As is the case also with student housing, if the maximum 100,000sqm were provided alongside the minimum requirements for other land uses it would comprise 37.5% of the floorspace, exceeding the 25% limit set out in Policy S.EMP1. Again, the impacts in terms of housing and employment delivery would need to be weighed against the benefits of the scheme.
- 7.29 The remainder of the shared living policy pertains to the detail of the use, which would be determined at reserved matters. Shared living space should be under single management, the units should be available to rent with minimum tenancies of 3 months, communal

facilities should be provided and units should not be capable of being used as self-contained homes. A Management Plan would be secured through the S.106.

Principle of hotel use

- 7.30 The Development Specification allows up to 150,000sqm of floorspace to be hotels/serviced apartments (Use Class C1). In light of the minimum floorspaces set for other use classes, C1 uses could compromise up to 48.3% of the overall floorspace of the development.
- 7.31 Applications for hotels/serviced apartments are assessed against policy D.TC6 (short stay accommodation) of the Local Plan, which supports the principle of new hotels in the Canary Wharf Major Centre. Policy E10 of the London Plan support visitor accommodation in the Central Activities Zone, of which the Northern Isle of Dogs is identified as a satellite location. The North Quay Site Allocation specifies that hotels would be appropriate for the site as an ancillary use. The principle of some hotel/serviced accommodation floorspace on the site is therefore acceptable.
- 7.32 With regards to the hotel floorspace, were the 150,000sqm maximum to be fully realised alongside the minimum 150,000sqm office floorspace, hotel/short stay accommodation would be perceivable as a co-equal land use rather than the 'ancillary' one envisaged by the Site Allocation. Policy D.TC6 also requires that the size, scale and nature of the use should be 'proportionate to its location' and should not create an over-concentration of such accommodation. The applicant argued in their submission that a minimum office floorspace scenario is unlikely to come forward. However, even in a maximum development scenario, the maximum hotel/serviced apartment floorspace would represent 42% of the scheme.
- 7.33 Policy D.TC6 requires that C1 accommodation does not compromise the supply of land for new homes or jobs. However, there can be a scenario where the greater the hotel floorspace in the reserved matters applications, the less opportunity there will be for housing. As noted above, a residential component to the scheme is require by the Site Allocation, whilst Policy S.H1 relies on site allocations in the Local Plan, alongside Opportunity Areas, to deliver the majority of the borough's housing needs.
- 7.34 For other aspects of the development where there are policy concerns, the 'fallback' of delivering the extant permission as an alternative provides a partial justification. This is not the case for a maximum C1 scenario, as the extant permission with its employment delivery would arguably provide greater public benefits.
- 7.35 A condition requiring that a minimum of residential floorspace be delivered in the Reserved Matters application together with the in-built flexibility of the scheme to deliver a greater quantum of residential floorspace, would go some way to ameliorating the impact on housing delivery. The prospect of a maximum C1 development scenario delivering an excessive amount of visitor and serviced apartment accommodation would need to be weighed against the overall public benefits of the scheme.
- 7.36 Policy D.TC6 requires that serviced apartments meet a series of criteria, including that they have 24 hour servicing, charging of rooms at a maximum of weekly rates and not be let for periods of more than 90 days. As not details of the form of any serviced apartments has been provided, a condition would secure the implementation of these details were any serviced apartments to come forward as part of any of the reserved matters applications.

Principle of Retail, Food, Drink and Entertainment Uses

- 7.37 The Parameter Plans allow up to 20,000sqm of A1-A5 uses, which includes A3 restaurants, A4 drinking establishments and A5 takeaways. Further floorspace of up to 25,000sqm could be taken up by theatres, night clubs and private member' clubs, which are Sui Generis uses. Taken together, these uses could amount to a very substantial cluster of night time, leisure and food/drink uses.
- 7.38 Policy D.TC3 (Food, drink, entertainment and the night-time economy) directs both food and drink uses and night time entertainment uses to the Central Activities Zone and the Canary Wharf Major Centre provided that the vitality and viability of the centre is enhanced.

- 7.39 Given that North Quay is currently an undeveloped and inaccessible site, new night time uses would add to the vitality and attractiveness of the Canary Wharf Metropolitan Centre. The uses would activate the ground floors of the various blocks and ensure that the site was a destination outside of office hours. Even at its maximum extent of 45,000sqm, entertainment and night-time uses would represent less than a quarter of the overall floorspace and be complimentary to the main uses on the site.
- 7.40 Concerns have been raised from neighbours as to the potential for noise and disturbance from such uses. The site is separated from the nearest residential properties by physical barriers such as Aspen Way and the DLR line and this would reduce the potential for noise disturbance from within the site itself. Noise and disturbance could arise from visitors leaving premises in the evening, though the majority would be expected to leave via nearby public transport interchanges rather than through neighbouring residential areas. Also, elevated levels of noise and disturbance would be expected to those living close to a Metropolitan Centre or the CAZ. Notwithstanding this, it is considered appropriate to attach a condition requiring details of a **Management Plan** for night-time uses, including hours of operation and how nay expected crowds or events would be marshalled. This should provide some assurance that impacts beyond the site would be limited as much as possible. Standard conditions for details of extraction equipment to food and drink uses and noise breakout from premises would also be applied.
- 7.41 Policy D.TC3 also has additional criteria specifically for A5 takeaway uses. As well as being directed towards Major Centres, these should not be within 200m of a school or local authority leisure centre and be limited to 5% of units within a centre. The location of the site meets the distance criteria for A5 uses whilst the applicant has agreed to the 5% limit. This would be secured by condition.
- 7.42 A1 retail uses would help activate the ground floor of the scheme and provide valuable supporting services. The quantity proposed is supported as part of a wider mix of uses.

Principle of Casino Use (Sui Generis)

- 7.43 The Development Specification allows up to 6,000sqm of Casino floorspace. Policy D.TC5 of the Local Plan directs new casinos to the central locations, including the Canary Wharf Major Centre of which the North Quay site forms part. Casinos can be resisted where there is an over-concentration of such uses, they are in proximity to a school, or sensitive community/social facilities, or there would otherwise be an impact on amenity.
- 7.44 As there are no casinos in the Canary Wharf Major Centre at present, there are no concerns regarding over-concentration. The North Quay site is separated from the nearest schools and other facilities that could conceivably be impacted by Aspen Way. It is considered that the impact on a casino in amenity terms could be handled sensitively as part of a reserved matters application in combination with the other proposed land uses. As such a casino use would accord with policy D.TC5.

Housing

Housing supply

- 7.45 London Plan Policy H1 sets Tower Hamlets a housing completion target of 34,730 units between 2019/20 and 2028/29. The proposed development would result in a potential net increase of up to 1,300 new homes in the maximum residential scenario, which would make an important contribution towards meeting the above target. As set out above, the benefit of the contribution made to housing supply would outweigh any adverse impact on the CAZ.
- 7.46 The Parameter Plans would enable development scenarios to proceed on the site without any contribution to housing supply. These development scenarios would be contrary to the Site Allocation, which states that some housing development is required on the site. Policy S.H1 (Meeting housing needs) states that the borough's housing needs will be achieved through focusing the majority of new housing in the opportunity areas and site allocations.

The 2020 Housing Delivery Test (HDT) results were published on 19 January 2021, which reveal that the Council's delivery of housing over the last three years is substantially below its housing target.

- 7.47 To allow a site allocation for residential to be developed without a contribution to housing supply would risk exacerbating this delivery shortfall and be contrary to Policy S.H1. The indicative scheme shows how housing could be comfortably included on the site alongside other uses. As such, and notwithstanding the Parameter Plans, it would be appropriate to require a minimum contribution for housing supply through a condition.
- 7.48 30,000sqm would be an appropriate minimum commitment level as it would allow a meaningful contribution of approximately 300 new homes to be provided on site whilst still enabling the flexibility sought by the applicant on the other land uses. With this minimum provision, it would still be possible to achieve the maximum floorspace of any of the other land uses set out in the Control Documents. The applicant has requested an exception be made where a substantial amount of life sciences floorspace (150,000sqm or more) is brought forward at reserved matters. This is due to the attraction of a single unified 'campus' style site to an occupier of that nature. It is considered that the public benefit of attracting a life sciences hub to the borough would be exceptional circumstances to warrant setting aside the requirement for residential units on site. The condition would be worded to reflect this.

Affordable Housing

- 7.49 Policy H6 of the London Plan and Policy D.H2 of the Local Plan seek to maximise the provision of on-site affordable housing. The application is supported by a Viability Statement by DS2, which has been reviewed on behalf of the Council by BNP Paribas. Determining the maximum viable affordable housing contribution is complicated by the wide variety and mix of uses possible at reserved matters stage. The Viability Assessment and its reviews have sought to identify the highest value development that could come forward on the site within the parameters in order to optimise affordable housing provision.
- 7.50 The applicant's initial Viability Review suggested that 22% affordable housing would be the maximum reasonable amount. Following further discussions, 30% affordable housing has been offered and accepted by officers as the maximum that can be viably delivered. This would be with a 70/30 split between affordable/social rent and intermediate housing. The affordable/social rent units would be split 50% London Affordable Rent / 50% Tower Hamlets Living Rent. The applicant's updated viability assessment shows that a substantial deficit would be incurred based on present day values. The Council's viability advisers have tested the offer and conclude that 30% could reasonably be achieved by applying projected growth to the assumed values over the expected delivery period of the development. This approach would be in line with recent RICS guidance. Any Intermediate units over £600,00 would be secured as London Living Rent (with the remainder as Shared Ownership). This would ensure that they were genuinely affordable.
- 7.51 Viability Reviews, including an early stage (if after 3 years from the grant of planning permission, substantial works have not been completed), and a late stage (after 75% occupation of market units) would be included, giving the opportunity for increased affordable housing provision if sufficient income growth or cost savings are realised.
- 7.52 Assessments of the viability of scenarios that include student housing and co-living have not been provided. Therefore affordable student housing would be secured at the 'fast track' level of 35% were this land use to come forward. This would be subject to an early stage review. There is no fast-track option for co-living homes within development plan policies. However, an offer of a contribution to self-contained housing equivalent to 35% of the units at 50% of market rent has been accepted. This would also be subject to an early stage review. The higher affordable housing contributions required for co-living and student housing would provide an incentive for self-contained housing to be brought forward in the reserved matters applications, which is the preferred outcome in policy and housing need terms.

7.53 The contributions to affordable housing and housing would represent a significant public benefit of the scheme. On account of the proposed condition for minimum residential floorspace, this benefit would be provided on all development scenarios.

Housing mix and Tenure

7.45 The Local Plan Policy S.H1 requires a mix of unit sizes. The proposed unit mix are expressed as a range in the Control Documents to reflect the flexibility sought in the application except for the affordable/social rent units. The ranges sought and Tower Hamlets' policy objectives are set out in the table below:

Tenure	Unit Type	% by unit	Policy target
Open market	Studio	5 – 25%	30%
	1 bed	20 – 50%	
	2 bed	20 – 50%	50%
	3+ bed	5 – 25%	20%
Intermediate	1 bed	15 – 50%	15%
	2 bed	35 – 45%	40%
	3+ bed	5 – 45%	45%
Affordable/social rented	1 bed	25%	25%
	2 bed	30%	30%
	3 bed	30%	30%
	4+ bed	15%	15%

Table 2 – range of units sizes by tenure

7.46 Whilst the proposed unit mix for the affordable/social rent units would comply precisely with the requirements of Policy S.H1, the wide ranges for both market housing would allow anything from full policy compliance to one heavily in favour of smaller units (and as such contrary to policy S.H1. For instance, the ranges could allow 75% of the market units and 50% of the intermediate units to be one-beds or studios, whilst family sized units could be reduced to 5% for each tenure.

7.47 The applicant has sought to justify the proposed unit mix by reference to the GLA's Housing SPG and London Plan Policy H10 (Housing size mix), which notes that in highly accessible locations a greater density of smaller units may be appropriate. It is also argued that smaller intermediate units would allow these to be more affordable in this location.

7.48 There is some merit in having a higher proportion of smaller units in central locations. However, in a worst case scenario the number of smaller units would be excessive and markedly at odds with policy. It is not considered that intermediate units need to be smaller in order to be affordable as intermediate products such as London Living Rent take account of their size and the income levels of prospective occupants. Since the unit mix can be reviewed at reserved matters stage when full details are known, a condition should be imposed to secure a Unit Mix Strategy to ensure that a greater proportion of larger intermediate and market homes are secured in the interests of achieving mixed and balanced communities.

Quality of Residential Accommodation

- 7.49 Policy D.H3 (Housing standards and quality) requires residential developments to meet specified standards for space, accessibility and amenity. As this is an outline application with all matters reserved, no detailed plans have been provided of the residential units. The Parameter Plans show the three broad areas on the site where residential accommodation could be placed (in red on the plan below). The Design Guide makes some general commitments on the quality of the units whilst an assessment of daylight and sunlight for the indicative gives a rough impression of where units may be poorly lit.

