



Application for Planning Permission

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Reference	PA/20/02128
Site	Cuba Street Site, Land At North East Junction Of Manilla Street And Tobago Street, Tobago Street, London
Ward	Canary Wharf
Proposal	<p>Erection of single tower block accommodating a high density residential led development (Use Class C3) with ancillary amenity and play space, along with the provision of a flexible retail space at ground floor (Use Class E), the provision of a new publicly accessible park and alterations to the public highway.</p> <p>This application is accompanied by an Environmental Statement.</p>
Summary Recommendation	Grant planning permission with conditions and planning obligations
Applicant	Ballymore
Architect/agent	Morris and Co/Rolfe Judd
Case Officer	Kevin Crilly
Key dates	<ul style="list-style-type: none">- Application registered as valid on 09/10/2020- Revised Affordable Housing 28/10/2021- Public consultation finished on 26/11/2020- Second public consultation on 02/03/2022

EXECUTIVE SUMMARY

The application site falls within the Isle of Dogs and South Poplar Opportunity Area and the Marsh Wall West Site Allocation and is identified for a housing-led redevelopment scheme with open space. The application seeks planning permission for the redevelopment of the under-used brownfield site to deliver a residential-led scheme, comprising 421 residential units and a new publicly accessible park covering 1,630sqm. The scheme would provide 100 affordable homes, amounting to 30.15% by habitable room.

The development would provide a good standard of living accommodation, in terms of minimum floor space and floor to ceiling heights, outlook, aspect, access to natural light and private outdoor amenity space.

The Proposed Development would be 'car free' in accordance with local and strategic planning policy with no general car parking proposed for residents with additional only disabled parking spaces delivered on street. The development would provide improved pedestrian connections across the site and deliver enhancements to the public realm.

The proposed development responds positively to its local context and has been designed in accordance with the principles of the Millwall Tall Building Zone. The height would respect the requirement for heights to step down from One Canada Square. The proposed tower would be well proportioned and would be of appropriately high architectural quality. The ground floor flexible commercial space would help to activate the public realm.

In terms of energy efficiency and climate change the development has been designed to minimise carbon dioxide emissions on site, with an additional carbon offsetting payment that would be secured as a planning obligation. The environmental impacts associated with the proposed development, as set out in detail in the Environmental Statement, have been fully considered in the recommendation. Any potential impacts that may arise from the construction or operation of the development can be sufficiently controlled and mitigated through the various recommended planning conditions and obligations.

In terms of fire safety, the application includes a Fire Statement which has been amended to address the concerns raised by the London Fire Brigade as part of the consultation process of this application.

The proposal would result in some impacts upon neighbouring residents from a daylight and sunlight perspective. Officers are satisfied that the scale and massing of the built form has been designed to minimise such impacts. In terms of privacy the proposed building is reasonably distant from most existing buildings and has been designed with consideration towards the proposed future development at 30 Marsh Wall (subject of a separate planning application) to limit the privacy impacts as much as possible between these sites. Amenity impacts that arise would be proportionate and consistent with a tall building and high-density development in a location where such development is supported by planning policies.

Considered as a whole, the proposed development delivers the requirements of the Site Allocation and accords with the Development Plan. It would make a significant contribution to the delivery of the Council's housing targets and address the borough's identified housing need. The scheme would be liable for both the Mayor of London's and the Borough's Community Infrastructure Levy. In addition, a number of planning obligations would be secured relating to employment and skills training, carbon offsetting, and transport network improvements. The provision of a new pocket park would be a significant public benefit in an area of open space deficiency.

Overall, the proposal is considered to be well designed and generally complies with relevant development plan policies. It is on this basis that the grant of planning permission, subject to conditions and obligations is recommended.