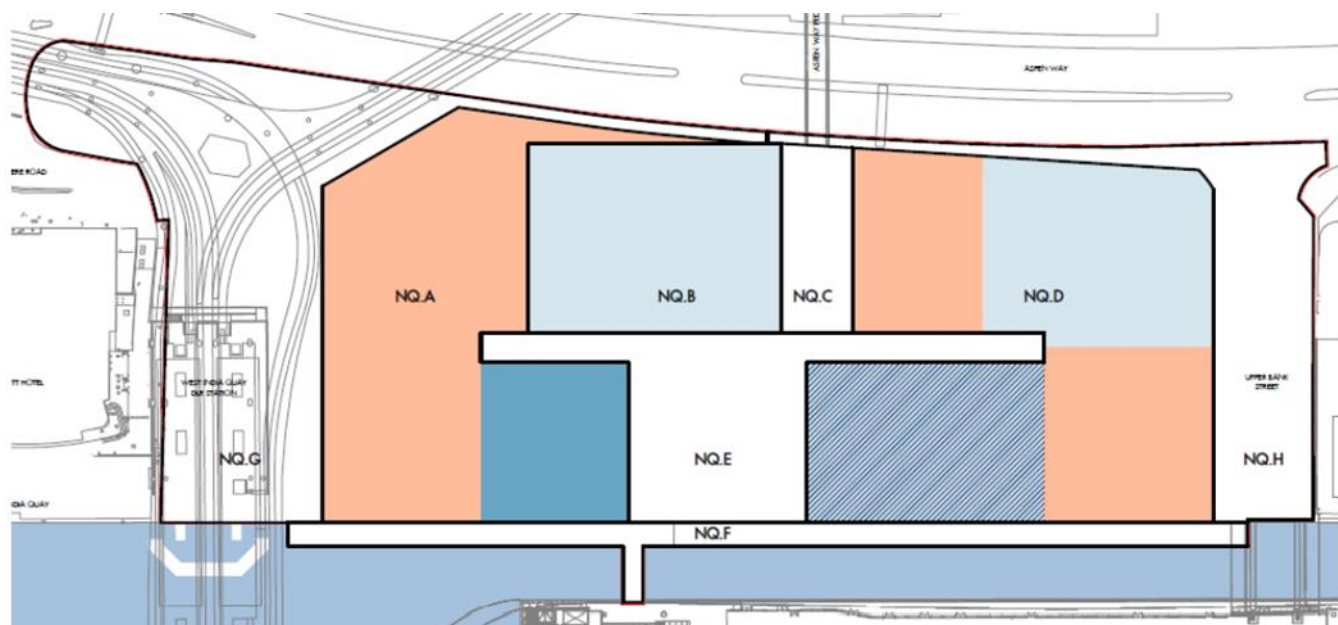


Figure 4: locations identified for prospective residential uses (marked in red)

- 7.50 The Design Guide commits residential development to meeting the full range of standards set out in the GLA's Housing Supplementary Planning Guidance 'where possible'. This would include minimum ceiling heights of 2.5m, a maximum number of units of 8 per core, meeting the nationally prescribed housing space standards and providing at least 5sqm of private external amenity space. This could be provided by balconies or winter gardens, though the option is kept open for additional internal space to be provided where site constraints prevent alternatives. The Guide would also ensure that there was at least 18m between facing windows for residential units so that privacy would be maintained.
- 7.51 The internal daylight assessment has been reviewed by BRE on behalf of the Council. The assessment suggests that facades facing outwards from the development over open land, for instance to the east from Plot NQ.D or north and westwards from NQ.A, would have very good daylight. Of greater concern would be where windows face into the site towards other tall buildings. Light to these would be much more compromised, particularly on the lower floors. The impact would be further exacerbated if projecting balconies were included in the detailed design, a scenario that was not examined in the internal daylight assessment. Very careful detailed design, perhaps incorporating mitigation measures such as larger windows to ensure that daylight and sunlight to residential units was maximised.
- 7.52 An assessment of sunlight to open space in the Indicative Scheme shows that 31% of its area would receive direct sunlight for two hours or more on 21st March, short of the 50% recommended threshold for the equinox in the BRE guidelines. On the summer solstice sunlight would be much greater, with 81% of the area seeing 2 or more hours of direct sunlight. Similar impacts are likely for any of the development scenarios and given the scale of development proposed a degree of overshadowing to open space is to be expected.
- 7.53 As noted by the Council's air quality officer, mechanical ventilation and restrictions on balconies on the north elevation would be required to avoid any adverse effect from Aspen

Way. Likewise, the Council's Noise Officer considers that internal noise could be addressed via conditions. The assessment of wind and microclimate in the ES shows that locations at height would be subject to significant adverse wind conditions without mitigation. This could be addressed at reserved matters, with the Design Guide allowing the introduction of winter gardens at the worst affected areas.

- 7.54 The application is silent on how residential units of different tenures would be integrated within the scheme. However, none of the locations marked as suitable for housing are inherently inferior and it is considered that this issue can be safely left for resolution at reserved matters.
- 7.55 Overall there is potential for a good standard of residential accommodation for a centrally located site subject to suitable details being secured at reserved matters stage.

Wheelchair Accessible Housing

- 7.56 The application does not give details on the provision of accessible housing. However, one of the policies of the Housing SPG, the implementation of which is required by the Design Guide, is a requirement for 90% of housing to be built to Building Regulation requirement M4(2) 'accessible and adaptable dwellings' with the remaining 10 per cent meeting Building Regulation requirement M4(3) 'wheelchair user dwellings. In accordance with Policy D.H3, all wheelchair user dwellings in the affordable rented tenure should meet the M4 (3) (2) (b) standard. Affordable wheelchair housing should ideally also be no higher than the fifth floor with access via at least two lifts. These details would be secured by condition.

Communal amenity space and play space

- 7.57 Development Plan policies require provision of children's play space (10sqm per child). The number of residential units and the mix of sizes would be determined at reserved matters and so an exact figure for child yield cannot be given at this stage. However, the applicant has provided estimates for both the indicative scheme and the maximum residential parameter and used that to calculate the play space likely to be required for each age group. In addition, the indicative scheme provides details of where play space would be located and what form it would take in that development scenario. Table 3 below sets out the qualities of child play space needed in the two scenarios and the amount provided in the indicative scheme.

Age of children	Maximum residential scenario	Indicative scenario	Indicative scenario provision
Under 5 years (doorstep play space)	2,220sqm	1,470sqm	1,479sqm
5-11 years (local playable space)	1,800sqm	1,200sqm	1,224sqm
12-18 years (neighbourhood playable space)	1,690sqm	1,160sqm	1,162sqm
All ages	-	-	590sqm
Total play space	5,710sqm	3,830sqm	4,455sqm

Table 3: play space requirements and provision for indicative scheme

- 7.58 The indicative scheme, which would provide 702 units, shows play space provided in a variety of forms throughout the site. This includes doorstep play space in the smaller squares between blocks, along the dockside, in the central North Quay Square and on some of the lower roofs. The Delta Junction area is heavily relied upon to deliver play space for older children in the form of a skate park. Play space would also be provided in numerous internal spaces, most notably a Multi-Use Play Area (MUGA) underneath the steps accessing the Poplar Bridge. The developer has offered the MUGA as a community facility to be used also by those not living within the development. There would also be ball pits, climbing walls, soft play areas and art/crafts rooms in other part of the development.
- 7.59 The overall provision would meet play space targets in terms of area. With regard to internal play spaces, it would be necessary that access to these would be tenure blind and would not place onerous servicing charges on affordable housing Registered Providers. Given the tenure and unit mix, the majority of the child yield of the development would live in the affordable units. This would be secured through the S.106 agreement, along with a Management Plan for the MUGA.
- 7.60 The Borough's child yield calculator estimates that the maximum residential scenario of 150,000sqm (which would correspond with approximately 1,300 units) would require 5,710sqm of play space. This is well in excess of the provision set out in the indicative scheme. In this scenario, the applicant suggests that older children aged 12-18 could use existing facilities within 800m of the site, in line with GLA guidelines. The majority of these spaces are in Poplar. Younger children would be able to use facilities on space set aside for older children in the Indicative Scheme. This implies that play space for younger children would need to be created in the Delta Junction area in place of the skate park. It is not considered however that the Delta Junction would be a particularly suitable location for doorstep or local playable space. This is particularly so if North Quay Way is blocked at its western end as this would detach the Delta Junction area for the main body of the development.
- 7.61 In summary play space provision would be acceptable under the Indicative Scheme but increasing housing numbers beyond this would place increasing pressures on the site to deliver sufficient play space of quality. Under the maximum residential scenario, play space provision on-site would likely be unsatisfactory and would place pressure on existing facilities in Poplar. The applicant has agreed to provide an off-site contribution to additional play space for older children in Poplar in scenarios where it cannot fully be provided on site. Full details of play space would be secured at reserved matters stage.

Fire safety

- 7.62 The details have been reviewed by the Council's Head of Building Control and are acceptable at this stage. Detailed fire statements will be required at reserved matters stages (for relevant land uses and building heights) in accordance with Gateway 1 of the Building Safety Bill.

Design

Site Layout

- 7.63 The design of the scheme follows well established urban design principles, with taller buildings stepping down to the north and routes following desire lines with the principal public open space along the south facing dockside. The building composition would be sufficiently varied, and the layout would ensure good access to both Canary Wharf and South Poplar. The connection to Poplar Footbridge and routes across the Site would greatly enhance the pedestrian and cycle experience.
- 7.64 North Quay Way will form a potential key route running through the Site in an east-west orientation, providing at least one-way pedestrian and cycle access and connectivity between Upper Bank Street and the public square within North Quay. It is noted that in previous iterations of the scheme this link connected through to the Delta Junction and

provided a dual role of vehicular servicing and pedestrian access. Whilst not required by policy, this was a benefit to the scheme. However, due to operational constraints for future tenants of Development Plot NQA.1, this requirement was scaled back to a 'potential link' which serves to remove all vehicular movements through the site and concentrate pedestrian movements towards the primary dockside route.

- 7.65 Notwithstanding this, the linkage acts as an east-west spine through the Masterplan connecting all of the building plots together internally and the key open spaces. It will be animated by a variety of ground and upper ground floor uses; including bars, restaurants, retail, office reception lobbies and may include residential and serviced apartment entry lobbies and communal spaces.
- 7.66 The Parameter Plans include a collection of tall tower blocks which range in height from a maximum of 225m AOD to 85m AOD, with height generally transitioning from south to north in keeping with the prevailing height descent between Canary Wharf and South Poplar. The two development plots either side of the central North Quay Square would be lower in height to prevent the public open space from being dominated by tall buildings, in particular on its western side where a pavilion style element of no more than 37m AOD in height is proposed. The positioning of the tallest element in the south-west corner of the site is appropriate.

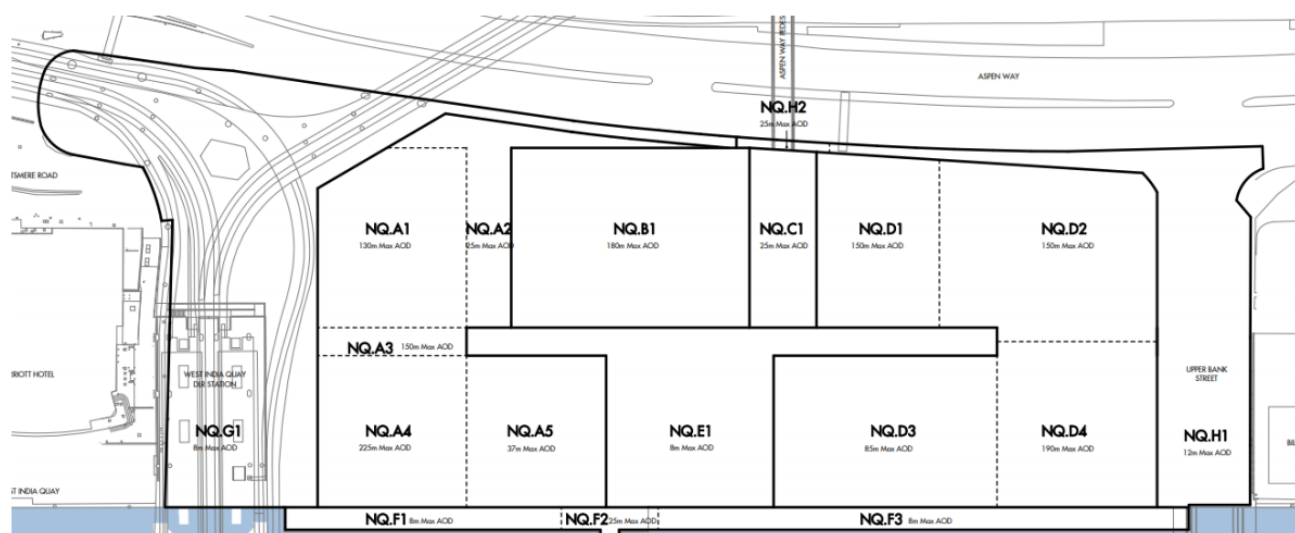


Figure 5: Parameter Plan for maximum heights of building plots

Townscape, Massing and Heights

- 7.67 The site is defined in the Local Plan as being in a designated Tall Building Zone to which, under Policy D.DH6 (Tall Buildings) of the Local Plan, new tall buildings should be directed. The high public transport accessibility of the site, its position in the CAZ and the Site Allocation all lend to the creation of a very high density development on this site.
- 7.68 The South Poplar Master Plan was recently adopted. This sets out the Council's vision for the area encompassing North Quay and acknowledges increasing heights within the North Quay area and to the north of Aspen Way within South Poplar. Additional heights will necessarily impact upon the setting of adjoining conservation areas and listed buildings. However, the masterplan also requires development at North Quay to positively interface with the Grade II* Listed St Matthias Church, to protect, enhance and complement existing heritage assets, and for development to step down from 1 Canada Square and to provide a buffer to Aspen Way. These are policy considerations which officers will be working with at reserved matters stage, and which together with national, regional and local plan policy will offer protection to heritage assets.

- 7.69 Whilst exact heights are not specified in the South Poplar Masterplan, this application is within that area of the masterplan south of Aspen Way, which shows building heights which are increasing from the 3-6 storey height of Poplar High Street, whilst stepping down from Canary Wharf, so some significant additional height is expected.
- 7.70 It should also be noted that the principle of tall buildings at North Quay has already been established through the extant permission, which features two towers of between 43 and 37 storeys and a central linking block of 23 storeys. Thus the potential scale of development on this site is already established. The present scheme provide the opportunity to reconsider these proposals.



Figure 6: TVIA view 39 from Poplar High Street (yellow = maximum parameter, blue = indicative scheme).