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

Planning Applications Site Map PA/20/02128

This site map displays the Planning Application Site Boundary and the extent of the area within which neighbouring occupiers / owners were consulted as part of the Planning Application Process



**London Borough
of Ter Hamlets**

Scale: 50m grid squares

Date: 22 March 2022

1. SITE AND SURROUNDINGS

- 1.1 The application Site is a 0.44-hectare rectangular site of previously developed land. The site is bounded by Cuba Street to the north, Manilla Street to the south, Tobago Street to the west and a residential building (Block Wharf) to the east. Currently the north eastern section of the site is accommodating a temporary building constructed from shipping containers and providing hotel accommodation, granted permission in 2019 (PA/19/01618). The remainder of the site is currently vacant.
- 1.2 The surrounding area of Cuba Street is mixed-use in character with buildings of varying heights. To the east is the Novotel Hotel a 39-storey building (124.15m AOD), to the north-east is Wardian, a recently constructed residential led development formed of two high-rise buildings comprising 50 and 55 storeys (172m and 188m AOD respectively), south-east of the site is the Alpha Square development comprising of buildings up to 65 storeys (217.5m AOD).
- 1.3 The site immediately abuts the building known as Block Wharf on its eastern boundary; an 8-storey residential block with café located at ground floor. The Block Wharf façade abutting the Cuba Street site comprises of a blank façade with windows servicing circulation areas for the building, designed to anticipate future redevelopment of the neighbouring site.
- 1.4 Manilla Street to the south of the Application Site is fronted by an apartment block along its western portion which ranges from 4 to 7 storeys in height. Bellamy Close on the eastern portion of Manilla Street comprises a low rise residential estate (2 to 3 storeys) with traditional terraced housing fronting onto a shared courtyard with private parking. A planning application for comprehensive redevelopment (PA/20/01065) of this site to provide 148 residential units as part of an estate regeneration scheme was approved by the Council's Strategic Development Committee on 20th April 2021.
- 1.5 To the north of the Application Site is Endeavour House and Landmark East; two residential buildings which form part of the Landmark Square development. Endeavour House is 10 storeys in height with white panelling to the elevations and recessed balconies. Landmark East is positioned just to the north of Endeavour House and is a taller building, approximately 45 storeys in height, with a predominantly glazed façade.
- 1.6 North of the application site, 30 Marsh Wall is a, 6-7-storey early 1990's building comprising offices and basement car parking spaces accessed from Cuba Street. An application for planning permission to redevelop 30 Marsh (PA/20/02588) to deliver a 47-storey student residential building has been submitted and is currently being assessed.
- 1.7 The Applicant has engaged with the neighbouring development proposals through the design process. Discussions are ongoing between the landowners regarding the emerging schemes and information has been shared to ensure the schemes respond to each other and one development does not prejudice the potential redevelopment of the adjoining site (and vice versa).
- 1.8 The proposed public realm and landscaping strategy for the Application Site has been developed in conjunction with and in consideration of the emerging scheme at 30 Marsh Wall with an overall masterplan being developed to ensure improved permeability of the sites and a high quality, joined up public realm strategy. This will include improved stairs providing access onto Marsh Wall as well as consistent materials and soft landscaping treatments in the surrounding roads.
- 1.9 There are no listed buildings in the vicinity and the site is not within a conservation area. It is some distance from the Tower of London and the Maritime Greenwich UNESCO World Heritage Sites but sits within a number of strategic views and river prospects identified in the Mayor's London View Management Framework including View 5A.1: Greenwich Park; View 6A.1 Blackheath; View 11B.1: London Bridge; View 11B.2: London Bridge; View 12B.1: Southwark Bridge, and View 15B.1: Waterloo Bridge
- 1.10 The site has a Transport for London (TfL) public transport accessibility level PTAL4 'Good' and is within 300-400 m. of Heron Quays & South Quay DLR stations and 500 m. from

Canary Wharf Jubilee Line Underground station. The nearest bus stops are located on Westferry Road, within a 2 minute walk west of the Application Site providing a wider number of bus routes.

- 1.11 The site is approximately 130 m. east of the River Thames. It lies within Flood Zone 3 (High Risk) i.e. greater than 0.5% per annum (less than 1:200 probability a year) but is protected by local river wall defences and the Thames Barrier to 1 in a 1,000 year probability (Low Risk).
- 1.12 The key relevant designations for the site are as follows:
- LBTH Local Plan Site Allocation 4.6: Marsh Wall West
 - Millwall Inner Dock Tall Buildings Zone (D.DH6)
 - Borough-wide Air Quality Management Area (AQMA)
 - Isle of Dogs and South Poplar Opportunity Area (SD10)
 - Sub Area 4: Isle of Dogs and South Poplar (S.SG1)
 - Neighbourhood Planning Area: Isle of Dogs (D.TC2)
 - Archaeological Priority Area: Tier 3 (S.DH3)
 - Flood Risk Zone 3 (D.ES4)
 - Green Grid Buffer Zone (DOWS3)
 - Critical Drainage Area
 - Area of Deficiency of Access to Nature: Millwall

2. PROPOSAL

- 2.1 The application seeks planning permission for the redevelopment of the brownfield site to deliver a residential-led scheme, comprising 421 flats and a small flexible retail/commercial unit at ground floor. Cycle storage, amenity space and a gym will be provided for residents.
- 2.2 The proposed development would be a single tall building, totalling 42,523sqm (GIA). The tower would be 174 metres tall (AOD), providing a ground floor with 51 residential storeys above. The residential tower would be situated at the eastern part of the site adjacent to Block Wharf. The development will provide a new publicly accessible park which covers approximately 50% of the site, totalling 1,630sqm. This park will be publicly accessible and will therefore serve the existing community as well as future residents of the new development.
- 2.3 The building would be constructed in precast concrete at ground floor level with an aluminium cladding frame to the upper floors.
- 2.4 Of the total proposed 421 new homes, the scheme would provide 100 affordable homes, amounting to 30.15% by habitable room. The proposed tenure split is 62 Affordable Rent homes and 38 Intermediate homes, which equates to a ratio of 71% Social Rented and 29% Intermediate (by habitable room).
- 2.5 The Proposed Development also includes public realm enhancements to surrounding streets in conjunction with the Council's Liveable Streets programme. This will include a shared surface material for the highway with tree planting around the park to provide urban greening.
- 2.6 The proposal also includes a flexible retail / commercial unit at ground floor, in the north-west corner of the proposed building with access from Cuba Street and the new park. This proposed commercial unit will be 97sqm in size (GIA) and will fall within the new Use Class E (Commercial, business and service), suitable for either retail, food and drink, business or other uses falling within this use class.

- 2.7 The Proposed Development will be 'car free' in accordance with local and strategic planning policy with no general car parking proposed for residents. To provide accessible parking spaces for blue badge holders, it is proposed to redistribute, re-allocate and increase the existing on-street parking on roads surrounding the Application Site (Cuba Street, Manilla Street and Tobago Street). This will allow for an additional 8 on street parking spaces to be provided to meet the needs of disabled residents.
- 2.8 A total of 724 cycle parking spaces will be provided at first floor level for residents, accessed via lifts. Two-tier cycle storage will be included as well as a minimum of 5% space in single level Sheffield stands with provision for larger cycles. Provision for mobility scooter storage and recharging facilities will also be provided within the cycle storage areas.

3. RELEVANT PLANNING HISTORY

Application site

- 3.1 PA/15/02528 – Redevelopment to provide a residential-led mixed use development comprising two buildings of up to 41 storeys (136m AOD) and 26 storeys (87m AOD) respectively to provision up to 434 residential units, 38 m2 flexible retail/ community uses and ancillary spaces together with public open space and public realm improvements.

Application was **refused** by SDC in October 2017 for reasons related to Site Design Principles, design, scale and massing, neighbouring amenity impacts, housing quality and housing mix.