TVIA

- 7.71 The Townscape, Visual Impact and Heritage Assessment (TVIHA) forms a chapter of the Environmental Statement. It has been produced by Peter Stewart Consultancy and includes accurate visual representations of both maximum parameter envelope and the Indicative Scheme prepared by Cityscape.
- 7.72 The TVIHA assesses the potential visual impacts of the proposed development on the character of the local and wider townscape, protected views, and the setting of heritage assets. The assessment is made in accordance with local, regional, and national policy and guidance and is based on an appraisal of the existing character of the Site, surrounding townscape character areas and the significance of relevant designated heritage assets and views. It includes an assessment of cumulative impacts which would arise from relevant schemes consented for sites in the surrounding area.
- 7.73 The TVIA encompasses the 'EIA Jelly Mould', used for testing of the environmental impacts of the ultimate design parameters. This is accompanied by a more detailed Indicative Schemes which detail the potential design of a commercial, residential and alternative scheme arrangement. These indicative schemes form the basis of design consideration within the report and proposal more broadly, given the flexible outline nature of the

application. The varying townscape impacts are considered throughout the TVIA from sensitive close range views, to wider protected strategic views.

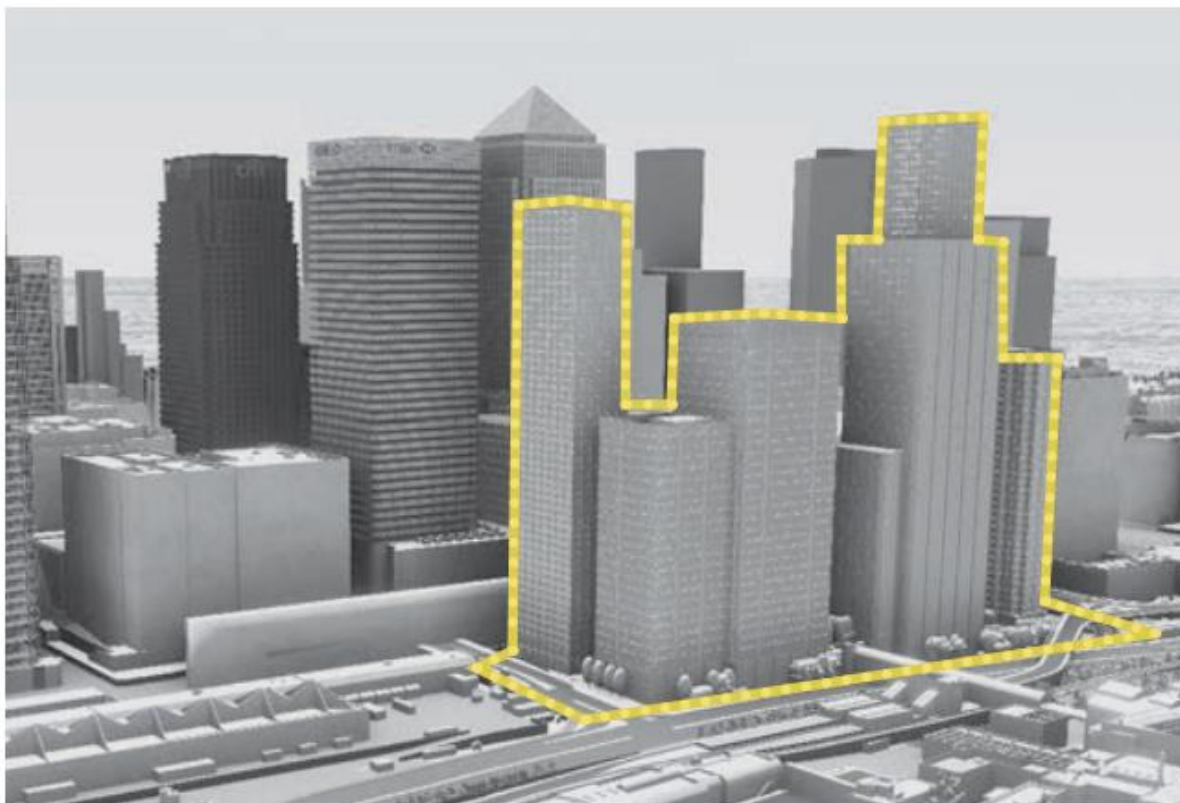


Figure 7: Image of indicative scheme massing (yellow outline) compared to existing cluster

- 7.74 The views in the TVIA can be grouped into a number of broad categories; those where the proposals have a neutral impact, those that involve some impact on views, and those which may have an adverse impact on heritage assets. There is also a group of views where the proposals obscure Canary Wharf, a skyline of strategic importance within the Borough, and one view which causes harm to the setting of St Annes, Limehouse, a borough designated landmark building.
- 7.75 The views have the most potential to be harmful to heritage in views 21, 22, 42, and 15. The greatest impact would be to view 21, which include the Grade II* listed St. Matthias Church in the St. Matthias Conservation Area, where the view is entirely dominated by the proposed towers behind. Currently St Matthias the view, with the details of the gable and cupola silhouetted against the sky. If developed the North Quay proposals will entirely dominate the view, diminishing the importance of the church in the foreground and largely obscuring the silhouette of gable and cupola. The amendments to the 'jelly mould' maximum parameter, reducing the potential maximum height of two of the plots, reduces the potential for harm to the setting of St. Matthias church. The indicative scheme would have a lesser impact in this view; the towers are moved further from the church and some additional air space around the top of the cupola is created. It is possible that with some amendment the impact of the scheme could be further reduced and this should be a key objective of the reserved matters applications.

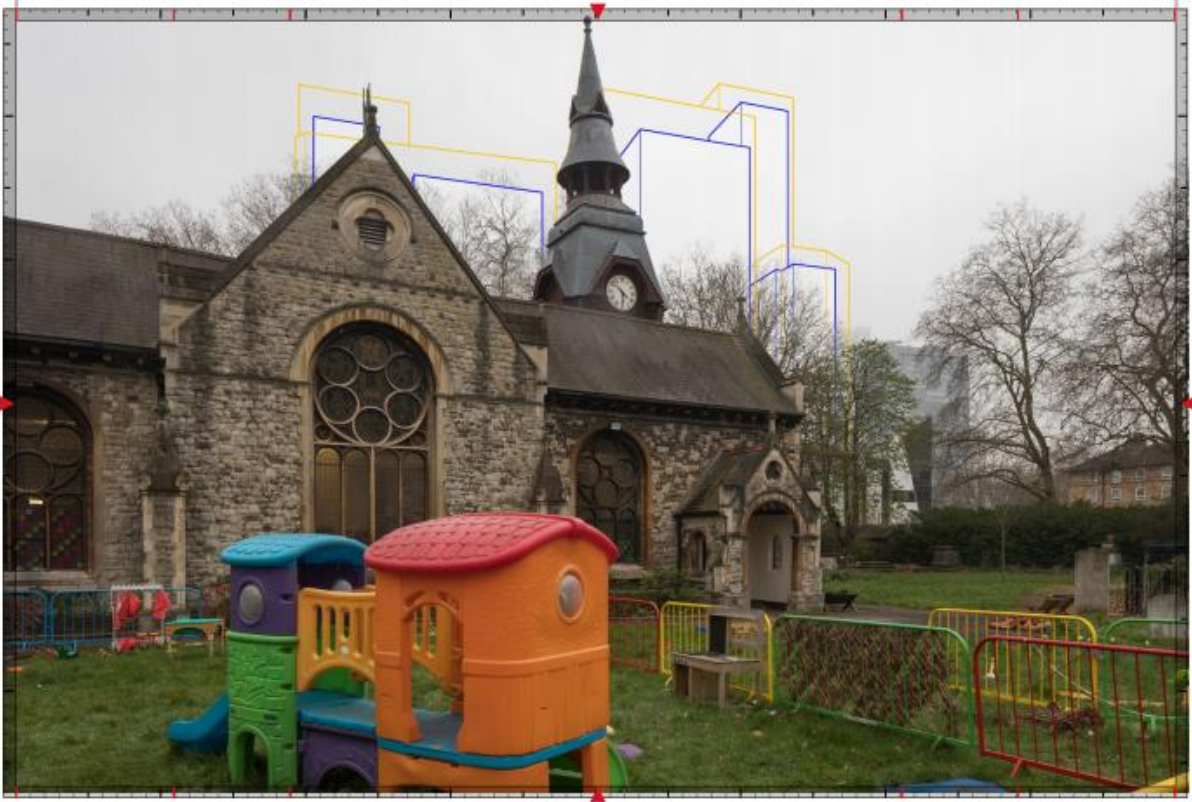


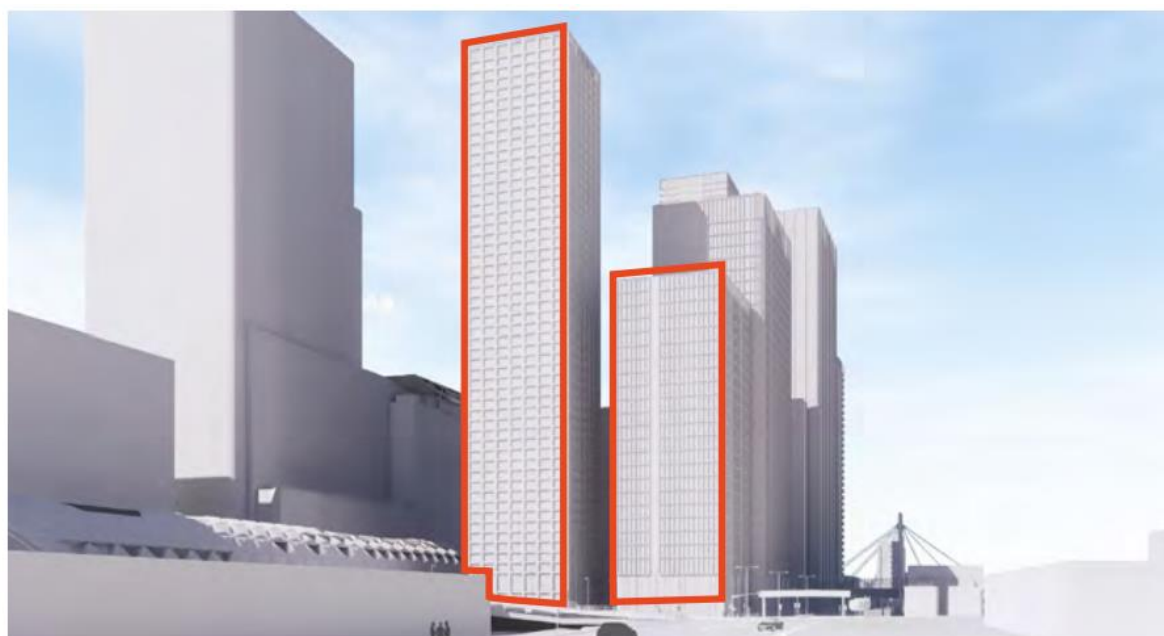
Figure 8: TVIA view 21 with Grade II listed St. Matthias church in foreground

- 7.76 View 22 is from the Poplar recreation ground and has the listed memorial in the foreground with Canary Wharf in the background. Development of North Quay would mean that the scale of Canary Wharf, moves significantly nearer to these gardens and will encroach more substantially on this open space, changing the feel of these gardens and the setting of the grade II listed memorial and conservation area.
- 7.77 View 42 is from Hale Street at its junction with Shirbutt Street and is within the St. Matthias Conservation Area. In this view the existing Canary Wharf Cluster can be seen at the end of the road in the airspace above the junction. Its distance means that it although it is large in scale, this scale is slightly removed. The proposed development brings that scale much closer. This will make the development feel more intrusive. The Indicative scheme whilst also harmful in this view, allows more airspace around the development to be maintained. The scheme showing maximum parameters minimises the gaps between the taller towers is bulkier and has a more oppressive negative impact.
- 7.78 View 15 includes the roof of the Grade II Listed Limehouse Town Hall and the tower of St Annes Church by Hawksmoor, a grade I listed building and a borough designated landmark building. The tower is presently silhouetted cleanly against the sky. The proposals will sit in the background at the junction of the Town Hall roof and the tower of St Annes. The development intrudes into this historic setting and is harmful to the historic character of the view. This view the church is protected by Policy D.DH4 of the Local Plan, which requires development to preserve or enhance the prominence of borough-designated landmarks.
- 7.79 Views where there is some impact include 4, 5, 8, 12, 13, 15, 20, 28, 29, 30, 31 and 40. In views 4 and 5, the proposals would be visible in the setting of the tower of London; the impact is greatest in view 4. In view 8, the development will sit between the two towers of tower bridge. However, development at the western end of West India Dock has already had a harmful impact on this view. View 12 is the view down Narrow Street. The North Quay proposals will cause some harm to this view, but this view has also already been compromised by the consented scheme at the western end of West India Dock.

- 7.80 View 13 (from Limehouse Basin) may cause some harm but cumulatively this has already been accepted in a number of cases. View 28, causes some impact with the proposed towers rising above listed houses on Garford Street. These would be slightly visible to the rear of West India Quay in View 29. In View 30, the proposals are seen in conjunction with the grade I Gwilt Warehouses, though when considered in context with the cumulative view, this harm is less apparent.
- 7.81 In View 31 (from the western end of North Quay) cranes on the dockside, which are undesignated heritage assets are silhouetted. The new proposals will completely dominate these dockland features. In View 40 (Poplar High Street East) which is typical of the character of Poplar, this view shows a range of low rise buildings – the proposed scale of North Quay encroaches on this view changing the character of the area.
- 7.82 Several of the view would also impact the strategic skyline of the Canary Wharf Cluster, which is protected by Policy D.DH4 of the Local Plan, including views 23, 24 25, 33, 37, 39, 41 and 44. In these views the proposals either obscure or encroach upon the Canary Wharf skyline, in particular the iconic tower of 1 Canada Square. In some views the indicative scheme is less harmful than that of maximum parameters e.g. view 44, and 25. There would be a neutral impact the other views.
- 7.83 Given the outline nature of the scheme, the impacts of the development on views are difficult to predict. Whilst the proposals include the outline of an indicative scheme this is intended only to give an idea of the way that the volume of development might be accommodated, the maximum parameters allow the flexibility for blocks to be moved, increased in height or have their form altered to make them bulkier or more slender. Whilst this offers the developer maximum flexibility, it also means that the form of the development can vary substantially.
- 7.84 This can be seen when the impacts of the maximum parameters are compared with those of the indicative scheme; the impact on setting is noticeably reduced when the indicative scheme is considered. It is at the reserved matters stage that the bulk and massing of the elements of the scheme together with the architectural treatment will be finalised and it is only then that the exact impacts of the scheme upon the settings of heritage assets will be fully apparent and can be fully assessed and controlled. At this stage there is insufficient detail or certainty about the specific details of the scheme to fully assess the impact of the proposals on views and heritage assets.
- 7.85 The local (and wider) context within which the identified heritage assets are experienced is densely developed and urban in character. The setting of listed buildings and locally listed buildings is limited in extent. The area around the site in general has been subject to significant change since these buildings were built, and it includes post-war, modern and large-scale development, most notably in the form of the tall buildings of Canary Wharf. Similarly, in respect of the conservation areas considered, these are located within a varied urban context that includes substantial post-war and modern development, and the settings of these conservation areas do not contribute to their heritage significance.
- 7.86 In many instances the setting to the historic buildings of South Poplar is one that is multi layered and has built up over time incrementally, an ad hoc arrangement of charm rather than a formal planned setting. They are buildings experienced in the round, in which the backdrop of Canary Wharf is often evident, but beyond the more immediate lower scale development of historic Poplar. This lower scale buffer zone is maintained, development at North Quay will simply bring the existing tall buildings zone closer.
- 7.87 The potential exists for these impacts to be harmful and this is evidenced within some of the TVIA views. However, the volumes can be manipulated and finessed to ensure that harm can be minimised and indeed mitigated by the architectural detail and refinement of the scheme once the details of the scheme become fixed at reserved matters stage. This will require careful management as it will be important to ensure that the massing of the scheme is considered as a whole, rather than as individual plots.