- 3.2 PA/19/01618 – Application for temporary planning permission (3 years) for the erection of a two storey hotel (Use Class C1) containing 74 bedrooms, single storey reception building and associated cycle parking, service area and landscaping works. Approved 17/01/2020
- 3.3 PA/20/00926 – Temporary change of use to open storage (use Class B8) until January 2023. Approved 17/09/2020
- 3.4 PA/20/01728 – Temporary change of use to surface level car park (Sui Generis Use) until February 2021. Approved 5/11/2020

Neighbouring sites

- 3.5 Bellamy Close

PA/20/01065 – Demolition of the existing buildings and structures and construction of a mixed-use development comprising residential dwellings (Use Class C3) and non-residential uses (Sui Generis), a basement, public realm works, landscaping, access, servicing, parking and associated works. SDC resolution to grant subject to S106 20/04/2021

- 3.6 30 Marsh Wall

PA/20/02588 – Demolition of existing building and erection of a 48-storey building (plus basement and lift pit) to provide 1,068 student accommodation bedrooms and ancillary amenity spaces (Sui Generis Use) along with 184.6sqm of flexible retail / commercial floorspace (Use Class E), alterations to the public highway and public realm improvements, including the creation of a new north-south pedestrian route and replacement public stairs. Current application - Under consideration.

4. PUBLICITY AND ENGAGEMENT

Pre-application

- 4.1 The submitted Statement of Community Involvement sets out the non-statutory consultation undertaken by the applicant. This included neighbour letters, an online web presence and virtual Q&A events.

- 4.2 Through the Q&A events a total of 60 households engaged with the process. In terms of consultation responses, the applicant received a total of 87 comments. The key themes raised are listed below
- Retail/public space
 - Privacy/overlooking/loss of light
 - Construction timescale/impact
 - Parking/service vehicles
 - Affordable housing
 - Height/design
 - Infrastructure

Statutory application consultation

- 4.3 In terms of the Council's statutory consultation process 1097 neighbour letters were sent to nearby residents on 27th October 2020.
- 4.4 A second consultation process via neighbour letters was undertaken on 2nd March 2022.
- 4.5 Representations were received from the local community as a result of the Council's consultation process during the course of the application and are summarised below.
- 4.6 **62** Individual objection letters alongside a petition in objection with **37 signatories**. The main issues raised are summarised below
- Impact of sunlight and daylight and solar glare on neighbouring residents
 - Concerns regarding the proximity of neighbouring properties and impact on privacy
 - Concern regarding pollution from construction activity
 - Concerns over infrastructure and intensification of development on Marsh Wall
 - Parking – Concern regarding traffic flow along Cuba St and the addition of further street parking spaces
 - Concerns regarding access for service vehicles along Cuba Street
 - Concerns regarding the quality of child plays pace
 - Concerns regarding fire safety
 - Does not improve the pedestrian experience by being built along the boundary
 - Concerns rearing quality of the park and whether it would be used by residents
 - Concerns regarding affordable housing level and mix of units
 - Concerns regarding Air Quality Impacts
 - Concerns regarding the inclusion of a commercial unit and the impact on the nearby town centre
 - Contrary to Millwall plan for buildings to reduce in height from south & east/west
 - Development does not deliver good quality design
 - The proposals do not sufficiently address the requires of the Isle of Dogs neighbourhood Plan

5. CONSULTATION RESPONSES

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

External responses

Cadent/National Grid

- 5.2 No objections raised. Guidance provided on requirements to protect services.

Environment Agency

- 5.3 No objections to the application on flood risk grounds. The site is located within Flood Zone 3 and is protected to a very high standard by the Thames tidal flood defences up to a 1 in 1000 (0.1%) chance in any year flood event. Our 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.

GLAAS

- 5.4 Having reviewed this proposal and at the Greater London Historic Environment Record. It is advised that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that it is considered a two stage archaeological condition could provide an acceptable safeguard.

Historic England

- 5.5 No objections raised

London Fire Brigade

- 5.6 LFB have concerns with the design that has been submitted, and in our opinion it does not satisfy the requirements of The London Plan 2021, Policy D12(A) (4) to: *“provide suitable and convenient means of escape, and associated evacuation strategy for all building users”*
- 5.7 LFB do not believe that sufficient justification has been provided for the tall single stair approach, nor do we agree that particular aspects of the design are compatible for such an approach. Furthermore, in our opinion there are insufficient facilities provided to support the safe egress for disabled occupants.
- 5.8 It is noted that a tall single stair has been proposed, however there does not appear to have been a substantive Qualitative Design Review (QDR) undertaken in accordance with BS 7974 to determine if this is an appropriate design approach, and if ultimately it sufficiently provides suitably protected means of escape for all building users. The QDR is the process used to identify significant fire risk hazards and most likely scenarios, so that the required level of quantified fire safety design can be established, and the design scenarios tested against foreseeable scenarios. One of the fundamental aspects of the QDR, particularly for a building of this height, should be to consider if a single stair is appropriate.
- 5.9 LFB note that an evacuation lift has been proposed, which in the opinion of the fire strategy complies with the London Plan. LFB disagree that it does. While evacuation lifts have been proposed, the corridor layout does not provide sufficient protection to users who may rely upon these for safe escape. It is stated in the fire strategy (Fire Strategy Report, paragraph 3.6.2) that disabled refuges are not required for the residential floors. The design should fully consider how occupants can safely wait for an evacuation lift to arrive and we question how this is achieved without the use of a refuge. Therefore, while evacuation lifts are proposed we question how they can be safely used. An appropriate design should consider the protection afforded to occupants and this will typically be achieved by the provision of a protected refuge space which should prevent the ingress of smoke for the period it is needed. This enables a safe place for an occupant to await further evacuation. The current design which incorporates the evacuation lift within a common residential corridor does not provide that protection from smoke.
- 5.10 The amenity spaces (for example the Sky Lounge) in their current form are not compatible in our view with the single stair design. Amenity spaces such as this, which should be simultaneously evacuated in the event of a fire, require access to at least two independent escape routes. It is also unclear at what stage an evacuation signal may be received by those in the amenity space and whether by this point the escape route may be contaminated by smoke/fire.
- 5.11 As a further observation, with regard to the proposed fire suppression systems, we note the proposal to omit sprinklers from the retail unit at the ground floor. Sprinklers should be provided throughout the building and considering this a separated part is insufficient as it does not consider other vital aspects such as the structural fire protection and may not be justified when considering the definition of a ‘separated part’. This would be an aspect of the design that should be carefully considered as part of the QDR process referenced earlier.

Mayor of London (Stage 1 Report)

5.12 Summary of the Stage 1 report, received prior to the increased affordable housing offer:

- *Principle of development:* The proposed 428 homes on this brownfield site will help meet Tower Hamlets' housing targets and, with the retail unit, will help meet objectives to provide new homes and jobs in the Isle of Dogs and South Poplar Opportunity Area. The provision of a new publicly accessible park is strongly supported in strategic terms, subject to appropriate management and maintenance being secured
- *Housing:* 22% affordable housing by habitable room (18% by unit) is proposed split 72% affordable rent (of which 50% would be LAR and 50% would be Tower Hamlets Living Rent), and 28% shared ownership. This does not accord with the 35% threshold for the Fast Track Route and therefore must follow the viability tested route. Further viability discussions are required to determine the maximum reasonable amount of affordable housing, and grant funding must be explored.
- *Urban design and heritage:* Whilst the height and massing could be supported, further information is required on the functional and environmental impacts of the tall building, particularly its daylight and sunlight impacts. The park should be managed in accordance with the principles set out in the draft Public London Charter LPG. The applicant should consider design changes to reduce the number of units per core and improve aspect and daylight to achieve higher residential quality. A fire statement has not been provided and must be submitted prior to Stage 2 referral:
- *Transport:* Further information is needed on measures to connect the site to the existing and proposed footbridges. Further details are required to justify the folding cycle storage and land should be safeguarded for a cycle hire docking station. Full Delivery and Servicing and Construction Logistics Plans are required and should be secured by condition

The committee will note that the level of affordable housing has increased to 30.4% since the submission of the application. A fire safety statement has also been submitted in line with the London Plan requirements

Metropolitan Police (Designing Out Crime Officer)

5.13 No objection subject to Secure by Design conditions being applied.

Natural England

5.14 No comment.

Thames Water

5.15 Thames Water would advise that with regard to foul water sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provide

5.16 Thames Water would advise that with regard to surface water network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

5.17 Recommended Piling Method Statement

5.18 Thames Water are currently working with the developer of application PA/20/02128/A1 to identify and deliver the offsite water infrastructure needs to serve the development. A condition is recommended to ensure timely improvement to water infrastructure.