Design Guide Parameters

- 7.88 Whilst the scale and detailed design of the development are reserved matters, the Design Guidelines sets out a series of general points that future development would be expected to abide by. These require the breaking up of development zones and minimum gaps between buildings so that they won't be read as solid walls of development. There would be minimum heights differences between buildings to ensure variations in form and differentiation achieved through setbacks, cladding material and window proportions.
- 7.89 For the 'live/stay' buildings (those that would have predominantly either a residential or hotel/serviced apartment use), there would be a maximum floorplate of 1000sqm GEA to ensure that these would have a slender form. Balconies to these buildings would be fully integrated with the buildings design, though could be projecting, recessed or semi-recessed. All buildings would have a differentiated top, middle and bottom. Roof profiles should be simple, with roof top plant be concealed within enclosures.
- 7.90 Whilst much of this element of the Design Guidelines sets out fairly basic urban design principles, it will nonetheless be a useful tool at reserved matters to ensure that the final design of the buildings are of high quality.



Buildings should read independently to break down the east elevation

Figure 9: Design Guide example

Public Realm and Open Space

- 7.91 The Site Allocation for North Quay requires a minimum of 0.4 hectares of public open space. As noted above, the site is identified in the Local Plan as an area of public open space deficiency.
- 7.92 The Parameter Plans identify a 0.4ha area in the centre of the site, comprising part of the east/west North Quay Way and 'Quay Square', opening out onto the former docks to the south, as the core of the public open space provision (see figure x below). In a maximum ground floor plane scenario, the area of new public open space would be limited to this area, the dockside walkway and landscaping on the Poplar bridge connection. Since North Quay Way would be used as a vehicular access for the site, it is contested whether this ought to count towards public open space for the purposes of the Site Allocation and in a maximum ground plane scenario this central area would feel somewhat constrained. In practice however, it is most likely that all the plots would not be built out to their fullest extent in terms

of width and depth, allowing space unused for development to contribute to public realm. This is seen in the Indicative Scheme.

- 7.93 As well as Quay Square, the Control Documents identify new public realm space along the dock, referred to as 'Quayside', along the Poplar Bridge link, named 'Poplar Plaza' and two smaller squares with development zones NQ.A and NQ.D referred to as 'Dock Square' and 'Garden Square'. The latter two are optional depending on which development scenario is progressed at reserved matters. The scheme also seeks to enhance existing public realm, in particular under the Delta Junction.

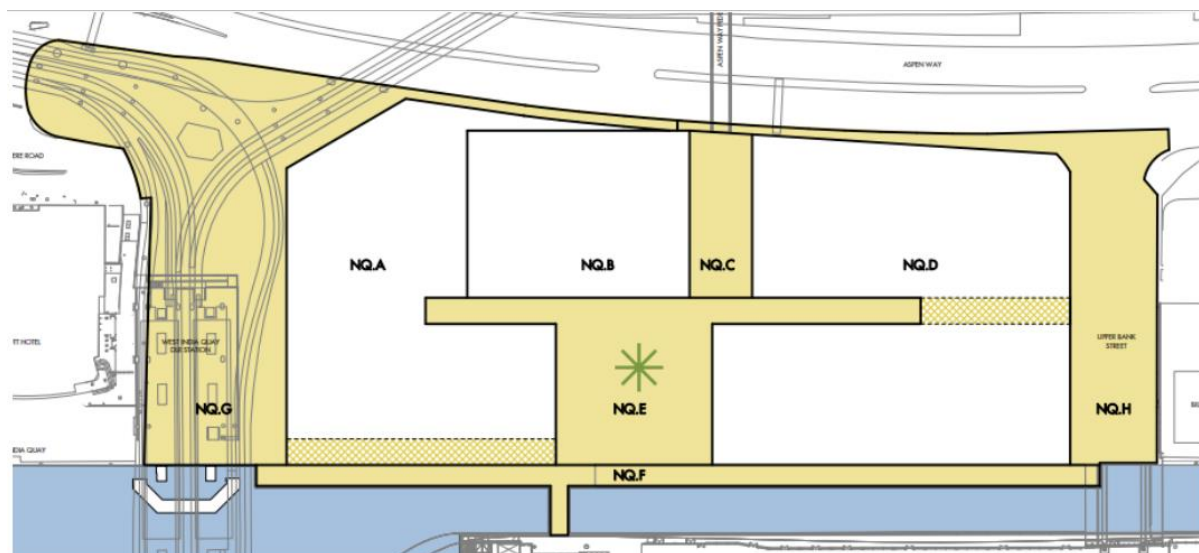


Figure 10: Public open space Parameter Plan (0.4ha minimum marked with a green *

- 7.94 The Design Guide parameters for Quay Square seek to integrate it with surrounding connections and encourage movement between them. Quay Square and the quayside would be designed to be read as one interconnected space. Main entrances and active uses would be encouraged onto Quay Square, along with good lighting and ensuring that landscaping would allow a visible connection between routes. The space would have a minimum width of 45m. The parameters successfully demonstrate that an active public square would be created in line with the Site Allocation requirement, subject to detailed design.
- 7.95 The main focus of Poplar Plaza would be the stepped access to Poplar Footbridge, along with an associated lift access. The steps would be interspersed with open spaces at different levels and it is hoped that retail frontages would open out onto these areas to add activity and interest. The minimum width of 20m in combination with these features, would be sufficient to create a legible and visually attractive connection to the footbridge. For the third new open space, Quayside, the emphasis is on relating the space to the water as well as providing access. There would be a minimum width of 9m at its eastern end, widening to 16m to the west in anticipation of pedestrian flows and visibility from West India Quay DLR. This would be of a sufficient width to provide landscaping and features of interest whilst allowing its primary use for movement. The proposed Design Guideline parameters for this area are acceptable. Both Garden Square and Dock Square, were they to come forward as part of the development, would be more intimate spaces that would provide a valuable contribution to doorstep play spaces for residential components of the scheme.
- 7.96 The Delta Junction is an existing area of publicly accessible space under the DLR viaducts that has no use at present. The constraints in terms of height restrictions and access required to the viaducts for maintenance purposes make this a difficult place to develop. This unused area would be incorporated into the development site, with the Design Guide and

Parameter Plans setting out how it would be turned into active public realm with new soft and hard landscaping and lighting.

- 7.97 The main elements proposed for this space would be an east/west two-way cycle route connecting with Hertsmere Road and play space for older children; a skate park is suggested. A screen of planting would be positioned along the northern edge of the space would seek to reduce noise and air pollution from Aspen Way. The space would be well lit and visible from neighbouring development and seating would be provided. The proposed works are a well-considered effort to bring this area of dead space into a publicly beneficial use and are welcomed as benefit of the scheme. Objections have been raised regarding potential security issues in this location, particularly if a skate park is provided. These concerns are acknowledged. However it is considered preferable that this space be brought into some kind of use rather than left in its current condition. The applicant has undertaken to extend existing Canary Wharf security patrols into the Delta Junction area as part of the development to ensure that any anti-social behaviour is discouraged.
- 7.98 The public realm and open space proposals are well conceived in principle, notwithstanding development scenarios that would minimise the amount of open space being provided. In conjunction with the associated access routes they represent a significant public benefit of the scheme and serve to address this area's current public open space deficiency. Full details of landscaping, lighting, layout, play features, security measures and management would be secured through the S.106 agreement at reserved matters stage and by condition.

Heritage

- 7.99 The Council's statutory duty to consider a proposal's impact on listed buildings and conservation areas is contained in Section 66(1) and Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), which is reflected in central, regional and local policy and guidance.
- 7.100 London Plan Policy HC1 and Tower Hamlets Local Plan Policy S.DH3 require developments affecting heritage assets and their settings to conserve their significance, by being sympathetic to their form, scale, material and architectural detail.
- 7.101 The site is not in a conservation area but contains the Grade I listed Banana Wall. The impact on this structure is assessed below. There are a number of listed buildings, conservation areas and locally listed buildings within the study area around the site. Those closest are located to the west within the West India Conservation Area, and north within St Matthias Conservation Area. There are also many other heritage assets in the wider area around the Site. As noted above, in the TVIA, these are assessed in detail within 1km of the site. Heritage assets beyond the 1km study area include the Maritime Greenwich World Heritage Site some 2.6km to the south. The site, in its existing vacant state, does not contribute to the heritage significance of the identified heritage assets, and detracts from the local context in which those heritage assets closest to the site are experienced.
- 7.102 The heritage asset with the most potential to be impacted is the Grade II* Listed St. Matthias Church. The church itself would not be affected but its setting would be altered, with the proposed development featuring prominently behind it. As this is an outline application only it is not possible to assess the exact impacts of the proposals. It will be essential that the final design detailed at reserved matters stage is carefully considered to ensure that enhancements offered by the proposals can be maximised and any potential harm can be mitigated as far as possible. Given the broad range of the scheme's parameters however, it remains possible that the impact on St. Matthias Church would amount to *less than substantial harm*.
- 7.103 The relevant paragraphs of the NPPF (2021) relating to how to assess the impacts of development on heritage assets have been copied out below. They stipulate that the decision maker must assess and apportion weight to any potential harm to the significance of a heritage asset.

- 7.104 Paragraph 193: When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 7.105 Paragraph 194: Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
- 7.106 Paragraph 196: Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 7.107 As set out above, the potential impact on St. Matthias Church could amount to less than substantial harm, which in accordance with paragraph 196 of the NPPF should be given great weight. Given the benefits of the proposal in terms of employment generation, the delivery of affordable housing and new publicly accessible spaces and routes, the benefits are considered to outweigh the potential impacts identified. It will be essential that the final design detailed at reserved matters stage is carefully considered to ensure that enhancements offered by the proposals can be maximised and any potential harm can be mitigated as far as possible.

Works to the Banana Wall (Grade I Listed)

- 7.108 The application includes works to protect the Banana Wall, a (Grade I Listed Structure) subsurface dock wall associated with the historic docks. Listed Building Consent ('LBC') was previously granted for the necessary stabilisation works to protect the wall and allow demolition of the false quay (application ref: PA/03/00380). This application has been partially implemented with demolition works undertaken to the false quay. Planning permission exists for the redevelopment of the Site above the wall (application ref: PA/03/00379), and this too has been partially implemented.
- 7.109 The Listed Building Consent application accompanying this application is for the same stabilisation and demolition works as set out and approved in these applications. The application documents note that the proposed development comprises a number of tall buildings over a basement, which will span over the Banana Wall with piles on either side of the wall providing support to the new structures. The new structures will leave a void or compressible material above to avoid permanent loading of the wall. The adjacent existing false quay deck will be removed. It also notes that the approach to the design and sequence of works is being developed to avoid structural intervention of the historic banana wall and to avoid changing the permanent loading condition of the wall.
- 7.110 A secant pile wall is to be installed behind the Banana Wall to allow excavation of proposed basements. The excavation of the basement would induce ground movements affecting the listed Dock wall, as such any necessary stabilisation works would be undertaken to ensure movements are within satisfactory limits. Remedial works to the listed Dock wall will also be undertaken if required. Overall these works are considered acceptable.
- 7.111 The application documents document sets out the typical outline construction sequence for the substructure works and notes that the sequence is indicative and will be developed further during detailed design stages. This detail should be secured by condition, along with a Method Statement for the works and a strategy for remedial measures. The documents also reference surveys of parts of the wall undertaken in 1988, and in 2002, this is some time ago and so an updated condition survey should be secured by condition.

Archaeology

- 7.112 The site lies within the Isle of Dogs Tier 3 Lea Valley Archaeological Priority Area associated with paleo-environmental evidence for past wetland and riverine environments and potential for prehistoric remains. It was also an extensive area of historic industry and trade in the 19th and 20th centuries.

- 7.113 Historic England advise that the development could cause harm to archaeological and built heritage remains. The area has produced finds before, including a Neolithic burial, and this archaeology would be impacted by the piling and creation of basements. They note that in addition to early remains, there is also potential for archaeological evidence of the mediaeval and post-mediaeval management and reclamation of Poplar marshes, and that the scheme also has the potential to affect archaeological remains of the West India Docks including warehouses and quayside structures from the early nineteenth century, as well as evidence of the docks' construction and development.
- 7.114 The addition of the conditions recommended by Historic England, for a Stage One Written Scheme of Investigation for archaeology and a scheme of permanent heritage interpretation and display, are supported.

Neighbour Amenity

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

Privacy & Outlook

- 7.116 The proposed buildings are located at sufficient distance from existing residential buildings that there would be no significant impact on privacy or outlook.