Transport for London – Land Use Planning

5.19 In summary

- *Trip Generation:* Further analysis required in relation to public transport using NUMBAT data.
- *Public Transport:* No contribution required given the number of expected bus trips
- *Travel Plan:* Residential Travel plan required
- *Healthy Streets:* TfL expects all streets and public realm within and around the site to be designed in line with the HS Approach to help achieve the outcomes of the MTS relating to healthy streets and healthy people, a good public transport experience, and delivery of good growth. The permeability of the site will be improved via a series of routes, accessed from 6 park entrances. This creates a spatial balance between those using the site to walk, cycle and dwell and thus supports policy T2 (Healthy Streets) of the ItP London Plan.
- *Cycling:* As outline in TfL advice provided following the GLA pre-application meeting on 27th February 2020, the applicant should work with Tower Hamlets Council to identify land for an additional cycle hire docking station and a contribution secured to help deliver it. This will increase the cycle mode share, supporting the mode shift from car dependency to more sustainable modes.
- *Cycle Parking:* Development needs to provide cycle parking and associated infrastructure in line with requirements of the London Plan
- *Car Parking:* The development will be car free which TfL strongly supports given the location within inner London. It is understood the development will be permit free, restricting future occupants from applying for parking permits. This is strongly supported and should be secured via a s106 agreement. 8 disabled parking spaces are proposed on-street within highway land dedicated from the development site. In line with policy T6.1 (Residential parking) of the ItP London Plan, disabled persons parking should be provided at a ratio of 0.003 spaces per dwelling. This would be a minor shortfall against the requirements for 13 spaces for the 428 residential units. However, given the constraints of the site and need to provide park space and active frontage this is considered acceptable. Given the distance between the parking bays and residential entrances the applicant should consider the provision of rest points along the way.
- *Delivery and Servicing:* In line with policy T7 (Deliveries, Servicing and Construction) of the ItP London Plan, TfL requests a full Delivery and Servicing Plan (DSP) to be submitted in line with TfL guidance. This should be secured through a condition. TfL should be consulted on this document. A loading bay for residential deliveries is proposed to the south of the site, accessed from Manila Street. The design of the loading bay should include kerb buildouts to prevent vehicles overrunning footways and to ensure pedestrian and cyclist safety. Additionally, a suitable management mechanism is required for this bay including a coordinated delivery booking system to ensure conflict of use is minimised. Maintenance vehicles will be provided with a parking bay in the northern building façade. It is noted use of this space will be pre-arranged by on-site management. TfL suggests employing a delivery management system to aid this. This could be either an electronic or paper-based booking system. To reduce congestion on the road network, the booking system should aim to schedule deliveries outside of peak hours where possible.
- *Construction:* An Outline Construction Logistics Plan (CLP) has been submitted alongside this application. A full CLP should be developed in accordance with TfL guidance and secured via a condition.

London City Airport

- 5.20 No objection subject to conditions regarding construction methodology and landscaping in relation to aviation safety

LB Southwark

5.21 No objection.

Port of London Authority

5.22 No objection.

NATS

5.23 No objection.

Greater London Archaeological Advisory Service (GLAAS)

5.24 No objection subject to conditions

Internal responses

LBTH Biodiversity

5.25 Ecology correctly scoped out of EIA. Policy D.ES3 requires major development to deliver net gains in biodiversity in line with the Local Biodiversity Action Plan (LBAP). The proposals include a sizeable new park and a biodiverse roof on the new building. The proposed biodiverse roof is of very good design and covers 450 square metres. It will contribute to a LBAP target for new open mosaic habitat.