Daylight, Sunlight & Overshadowing

- 7.117 Guidance relating to daylight and sunlight is contained in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight' (2011).
- 7.118 To calculate daylight to neighbouring properties, the BRE guidelines, referenced in the Council's Local Plan policies, emphasise that vertical sky component (VSC) is the primary assessment together with the no sky line (NSL) assessment where internal room layouts are known or can reasonably be assumed. For sunlight, applicants should calculate the annual probable sunlight hours (APSH) to windows of main habitable rooms of neighbouring properties that face within 90° of due south and are likely to have their sunlight reduced by the development massing. For Sun Hours on Ground (SHoG) assessment, the requirement is that a garden or amenity area with a requirement for sunlight should have at least 50% of its area receiving 2 hours of sunlight on 21st March.

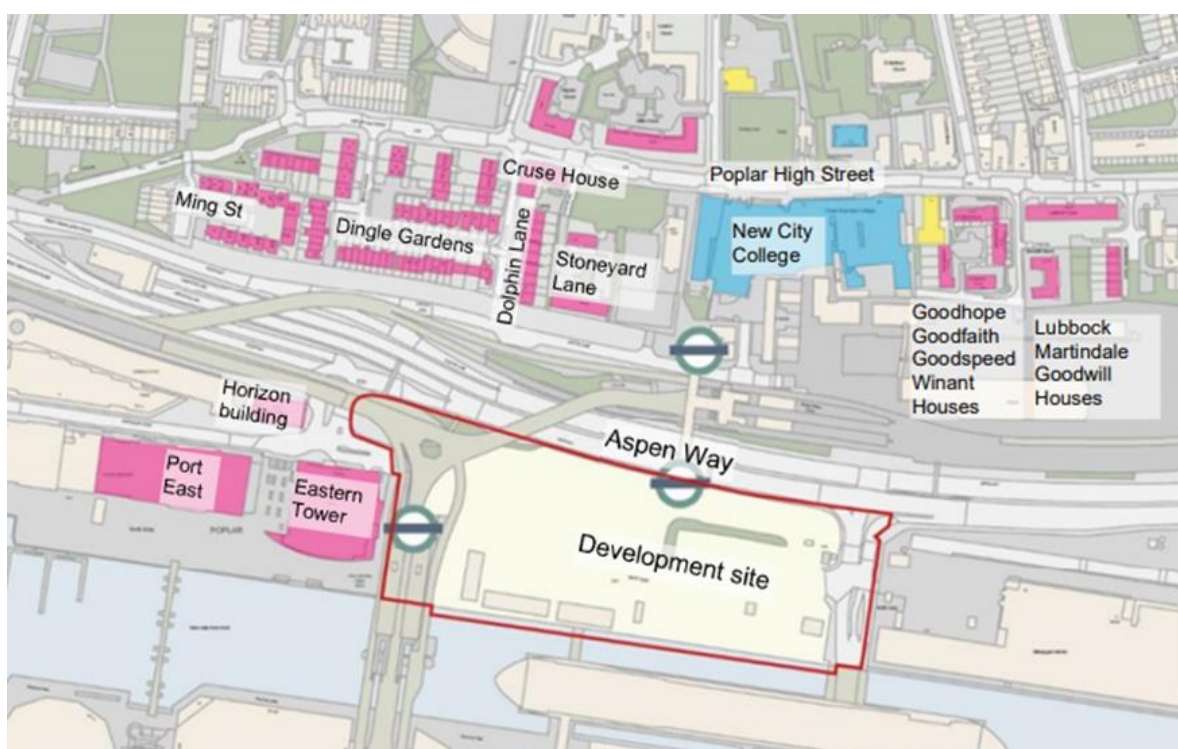


Figure 11: Daylight, sunlight and overshadowing sensitive receptors (purple represents assessed residential properties)

7.119 The ES has assessed the likely significant impact of the proposal on the daylight and sunlight on surrounding residential properties (sensitive receptors) identified in Figure 11 above. Assessments have been made on the basis of a 'worst case' maximum scheme, the indicative scheme and in comparison with the extant 2007 permission.

7.120 There is no industry-standard categorisation for impacts that exceed BRE guidelines. However, for VSC, NSL and ASPH, the Council consistently uses the following categories:

- Reduction less than 20% - Negligible
- Reduction of 20% - 29.9% - Minor adverse
- Reduction of 30% - 39.9% - Moderate adverse
- Reduction greater than 40% - Major adverse

7.121 The ES adopts the above significance criteria for VSC, NSL and ASPH assessment and also adopts them for its SHoG assessment. However, where defining a 'minor adverse' effect for daylight only, the following criteria has been used:

- Despite small VSC alterations to the windows serving the room, the NSL alteration to the room is fully BRE compliant; or
- Despite small absolute VSC alterations to the windows serving the room, the NSL alteration to the room is fully BRE compliant; or
- Despite NSL alterations to the room, the VSC alteration to all windows serving the room is fully BRE compliant or at least 20% VSC is retained by the main window/s.

7.122 Daylight effects considered to be 'moderate' or 'major' in scale are determined using professional judgement. The ES assumes that a significant effect is either 'moderate adverse' or 'major adverse' in scale (i.e. 'negligible' or 'minor adverse' effects are considered not to significant in EIA terms). In addition, the ES identifies a reasonable alternative target VSC value of "the mid-teens."

7.123 A daylight/sunlight assessment has been undertaken in support of the application. This sets out details of the impact of both the maximum parameter and indicative schemes, as well as a comparison with the 2007 extant permission. The assessment has been reviewed on behalf of the Council by BRE.

Daylight and sunlight summary

7.124 A summary of the results of the impacts under the maximum parameter scheme is set out below

	Daylight Vertical Sky Component test	Daylight – No Sky Line test	Sunlight- Annual Probable Sunlight Hours test	
	No. of windows/rooms tested		No. of rooms tested	
	2875	1214	Annual	Winter
			1115	1115
Negligible	1989	1095	983	868
Minor adverse	244	76	10	1
Moderate adverse	88	28	20	4
Major adverse	554	15	102	2425

Table 4: Daylight and sunlight summary – maximum parameter

Daylight – likely significant effects

7.125 The following properties were assessed as having only a negligible or minor impact in terms of daylight; Good Faith House, Good Hope House, Good Will House, Little Matthias Pre-school, Lubbock House, Martindale House, Ming Street, 26-36, 40-50, 54-64, 74, 130 Poplar High Street, Port East Apartments, Wigram House, Willis House and Winant House. More significant impacts are set out below.

Cruse House - 'moderate adverse.'

7.126 A block of flats on Poplar High Street facing towards the development site. 27 windows would be adversely affected, with a major loss to 10 of them. The worse affected ones would be below overhanging balconies. The applicant has not undertaken a 'no balcony' assessment to establish the extent to which this is a factor in the poor daylight results.

33, 37 and 38 Dingle Gardens – 'moderate adverse'

7.127 Part of a terrace of housing immediately to the north of the DLR line and Aspen Way. The daylight assessment considers that there would be a minor impact for the terrace as a whole. The Council's BRE review notes that there could be a moderate impact on the three houses closest to the site as there would be adverse impacts on all facing windows for both VSC and NSL above or around 30%.

Eastern Tower, West India Quay – 'moderate adverse'

7.128 This block is directly to the west of the site and contains residential flats from the 13th storey upwards (the hotel on the lower floors has not been assessed). There would be loss of light to windows on the east elevation. The living areas that would be affected are dual aspect and so the loss of light would be mitigated. There are however 18 bedrooms which are served solely by windows on the east elevation. The loss of light to these windows only would be moderate.

Horizon Building – 'moderate adverse'

7.129 A residential tower block to the west of the site. All windows of the east side of the building would be affected, many serving living rooms or bedrooms. The main windows would have a 20-30% loss and an assessment of a moderate impact is supported.

New City College – 'moderate adverse'

7.130 There would be loss of VSC to 97 south facing windows, with a major impact on a small number of them. Overall the impact would be moderate adverse.

Stoneyard Lane – 'major adverse'

7.131 South facing windows to the two blocks of flats in this location would be affected. With regard to 1-8 Stoneyard Lane, the presence of overhanging balconies exacerbates the impact to several windows, though it is noted that windows without overhanging balconies would still be below BRE guidelines. As windows would fail both the VSC and NSL tests, the impact is considered to be moderate adverse to this block.

7.132 9-24 Stoneyard Lane would be much more severely affected. There would be major loss of light to all south facing windows of up to 66% VSC. 34 rooms would be below daylight distribution guidelines, with some having reductions of more than half. This is the sole major adverse daylight impact arising from the proposed development.

Sunlight – likely significant effects

7.133 The following properties were assessed as having only a negligible or minor impact in terms of sunlight; Dingle Gardens, 5-9 Dolphin Lane, Good Will House, Martindale House, Ming Street, Poplar High Street, New City College, Winant House, Wigram House, Willis House, Good Speed House and Good Hope House. More significant impacts are set out below.

Cruse House - 'moderate adverse.'

7.134 17 rooms would be below annual sunlight guidelines and 11 would be below winter guidelines, with some major losses. As with the impact on this building for daylight, loss of sunlight appears to a large degree to be the result of existing overhanging balconies.

Good Faith House – ‘moderate adverse’

7.135 There would be loss of winter sunlight to three rooms of between 42% and 60% to this block behind Poplar High Street.

Eastern Tower – ‘moderate adverse’.

7.136 16 living areas would lose up to half their existing annual probable sunlit hours, though retained levels would be only marginally below the target values of 25% APSH.

1-17 Dolphin Lane – ‘moderate to major adverse’.

7.137 This is a terrace of housing to the north of Aspen Way and perpendicular to the site. As noted above, this orientation means that there would be a limited impact on daylight. In sunlight terms however the impact would be much greater. There would be a major impact on the two houses closest to the site, with annual losses of sunlight below guidelines and winter sunlight severely reduced or removed. There would be a moderate impact to nos. 1, 3, 11 and 13 further north and a minor impact to 7 and 9.

Port East Apartments – ‘major adverse’

7.138 A large residential tower to the west of the site. 23 windows would be affected, with up to half of annual sunlight lost. The impact has been assessed on the assumption that the affected windows are to living rooms.

Overshadowing

7.139 As well as the impacts set out above, there would be significant overshadowing to a number of gardens to homes on the north side of Aspen Way. There would be a moderate impact to the gardens of 32c Ming Street, 48 and 49 Dingle Gardens and 4 Dolphin Lane. No. 34c Ming Street and nos. 1, 3, 13 and 15 Dolphin Lane would be subject to major losses of sunlight to their rear gardens (sunlight to the houses themselves would also be severely affected as set out above). For the latter two properties, the area of garden receiving 2 or more hours of sunlight on 21st of March would be reduced from 100% to 34%. Apart from these 9 private gardens, there are no areas of public parks or amenity space that would be significantly affected.

Summary and comparison with indicative and extant schemes

7.140 The results for the maximum parameter scheme show that there would be wide ranging impacts on daylight and sunlight, both to residential towers to the west of the site and to the lower rise blocks of flats and terraced housing to the north of Aspen Way in Poplar. Given the limit of the maximum floorspace set out in the application, it would not be possible to build out every plot in the scheme to its greatest extent and so the daylight/sunlight results for the indicative scheme may be a better guide as to the likely impact. The results for the indicative scheme show that there would be a similar or slightly improved impact compared to the maximum parameter but that there would still be moderate to major impacts on eastern Tower, the Horizon Building and in particular to Stoneyard Lane. The gaps between buildings in the indicative scheme would ensure that more sunlight penetrated through, with 4 instead of 9 residential gardens failing the overshadowing tests. With regard to the comparison with the extant permission, there would be a greater impact from the maximum parameter scheme for the majority of affected properties.

7.141 Overall there would be significant, including major, impacts on several residential properties from loss of both daylight and sunlight. In maximum development scenarios this could exceed the impact on some neighbouring properties that would arise from the extant permission. The impact on neighbour amenity from daylight/sunlight will need to be weighed against other benefits of the scheme. A requirement for further daylight/sunlight

assessments to accompany each reserved matters application would be secured by condition to ensure that the impact is considered in the detailed design and reduced where possible.

Solar Glare

- 7.142 Given the scale of the proposed buildings, solar glare has been identified in the ES as potentially harmful to neighbouring residents. Mitigation measures would need to be incorporated at reserved matters stage where necessary subject to an assessment of the impact of the detailed design. These measures could include orientation of buildings, reduction of reflective materials and cladding, and placement of trees.

Noise and disturbance

- 7.143 Concerns have been raised by objectors to the proposed uses and the potential for noise and anti-social behaviour to impact residents beyond the site. As noted above, the site is in a Metropolitan Centre location where a degree of noise and activity would be expected. The site is 'partitioned' from the nearest existing residential properties by roads and railways that provide a buffer and themselves generate a degree of noise. Notwithstanding the scale of leisure and night time uses, it is not considered that the development would cause unreasonable disturbance to neighbours.

- 7.144 The landscaping and prospective skate park in the area under the Delta Junction has been identified by some objectors for disturbance and anti-social behaviour. This is a difficult area to develop with an active use given the constraints posed by the intersecting DLR viaducts. The space is currently unused and the proposed landscaping, cycling/pedestrian routes and play equipment would at least provide some activity and interest. This part of the site is overlooked from both the Marriot Hotel and the Port East Apartments, which would provide some natural surveillance. Canary Wharf Group has undertaken to expand existing security patrols into this area as part of the management of the scheme. Full details of security measures and management of open spaces would be secured by condition.

Construction Impacts

- 7.145 The Council's Code of Construction Practice Guidance require major developments to operate a Construction Environmental Management Plan (CEMP) that outlines how environmental, traffic and amenity impacts attributed to construction traffic will be minimised. The application is supported by a Framework Construction Environmental Management Plan.

- 7.146 The ES assumes that several measures are in place to manage potential environmental effects associated with demolition and construction (including a CEMP). It is therefore recommended that planning conditions secure the implementation of an approved detailed CEMP and Construction Management Plan and that a planning obligation secures compliance with the Considerate Contractor Scheme.

- 7.147 The Council's recently adopted Planning Obligations SPD seeks a contribution of £1 per square metre of development or £100 per residential unit towards Development Co-ordination and Integration. This would assist the Council in managing construction activity both on-site and within the surrounding streets and spaces proactively and strategically across the borough. For any maximum parameter scheme the contribution would be £355,000. However, the applicant has offered a maximum of £100,000. This unwillingness to meet standard Council S.106 contributions to off-set impacts arising from the scheme is disappointing. The contribution would be secured through the S.106 agreement.

Transport

- 7.148 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. As described

under Site and Surroundings, the site has a PTAL rating of 5-6a ('excellent') and is well connected with surrounding services.

Vehicular, pedestrian and cycle access

- 7.149 There is currently no public access to the site. Pedestrians using the Poplar DLR / Aspen Way bridge must skirt around North Quay in order to access Canary Wharf and locations beyond. The Local Plan Site Allocation for North Quay requires that development on the site improve connectivity, including a north/south connection between Poplar Bridge and the Canary Wharf Crossrail station and a dockside route along the southern edge of the site.
- 7.150 In all development scenarios the north/south route, connecting Poplar Bridge to the Crossrail pedestrian bridge via the central North Quay Square, would be provided. A two-way cycle route would be provided along Aspen Way and the existing pedestrian deck over the dock would be extended eastwards to meet Upper Bank Street. The indicative scheme also features an east/west route through the centre of the site, named as North Quay Way in the Design Guide, linking Upper Bank Street to Hertsmere Road. This would be open to vehicular traffic as well as pedestrians and cyclists. However, amendments to the scheme introduced this year would allow plots NQ.A1 and NQ.A4 to come forward as a single building, blocking off the western end of North Quay Way.
- 7.151 The north/south connection would successfully fulfil the requirements of the Site Allocation through to reserved matters. The indicative plans show how the change in level from the Poplar footbridge to the centre of the site could be handled, with a series of steps and lifts interspersed with landscaping. The openness of the proposed North Quay Square would enable the Crossrail footbridge the Poplar Bridge to be mutually visible, ensuring this would be a legible pedestrian route across the site. Linked to this, the applicant would set aside £250,000 for improvements to the Poplar Footbridge itself and access to it, secured through the S.106 agreement. This would improve connections with Poplar and beyond, in line with another objective for this site.
- 7.152 Likewise the dockside walkway would enable access to the waterside in line with ambitions for the site and more widely across Canary Wharf. If the southern blocks of the site were developed to their maximum parameters the dockside route would be reduced to a relatively narrow strip, though the indicative scheme allows for a greater width. The setback would not be as generous as that in front of the Marriott Hotel and converted warehouses to the west on the other side of the DLR station. Nevertheless, both the dockside access and the north/south route with its attendant improvements to the footbridge represent significant public benefits from the scheme.
- 7.153 The east/west cycling and pedestrian route along the northern edge of the site also has the potential to add to connectivity, particularly for cyclists, linking the existing CS3 cycle superhighway to the west of the site with Upper Bank Street, and its access to Canary Wharf. Given that existing cycling access to Canary Wharf is poor, the current application represents an opportunity to improve this situation. An indicative diagram has been provided showing how this track would be delivered, which varies in width along its route. A particular constraint would be where it passes through the Delta Junction and has to pass between the pillars supporting the DLR Viaduct. The Council's Highways officers have suggested that the width of this track should be of an increased width of 4m. However, the applicant has maintained that the indicative width would be in line with Department for Transport guidelines. Full details of this route would need to be secured at reserved matters stage to ensure that cycling capacity would be maximised.
- 7.154 The indicative scheme offers an east/west spine route through the centre of the site, referred to as North Quay Way. This would greatly contribute to pedestrian and cyclist permeability, allowing access to the site itself and connections to the Poplar footbridge, the quayside and access to the Crossrail station. This spine route is sought in the South Poplar masterplan SPD policies for the site.
- 7.155 Amendments to the Parameter Plans received in April introduce a scenario where the western end of North Quay Way can be blocked by development. This would reduce the permeability of the site and require cyclists arriving from the west to take an indirect route

along the northern edge of the site and back into the site via Upper Bank Street. Cyclists would naturally seek access via the quayside route, which would create conflict with the heavy flow of pedestrians expected in this location. The severing of North Quay Way would physically detach the Delta Junction area from the main part of the site and the consequent reduction in footfall and legibility would create difficulties in making this area into useful open space, and consequently less a desirable play space for older children. As noted in the consultation responses above, TfL consider that this route 'represents a large part of the public benefits the development of the North Quay site would deliver'.

- 7.156 LBTH highways officers have sought improvements to Upper Bank Street in association with the development of the site to better connect it with the surrounding road network and to allow access into Canary Wharf via Upper Bank Street. It is suggested that a security booth be relocated to allow for cyclists to turn right out of North Quay Way and access Canary Wharf. The applicant has responded on this point setting out the difficulty of moving the booth and the need to maintain access rights to the Billingsgate Market site to the east. A Toucan crossing would be created on this street in anticipation of a cycling link with the Billingsgate Market site; whilst the dockside pedestrian route could be continued eastwards under Upper Bank Street also. Full details of works to Upper Bank Street would be secured at reserved matters.
- 7.157 Almost all the servicing access to the site would be via the basement car park, accessed in the Indicative Scheme via Hertsmere Road. Vehicular access would be allowed to North Quay Way for a small number of ad-hoc deliveries, blue badge parking for commercial units and collections/drop offs. Whilst it would be preferable to this to be an entirely traffic free route, it is accepted that a small amount of vehicle movements would be managed without undue conflict with pedestrians and cyclists.
- 7.158 The access and servicing arrangement for the site would be satisfactory in the Indicative Scheme subject to detailed design resolving matters such as the intersection with Upper Bank Street and how the cycle route through the Delta Junction would be managed. Improved connectivity would represent a very significant public benefit of the scheme. Scenarios with the west end of North Quay blocked by development would offer a poorer level of connectivity and accessibility and would not realise the site's full potential in this regard. Conditions will need to secure detailed design of accesses and the management of North Quay Way. An indicative phasing plan have been provided that suggests the north/south pedestrian route across the site could be secured at an early stage. Full details would be secured at reserved matters stage.

Car Parking

- 7.159 London Plan Policy T6.1 requires residential developments with PTAL 6 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. 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.
- 7.160 No non-blue badge parking would be provided in line with policy D.TR3. The applicant has undertaken to provide blue badge parking for 3% of the residential units within the basement car park. However, there would be no provision for additional spaces equivalent to 7% of the units if these are needed. The scheme would therefore be contrary to policy in this respect. The applicant has argued that it would be very difficult to provide additional disabled parking on-street parking due to the nature of surrounding streets and the high provision of step free access to public transport and so the additional 7% requirement should be waived. This has been accepted by TfL. In a maximum residential scenario, it is anticipated that some space may become available at basement level so that some of the additional 7% could be provided. This should be explored through a Parking Management Plan, secured by condition, and through the reserved matters applications as they progress. The Blue Badge parking for the commercial uses, at one space per building, is also considered to be too low and the Parking Management Plan should have a mechanism for providing more if required.

All of the Blue Badge parking would have active Electric Vehicle Charging Points (EVCP), exceeding policy.

- 7.161 On balance, the proposed car parking arrangements are acceptable subject to conditions and a S.106 planning obligation to secure residential units as car free.

Cycle Parking and Facilities

- 7.162 The applicant has undertaken to provide long stay cycle parking in line with the minimum standards set out in London Plan Policy T5 (Cycling). The indicative scheme shows most of the cycle parking in the basement accessed via lifts. The Design Guide commits to providing shower and changing facilities for commercial uses, though it is silent on whether space for large bikes and accessible spaces would be provided. The approach is acceptable in principle, though details would need to be secured by condition for a proportion of accessible cycle spaces and to ensure that access lift were of a sufficient size and capacity.
- 7.163 Short stay cycle parking would be initially below policy requirements for the retail units. The applicant argues in their submission that there would be a high number of linked trips for retail and that an unnecessarily high number of cycle stands would be detrimental to the public realm within the development. This is acceptable subject to a mechanism in the Travel Plan to ensure that additional stands are introduced if there is demand for them.
- 7.164 A financial contribution, secured through the S.106 agreement, would fund the creation of a new cycle hire docking station.

Deliveries & Servicing

- 7.165 The Transport Assessment confirms that there would be sufficient space for the required loading bays even in a maximum trips scenario. There would be some use of North Quay Way for servicing, which would need to be managed. Swept path analyses have been provided for refuse trucks and other servicing vehicles that would access the site, though articulated lorries would need to be excluded. Full details would be secured in Delivery and Servicing Plans for each phase.

Trip generation

- 7.166 The Transport Assessment includes trip generation forecasts for several different scenarios possible under the outline permission, including a worst case for maximum public transport and highways trips. This is acceptable. The forecast mode share exceeds Policy targets for 95% of trips to be undertaken by sustainable modes. To support achieving these goals, framework travel plans for the residential and commercial components have been submitted in support of the application. Detailed Travel Plans would be secured by condition.

Environment, health and sustainability

Environmental Impact Assessment

- 7.167 The planning application represents Environmental Impact Assessment (EIA) development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) and is accompanied by an Environmental Statement (ES) co-ordinated by Trium.
- 7.168 Regulation 3 prohibits the council from granting planning permission without consideration of the '*environmental information*' that comprises the ES, including any further information submitted following request(s) under Regulation 25 and any other information, any representations made by consultation bodies or by any other person about the environmental effects of the development.

- 7.169 The Council issued an EIA Scoping Opinion on 07/02/2020. The submitted Environmental Statement (ES) accords with this Opinion and assesses the environmental impacts of the development under the following topics:
- Socio-economics
 - Transport and accessibility
 - Noise and vibration
 - Air Quality
 - Greenhouse Gas Emissions
 - Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution
 - Wind Microclimate
 - Water Resources and Flood Risks
 - Townscape, Visual Impact and Built Heritage
 - Climate Change
 - Effect interactions
 - Likely Significant Effects
- 7.170 Given the variability of the final development, the ES has tested several development scenarios: 1) The Maximum Development Scenario, 2) The Maximum Population Generating Scenario, 3) the Maximum Transport Generating Scenario, 4) an Enabling and Construction Scenario, 5) the indicative Scheme, 6) the Maximum Residential and Minimum Employment Scenario, 7) Minimum Residential and Maximum Employment and 8) Maximum Parameters and Design Guidelines. The adverse impacts identified are based on worst case outcomes.
- 7.171 The Council appointed Temple Group Consulting to independently examine the ES, to prepare an Interim Review Report (IRR) and to confirm whether the ES satisfies the Regulations. This is supported by reviews by the authority's internal environmental specialists. The IRR dated 25 September 2020 identified clarifications and potential '*further information*' required under Regulation 25.
- 7.172 In response to the IRR, the applicant submitted an Interim Review Response document dated 29th October 2020. On 26th November 2020, Temple issued a Final Review Report (FRR) that took account of the applicant's document identified clarifications and '*further information*' required under Regulation 25 in relation to Built Heritage and Wind Microclimate.
- 7.173 In April 2021, the applicant submitted an ES Addendum and updated Non-Technical Summary (NTS) of the ES. The Addendum assesses design amendments to the scheme, principally the reduction in maximum heights for part of the scheme, the blocking of the east-west central route through the site in some development scenarios and the reduction in maximum floorspace for some land uses.
- 7.174 The ES addendum was reviewed by Temple, with an Interim Review Report dated 18th May 2021 prepared. Trium Environmental Consulting Ltd provided a response on 27th May 2021 on behalf of the applicant. A Final Review of these responses was provided by Temple dated 11th June 2021.
- 7.175 The ES has informed the planning assessment and relevant issues are discussed in the body of this report and adverse and beneficial environmental effects have been identified. If planning permission was to be granted mitigation measures could be secured by planning conditions and/or planning obligations as appropriate except where considered unsurmountable.

Health Impact Assessment

- 7.176 The Health Impact Assessment (HIA) supporting the application has been assessed by the Council's HIA officer and is acceptable for this stage of the development. is based on the indicative scheme and will need to be revised when more details are available at reserved matters. The applicant carried out two consultation exercises which have identified a number of issues: public space and green space; homes; jobs for local people; social infrastructure and connections to Poplar, land use mix and routes and connections. Baseline assessment confirmed some of the concerns over lack of green and open space and the design has

considered the need to maximise quality open space for a range of ages. The reserved matters iteration of the HIA should include further public consultation to reassess detailed design and management features of the scheme and an identification of the vulnerable population and how their needs have been considered and addressed. This would be secured by condition.

Energy & Environmental Sustainability

- 7.177 Local Plan Policy D.ES7 requires developments (2019-2031) to achieve the following improvements on the 2013 Building Regulations for both residential and non-residential uses: Zero carbon (to be achieved through a minimum 45% reduction in regulated carbon dioxide emissions on-site and the remaining regulated carbon dioxide emissions to 100% - to be off-set through a cash in lieu contribution).
- 7.178 The principal target is to achieve a reduction in regulated CO2 emissions in line with the LBTH Local Plan that requires all residential development to achieve the 'Zero Carbon' standard with a minimum 45% CO2 emission improvement over Part L 2013 Building Regulations. This exceeds Policy 5.2 of the London Plan that requires the 'lean', 'clean' and 'green' stages of the Mayor of London's Energy Hierarchy to be followed to achieve a 'Zero Carbon' Standard targeting a minimum onsite reduction of 35%. All surplus regulated CO2 emissions must be offset at a rate of £95 for every ton of CO2 emitted per year over a minimum period of 30 years.
- 7.179 The Energy Statement provided with the outline application sets out a framework that could be applied to any permutation of the scheme that could be brought forward at Reserved Matters stage. The Indicative Scheme has been used to create a worked up example of how these principles could be applied.
- 7.180 The Energy Strategy for the Indicative Scheme sets out the proposals to reduce energy demand through energy efficiency measures, a heat pump ambient loop heat network system and renewable energy technologies (including Photovoltaic arrays and deliver the following CO2 emissions: • Baseline resi – 674 tonnes CO2 per annum • Proposed resi – 314 tonnes CO2 per annum • Baseline non-resi – 2,443 tonnes CO2 per annum • Proposed non-resi – 1,292 tonnes CO2 per annum • Site Wide Baseline – 3,117 tonnes CO2 per annum • Site Wide Proposed Emissions – 1,606 tonnes CO2 per annum The proposals are for a 1,511 tonnes/CO2 reduction in on-site emissions and would result in a carbon offsetting contribution of £4,577,100 to offset the remaining £1,606 tonnes CO2 and achieve net zero carbon.
- 7.181 This calculation has been based on the SAP10 carbon factors and using the recommended GLA carbon price of £95 per tonne for a 30 year period. The total on-site site wide CO2 emission reduction is anticipated to be 48% against the building regulation baseline utilising the SAP10 carbon factors. The applicant has suggested they will investigate the feasibility of adding Heat Recovery from Foul Drainage Waste within each reserved matters application. This is welcomed and should be reviewed for each reserved matters application to ensure that on-site carbon reduction measures are integrated. The carbon offsetting clauses should also reflect any future carbon emissions reductions above what is being secured within the approved Energy Strategy.
- 7.182 The applicant has provided a commitment that the development is designed to allow future connection to a district heating network. Drawings demonstrating how the site is to be futureproofed for a connection to a district heating network have been provided. This is supported and in compliance policies requirements to facilitate a connection in the future.
- 7.183 As ASHP and PV are proposed, an electrical based system would be used that can take advantage of the decarbonised grid in the future. In general, the principles of the energy strategy proposals are supported. The proposals are considered to be in accordance with both local and regional energy and carbon emission reduction policy requirements. As the detail of the Energy Strategy only relate to the indicative scheme, a condition would need to ensure that the overarching principles apply to all possible permutations of the scheme to ensure that similar carbon reductions are achieved in accordance with policy requirements, with a flexible S.106 to capture carbon off-setting contributions.

7.184 It should also be recognised that there is a greater focus on carbon emissions across the Borough following the LBTH Climate Emergency declaration in 2019. For 2020/2021, Climate Change is one of the Mayors top priorities and in April 2020 the Council adopted its net zero carbon plan. Carbon emissions and how development schemes are responding to the LBTH climate emergency are likely to be key considerations at strategic decisions making meetings moving forward. It is therefore essential that all development schemes play their part in delivering as close to zero carbon on-site to minimise future retrofit requirements and meet the on-site zero carbon requirements of the Climate Change Act. In the context of the proposed development the applicant has specific published aspirations and goals to deliver carbon emission reductions for the whole of Canary Wharf (existing and proposed schemes). The Energy Strategy for North Quay is in accordance with Canary Wharf Science Based Targets (SBT), and in compliance with their strategy for reducing Scope 1, 2 and 3 GHG emissions by 65% by 2030.

7.185 Policy D.ES7 also requires that the development meet or exceed BREEAM 'excellent' rating'. The submitted Sustainability Statement identifies that the scheme is targeting a BREEAM excellent rating for all non-residential uses. BREEAM pre-assessments should form part of the reserved matters applications and demonstrate the scheme is designed to achieve a BREEAM Excellent rating.

7.186 In summary, the proposals as set out in the indicative scheme exceed the Local Plan target for anticipated on-site carbon emission reductions and are proposing a 48% reduction compared to the baseline. A carbon off-setting contribution of £4,577,100 would be required to deliver a policy compliant net zero carbon development. The S.106 would secure this amount, with clauses to allow the actual figure to be amended to accommodate the detail of the scheme at Reserved Matters and the incorporation of further on-site measures as the detailed design is progressed. Conditions would also secure BREEAM Excellent, a Zero-carbon futureproofing statement and the implementation of the Outline Energy Strategy, including a minimum 48% carbon reduction compared to the baseline.

Likely significant Carbon Greenhouse Gas environmental effects.

7.187 All greenhouse gas emissions are described as significant in accordance with the relevant guidance for the assessment of greenhouses gases as part of the Environmental Impact Assessment process. The ES identifies a number of proposed mitigation measures for the both the construction phase and operational phase, including cycle parking, Electric Vehicle Charging Points, car parking restrictions, Travel Plan, the proposed measures in the Energy Strategy, carbon offsetting, and BREEAM 'excellent' standard for proposed non-residential space. These are discussed in more detail in other sections of this report.

Overheating

7.188 Local Plan Policy D.ES10 requires new development to ensure that buildings (both internally and externally) and the spaces around them are designed to avoid overheating and excessive heat generation, while minimising the need for internal air conditioning systems.

7.189 Measures to address overheating are generally addressed through the detailed design of buildings, which in this case would take place at reserved matters stage. The applicant has committed through the Environmental Statement to ensure that overheating is not exclusively controlled through opening windows. A study on the internal acoustic conditions, ventilation and overheating will be required with the detailed design of the residential buildings at the reserved matters stage.

Waste

7.190 The application is supported by a Site Waste Management Plan. This has been reviewed and is considered acceptable for outline stage. The applicant has committed to design the scheme to allow LBTH collection vehicles to be used for all waste and recycling. The volume of waste storage would be in line with Local Plan guidelines, and the development of a storage and collection system that does not rely on traditional euro style bins is welcomed. Full details would be secured by condition and at reserved matters stage.

7.191 The generation of waste during the construction process would be address through the CEMP. The applicant has committed to joining the Considerate Constructors' Scheme, which would be secured through the S.106 agreement.

Biodiversity

7.192 D.OWS4 (Waster spaces) of the Local Plan sets out policy for development on or adjacent to the borough's water spaces, which includes the West India Docks. Development must not result in the loss or covering up of water space unless it is for a water dependent or water related use. The construction of the deck and walkway along the southern edge of the site would cover over approximately 895sqm of open water. No justification has been presented for this aspect of the scheme being required for water dependent or water related uses, and it is evident that its purpose is solely to expand the developable area of the site. The application is therefore contrary to policy D.OWS4.

7.193 The extant permission (PA/0300379) includes the building over of the dock to a similar extent and part of the construction of the deck has already been taken place in connection with the implementation of that consent. The works to complete the deck could be undertaken regardless of whether the current application receives planning permission. Given this fallback position the building over of the dock cannot be resisted despite it being contrary to current policy, though it should be acknowledged as a harmful element of the scheme.

7.194 The applicant has sought to mitigate the harm arising from the encroachment on the dock and its corresponding SINC by providing habitat enhancements. These include a fish wall, with spawning bushes and submerged planters, along the length of the site frontage. As noted by the Council's Biodiversity Officer, this should be a minimum of 230m in length and include mixed native wetland vegetation and/or common reed. Given that loss of open water cannot be resisted, these mitigation measures are considered acceptable and full details would be secured by condition. The risk of construction work introducing invasive non-native species to the dock is also a concern and measures to prevent this would be secured through the CEMP.

7.195 Policy D.ES3 (Urban green and biodiversity) requires major developments to demonstrate that biodiversity enhancements would be secured in line with the Local Biodiversity Action Plan (LBAP). 'Living building' elements and increased provision trees are sought. It is noted that the existing site has poor biodiversity value.

7.196 The indicative scheme includes 3007sqm of biodiverse roofs of excellent design, which would contribute to a LBAP target for new open mosaic habitat. Boxes for birds, (including redstarts, swifts house sparrows and peregrines), bats and insects would be provided, alongside loggeries and landscaping providing a range of nectar rich shrubs and perennials. Trees would be planted in North Quay Square and other proposed open spaces. Conditions would need to ensure that these ambitious ecological measures were carried through to the reserved matters stage. It is acknowledged that a degree of flexibility is necessary given the uncertainty as to the nature of the final scheme. Nevertheless, at least 2,500sqm of biodiverse roof should be secured in any scenario. The package of biodiversity measures include a green wall on the northern elevation to mitigate the impact of air pollution.

7.197 As recommended by the Environmental Statement, clearance of existing vegetation on site should only take place outside of the nesting season. This would be secured through the CEMP. Both the ES and the Canal and Riverside Trust express concern over the impact of lighting on ecology, including within the docks. A comprehensive lighting strategy would be secured with each reserved matters application to address this. Mitigation measures could include avoidance of direct illumination of the sky, of sensitive receptors and the nearby SINC, blinds for commercial buildings and occupancy sensors for commercial lights. Biodiversity measures, especially green roofs, will need to be considered in consultation with London City Airport to mitigate the risks of bird strike.

Flood Risk & Drainage

- 7.198 Tower Hamlets Local Plan policies D.ES4 and D.ES5 seek to manage flood risk and encourage the use of Sustainable Urban Drainage Systems (SUDS). The site is located within flood zone 3 and lies within a critical drainage area as defined in our surface water modelling study and SFRA.
- 7.199 The Council's SUDS officer considers that the development could go further in adopting sustainable methods for surface water drainage than set out in the application. However, these details can be secured by condition. Since the scheme proposes surface water runoff directly into the docks for some of the site, this would need to include measures to reduce the run off of contaminants into the dock.
- 7.200 With regards to flooding, the Environment Agency advises that the Flood Risk Assessment is acceptable and recommends that the finished floor levels should be 300mm above the average ground level to mitigate against surface water flooding. This can be secured by condition. A condition requested by Thames Water for details of piling due to the proximity of the site to a strategic sewer would also be secured.

Land Contamination

- 7.201 As noted by the LBTH Contaminated Land officer, the detail are acceptable subject to a condition requiring a site investigation and remediation work as necessary.

Air Quality

- 7.202 Policy D.ES2 of the Local Plan requires Major development to meet or exceed achieve air quality neutral standard.
- 7.203 The applicant has provided an assessment demonstrating that the scheme would be air quality neutral. This has been reviewed and accepted by the Council's ES consultants. The proposed electricity based energy system and car free (except blue badge) nature of the development contribute to this outcome.
- 7.204 The Council's Air Quality officer notes that the site is in an area of air quality management where air quality objectives are currently being exceeded, with a particular concern being pollution arising from vehicles on Aspen Way. The development should therefore have no terraces or balconies facing Aspen Way below the 4th floor and have mechanical ventilation for residential units endangered by poor air quality. These details would be secured by condition. A green wall would also be provided on the Aspen Way frontage to help address air quality issues.
- 7.205 Conditions are also required for details of emergency diesel generators and details of kitchen extractors for units requiring the preparation of hot food. As the final use of the retail units is not known at this stage, an updated air quality neutral assessment for transport emissions will be needed with the relevant reserved matters application. Details of dust and particulate monitoring and construction plant would be secured through the CEMP.

Noise

- 7.206 The ES section on noise has been assessed in terms of the potential impact on neighbours and future occupants of the scheme. The impact on both groups would be acceptable subject to conditions requiring a noise verification report for new residential units and outdoor space, a plant noise assessment and restrictions on noise from demolition and construction activities.
- 7.207 The ES identifies that in a maximum transport development scenario, there would be a minor adverse impact from additional traffic noise on Hertsmere Road.

Wind/microclimate

- 7.208 Wind and microclimate conditions following the development have been assessed in the ES for both the maximum parameter scheme and the indicative scheme, with the latter considered to give a more accurate impression of the likely impact.

- 7.209 Without mitigation, the maximum parameter scheme would have levels of wind considered unsafe for pedestrians along the western edge of the site, at its north-eastern corner, across several unprotected roof areas and along the north side of Crossrail Place to the south of the site. Potential entrance locations, ground level amenity spaces and roof-level amenity spaces would also have unsuitable conditions for pedestrian comfort. Impacts on the roads around the site would be of negligible significance, though conditions at entrances on the north side of Crossrail Place become unsuitable for pedestrian access. Overall however there would be a major significant adverse impact on microclimate from the maximum scheme without mitigation.
- 7.210 The ES considers that the indicative scheme is a more accurate representation of development likely to come forward than the maximums scenario. Indicative mitigation measures are included and have been assessed as part of this scenario. Mitigation measures include dense shrubs and screens of at least 1.5m in height along the quayside and around outdoor seating areas. Porous screens would be positioned off-site in Crossrail Place to mitigate the impact on that space. Wind conditions in two locations in the public realm in the southeast of the site next to plot NQ.D4 would still exceed pedestrian safety levels, which is deemed in the ES to be a significant adverse local impact. There would be a minor improvement to conditions on the West India Quay DLR platform and in the southwest of the site along the dockside.
- 7.211 A full understanding of the microclimate impact would need to be assessed as part of the reserved matters applications. The maximum parameter assessment shows that there is potential for severe impacts if not mitigated, whilst the assessment for the indicative scheme demonstrates that even with mitigation, wind may occasionally exceed comfort and/or safety levels in some locations. The detailed design will need to be very carefully considered to ensure that wind impacts are minimised and that public realm, amenity space and accesses have microclimate conditions appropriate to their location. Off-site mitigation measures would need to be secured through a Grampian condition.

Infrastructure Impact

- 7.212 It is estimated that the proposed development would be liable for Tower Hamlets Community Infrastructure Levy (CIL) payments of approximately £48,848,704.43 (inclusive of social housing relief and exclusive of indexation) and Mayor of London CIL of approximately £50,025,648.41 (inclusive of social housing relief and exclusive of indexation). The Tower Hamlets CIL would contribute towards strategic infrastructure requirements to mitigate the impacts of development.
- 7.213 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.
- 7.214 The applicant has agreed to meet all the financial contributions that are sought by the Council's Planning Obligations SPD (2021), as follows:
- Construction phase employment skills training
 - End-user phase employment skills training
 - Off-site children's play space
 - Carbon emission off-setting
 - £220,000 towards a new cycle docking station
 - £100,000 towards monitoring the obligation
 - £100,000 towards Development Co-ordination and Integration
 - £250,000 towards improvements to the Poplar Footbridge

Local Finance Considerations

- 7.215 Assuming that the Council delivers its annual housing target of 3,931 units, the Council would be liable for a New Homes Bonus payment from the development were it to include a

residential component. Due to the introduction of a new threshold approach by the Government it is not possible to provide an exact number of New Homes Bonus the proposed development would deliver.

Human Rights & Equalities

- 7.216 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.
- 7.217 The proposed new residential accommodation would meet inclusive design standards and 10% of the new homes would be wheelchair accessible, 10% within the affordable rented tenure and 10% within the intermediate sector (with the affordable rented homes to be built to 'fit out' standard). This would benefit future residents, including disabled people, elderly people and parents/carers with children. The proposed new routes would improve access for jobs and increase employment opportunities.
- 7.218 The proposed affordable housing would be of particular benefit to groups that are socially/economically disadvantaged.
- 7.219 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 neighbouring residents
- 7.220 The proposed development would not result in adverse impacts upon human rights, equality or social cohesion.

Concluding remarks

- 7.221 The wide ranging parameters of this outline application, both in terms of floorspace, mix of uses and scale/position of buildings, mean that it is difficult to assess with certainty as to what the impacts and benefits would be. Some of this assessment would fall to the detail of the reserved matters for each development plot.
- 7.222 The parameter plans and other control documents would allow a development of very high quality to be brought forward on the site, that respects all relevant policies and providing an appropriate mix of uses, in line with the site allocation and development plan policies along with very substantial public benefits. An example of such a high quality scheme can be seen in the Indicative Scheme submitted with the application.
- 7.223 Equally, development scenarios are possible where it could be argued the site would fail to meet its fullest potential with respect to Development Plan policies and the site allocation. However, at the core of any development option there would be a set of public benefits that, on balance, would outweigh the negative aspects and would merit approval of the scheme. These include substantial contributions to employment, new access routes, linking the site in to South Poplar, Canary Wharf and its surroundings, new public open space and, as secured by condition, a contribution to housing, including affordable housing. The Council would retain considerable influence at reserved matters stage to ensure that the ultimate development would be of sufficient quality, regardless of which development scenario is pursued.

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**
- £1,420,000 towards construction phase skills training (maximum floorspace scenario)
 - Contribution pro-rata based on floor space towards end-user phase employment skills training

- c. Contribution based on standard calculation in the Planning Obligations SPD towards carbon emission off-setting (£4,577,100 in the indicative scheme).
- d. £100,000 towards Development Co-ordination and Integration
- e. £250,000 towards improvements to Poplar footbridge and connections to it
- f. £100,000 towards monitoring the obligations
- g. £220,000 towards provision of a cycle hire docking station
- h. Contribution to the provision of play space off-site

Non-financial obligations:

8.3 Non-financial obligations

- a. Affordable housing
 - Provision of 30% affordable housing by habitable room, comprising 70% low cost rent and 30% Intermediate.
 - Low cost rent to comprise 50% London Affordable Rent and 50% Tower Hamlets Living Rent.
 - All intermediate units above £600,000 in value to be provided as London Living Rent, and those below as shared ownership.
 - Viability reviews, including early and late stage.
 - 33% of low cost rent to be delivered before 25% of market units, 66% to be delivered before 50% of market units.
 - Provision of a financial contribution for affordable housing equating to 35% of co-living rooms at a 50% discount (where co-living forms part of the development).
 - Provision of 35% of student rooms to be affordable (where student housing forms part of the development).
- b. Access to employment
 - 4545sqm (NIA) of B1 space to be 'affordable'; a third with a 75% discount, a third with 50% discount and a third with 25% discount below market rates for 15 years.
 - 25% local procurement
 - 25% local labour in construction and end use occupiers.
 - 280 construction phase apprenticeships
 - 50 end use apprenticeships
- c. Transport
 - Provision and implementation of site wide and phase based travel plans.
 - Provision of blue badge Parking Management Plan.
 - Delivery and Servicing Management Plan
 - Car free agreement (except blue badge).
 - Securing of S.278 highways work and access to new public realm.
- d. Energy
 - Commitment to comply with carbon reduction target.

- Provision and implementation of Energy Strategy
- Submission of energy assessment and provision and implementation of site wide energy framework
- e. Open space and public realm
 - Provision of public parks and squares on a phased basis
 - Provision of pedestrian routes on a phased basis
 - Provision and implementation of a site wide estate management strategy
- f. Other
 - Compliance with LBTH code of construction practice.
 - Management Plan for student accommodation
 - Management Plan for Public Realm
 - Schedule of events and activities in the publicly accessible spaces

8.4 **Planning Conditions (Outline Planning Application PA/20/01421)**

Compliance

1. 5 year outline condition with all matters reserved (access, appearance, layout landscaping, layout, scale).
2. Development in accordance with approved plans.
3. Development in accordance with Control Documents (Development Specification, Parameter Plans and Design Guide).
4. Minimum of 30,000sqm of residential (C3) floorspace (unless 150,00sqm of life sciences floorspace is provided)
5. Clearance of site only to take place outside bird nesting season.
6. Restrictions on demolition and construction activities:
 - o All works in accordance with Tower Hamlets Code of Construction Practice;
 - o Standard hours of construction and demolition;
 - o Air quality standards for construction machinery;
 - o Ground-borne vibration limits; and
 - o Noise pollution limits.
7. Restriction on change of use of A1, A2 and A3 floorspace to use class E
8. Removal of existing or future permitted development rights to change the use of the approved commercial units to housing.
9. Limit of A5 uses to no more than 5% of commercial uses
10. Restrictions on the occupation of serviced apartments (were such a use to be provided)
11. Minimum emissions standards for boilers.

12. All works in accordance with Tower Hamlets Code of Construction and adoption of best practicable means:
 - a) Ground-borne vibration limits, including vibration monitoring; and
 - b) Noise pollution limits.
 - c) Liaison with occupants of adjacent properties

Pre-commencement of each phase

13. Revised daylight/sunlight assessment to accompany each reserved matters application
14. Foundation design and settlement (impact on Crossrail).
15. Method Statement for concurrent working with Crossrail
16. Method Statement for Construction (in consultation with DLRL).
17. Submission and approval of surface water drainage scheme (SuDs)
18. Piling Method Statement (in consultation with Thames Water)
19. Archaeological Written Scheme of Investigation (Historic England GLAAS).
20. Requirement for PM10 air quality monitoring during construction
21. Unit mix strategy
22. Details of life saving/emergency generators
23. Requirement for nominations agreement for student accommodation (if use proposed within phase).
24. Construction Environmental Management Plan and Construction Logistics Plan (in consultation with TfL):
 - a) Site manager's contact details and complaint procedure;
 - b) Dust and dirt control measures
 - c) measures to maintain the site in tidy condition, disposal of waste
 - d) Recycling/disposition of waste from demolition and excavation
 - e) Safe ingress and egress for construction vehicles;
 - f) Numbers and timings of vehicle movements and access routes;
 - g) Parking of vehicles for site operatives and visitors;
 - h) Travel Plan for construction workers;
 - i) Location and size of site offices, welfare and toilet facilities;
 - j) Erection and maintenance of security hoardings;
 - k) Control of dust during construction works
 - l) Construction site plant and machinery
25. Land Contamination Remediation
26. Extraction equipment to hot food uses
27. Crane Operation Plan (in consultation with London City Airport)
28. CIL Phasing Condition

29. Updated Fire Strategy
30. Updated wind assessment and appropriate mitigation measures

Pre-superstructure works on relevant phase

31. Full details of wheelchair accessible and adaptable units, equating to 10% of the total, including 10% of London Affordable Rent/Tower Hamlets Living Rent dwellings to M4 (3)(2)(b) standard (accessible) (were residential to be provided as part of the scheme)
32. Details of 5% of student rooms to be disabled access (were this use to be included as part of the scheme).
33. Details of external facing materials and architectural features, including:
 - Fenestration
 - Samples of external materials
 - Entrances
 - External plant, plant enclosures and safety balustrades
 - External rainwater goods, flues, grilles, louvres and vents
34. Details of works to the public realm, including tree planting, seating, paving etc.
35. Details of wind mitigation measures.
36. Details of biodiversity improvement measures, to include:
 - Green wall to Aspen Way
 - At least 2,500sqm of green roof
 - Brid and bat boxes, loggeries and
 - Ecological Management Plan
37. Details of waste management strategy
38. Details of security measures for the site, including Secured by Design.
39. Details of cycle parking (including short stay parking) and associated facilities and subsequent delivery)
40. Securing of BREEAM 'Excellent' rating for each phase at reserved matters, including water BREEAM excellent.
41. Zero Carbon Futureproofing statement, post-construction carbon dioxide monitoring and an analysis of future occupant energy costs.
42. Details of mechanical ventilation to ensure acceptable air quality to residential units
43. Details of extraction equipment to food/drink uses
44. Details of accessible homes (if housing provided within phase)

Prior to occupation

45. Scheme of permanent historical interpretation and display.
46. Night time use Management Plan
47. Bird mitigation plan (in consultation with London City Airport)
48. Air quality neutral assessment for transport
49. Electric Vehicle Charging Points (EVCPs) to be installed and made operational, and thereafter maintained and retained.

Informatives

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

Conditions (Listed Building Consent)

1. Standard time limit
2. Condition survey of listed quay wall
3. Method Statement for works to wall, based on condition survey

APPENDIX 1

LIST OF APPLICATION PLANS AND DRAWINGS FOR APPROVAL (OUTLINE APPLICATION)

Application Drawing No.	Revised Drawing No.	Description
NQMP-PP-001		Marine deck and proposed structures
NQMP-PP-002		Buildings and structures to be demolished
NQMP-PP-003		Land uses below ground
NQMP-PP-004		Development Zones ground level and above
NQMP-PP-005	Rev 1	Public realm
NQMP-PP-006	Rev 1	Access and circulation routes
NQMP-PP-007		Land uses - Ground, mezzanine and first floor
NQMP-PP-008		Land uses - Upper levels (above first floor)
NQMP-PP-009	Rev 1	Development Plots - maximum heights, widths & lengths
NQMP-PP-010	Rev 1	Land use building frontages - Ground, mezzanine and first floor only
NQMP-PP-011		Proposed site levels

INDICATIVE AND EXISTING PLANS (OUTLINE APPLICATION)

Application Drawing No.	Revised Drawing No.	Description
9141-00-07-005		Site Location Plan
19141-00-07-010		Existing site plan
19141-00-07-015		Existing site levels
19141-00-07-098		Indicative scheme basement level 2
19141-00-07-099		Indicative scheme basement level 1
9141-00-07-100		Indicative scheme ground floor level general arrangement
9141-00-07-101		Indicative scheme 1 st floor level general arrangement

Application Drawing No.	Revised Drawing No.	Description
9141-00-07-102		Indicative scheme 2 nd floor level general arrangement
9141-00-07-103		Indicative scheme typical floor level general arrangement
9141-00-07-110		Indicative scheme intermediate plant general arrangement
9141-00-07-122		Indicative scheme typical upper floor level general arrangement
9141-00-07-131		Indicative scheme roof plant general arrangement
9141-00-07-165		Indicative scheme roof level general arrangement
9141-00-07-300		Indicative scheme long section A General Arrangement
9141-00-07-301		Indicative scheme long section B General Arrangement
9141-00-07-302		Indicative scheme short sections C and D General Arrangement
9141-00-07-303		Indicative scheme short sections E and F General Arrangement
22902510-STR-HGN-100-SK-D-SK501 P0		Proposed fire access
22902510-STR-HGN-100-SK-D-SK502 P0		Proposed fire access swept path analysis
22902510-STR-HGN-100-SK-D-SK503 P0		Proposed fire access swept path analysis
22902510-STR-HGN-100-SK-D-SK504 P0		Proposed fire access swept path analysis

LIST OF APPLICATION PLANS AND DRAWINGS FOR APPROVAL (LISTED BUILDING APPLICATION)

Application Drawing No.	Revised Drawing No.	Description
19141-00-07-020		Existing site location plan
19141-00-07-400		Existing site plan

INDICATIVE AND EXISTING PLANS (LISTED BUILDING APPLICATION)

Application Drawing No.	Revised Drawing No.	Description
19141-00-07-401		Existing site demolition plan – false quay
19141-00-07-402		Dock edge section key plan
19141-00-07-403		Existing section A-A
19141-00-07-404		Proposed section A-A (indicative scheme)
19141-00-07-405		Existing section B-B

Application Drawing No.	Revised Drawing No.	Description
19141-00-07-406		Proposed section B-B (indicative scheme)
19141-00-07-407		Existing Section C-C
19141-00-07-408		Proposed section C-C (indicative scheme)

Other application documents

Document	Author
Design Guidelines	Allies and Morrison
Development Specification	Quod
Planning Statement	Quod
Planning Statement Addendum	Quod
Design and Access Statement	Allies and Morrison
Design and Access Statement Addendum	Allies and Morrison
Environmental Statement	Trium
Environmental Statement Addendum	Trium
Environmental Statement non-technical summary	Trium
Environmental Statement Addendum non-technical summary	Trium
Transport Assessment	Steer
Transport Assessment Addendum	Steer
Framework Travel Plan Residential Travel Plan	Steer
Duvalier and Servicing Plan	Steer
Statement of Community Involvement	Elly Taberer
Heritage Assessment	Peter Stewart Consultancy
Heritage Assessment Addendum	Peter Stewart Consultancy
Sustainability Statement	Max Fordham
Sustainability Statement Addendum	Max Fordham
Energy Statement	Max Fordham
Affordable Housing Statement	DS2
Viability Appraisal	DS2
Internal Daylight, Sunlight and Overshadowing Report	GIA
Economic and Regeneration Statement	Quod
Economic and Regeneration Statement Addendum	Quod
Site Waste Management Plan	Steer
Foul Sewerage and Utilities Assessment	Max Fordham
Aviation Safeguarding Assessment	Eddowes Aviation Safety
Radio and TV Interference Assessment	Hoare Lea
Radio and TV Interference Assessment Addendum	Hoare Lea
Archaeological Desk Based Assessment	RPS
Ecological Impact Assessment	Greengage
Ground Contamination Desk Study and Risk Assessment	Arup
Flood Risk Assessment and Drainage Strategy	Arup