The planting in the new park includes 3 native tree species, and an excellent range of nectar-rich plants, which will provide forage for bees and other pollinators. Both of these will contribute to LBAP objectives, as will the proposed bee boxes and log piles.

Bird boxes are also proposed, though the type(s) and locations of bird boxes is not clear. Boxes for black redstarts could be associated with the biodiverse roof. Boxes for swifts and house sparrows could be incorporated into, or attached to, the building. These would also contribute to LBAP targets.

Overall, these enhancements will ensure a significant gain in biodiversity. Full details of biodiversity

LBTH Energy Efficiency/Sustainability

5.26 No objection subject to conditions and carbon offset financial payment

LBTH Environmental Health (Contamination)

5.27 No objection subject to standard conditions.

LBTH Environmental Health (Air Quality)

5.28 Clarifications sought in relation to assessment consideration and NOX emission rate for emergency generator.

LBTH Health Impact Assessment Officer

5.29 The HIA methodology looks sound generally. Consultation has taken place with some key questions identified. Some further clarifications sought regarding access to open space, inclusive design and equality issues.

LBTH Housing

5.30 Detailed comments provided and are incorporated within the 'Housing' section of this report.

LBTH Viability

5.31 Comments are incorporated within the 'Housing' section of this report.

LBTH Transportation & Highways

Car Parking

- 5.32 The proposal is for a car free development, which given the location is expected. There are policy requirements to provide accessible parking and the applicant is not proposing any accessible parking on site. The Intend to Publish London Plan requires a minimum of 3% accessible spaces to be provided from the outset (13 spaces for residential use) with provision made for a further 7% (30 spaces) in the future if demand requires. This should be identified through a Parking Management Plan.
- 5.33 The applicant, however, is not proposing any on-site accessible parking spaces or providing 3% as required. Instead, they are relying on using the public highway to fulfil this policy requirement and at lower levels. A transport note of a review of the data available in Tower Hamlets regarding blue badge use has been submitted in support of the proposal, which indicates a lower percentage of blue badge holders in Tower Hamlets than the 3% minimum provision requirement.
- 5.34 The submission states that by reallocating existing parking and realigning the street layout an addition 7 or 8 bays could be provided on street as accessible blue badge bays. The submission states that these will meet the needs of disabled residents. However, blue badge bays on street are generally open to anyone who holds a blue badge and cannot be tied to residents of the development only. Therefore, the proposals do not necessarily meet the needs which may arise from the development and do not meet the numbers expected for a development of this size.
- 5.35 It is accepted that there are public benefits in the form of a new park being proposed but this needs to be weighed against a departure in terms of policy requirements for accessible parking provision and the impact that may have on accessibility and inclusivity.
- 5.36 The applicant will be required to enter into a 'Permit Free' agreement which restricts all new occupiers from obtaining parking permits (other than those who qualify under the Permit Transfer Scheme or are registered blue badge holders) on the surrounding public highway. This is to form a condition of any planning permission which may be granted and form part of the s106 agreement.

Cycle Parking

- 5.37 In terms of cycle parking the applicant has stated that the provision and design will be in accordance with the Intend to Publish London Plan and the London Cycle Design Standards. This is welcomed.

Servicing

- 5.38 During the pre-application discussions the issue of servicing of the site was a major concern given the reliance on the fairly narrow surrounding public highway that was proposed. It is our view that all servicing activities associated with a development of this size should take place within the envelope of the site only and not rely on the public highway.
- 5.39 It is now proposed that servicing will take place on street for larger vehicles, such as refuse, and on site for other smaller vehicles. This includes a loading bay within the building envelope on Cuba Street and an inset bay within the 'park' area, where vehicles can enter and exit in forward gear, accessed from Manilla Street.
- 5.40 A concierge service is proposed to take in deliveries to avoid unnecessary second visits by delivery vehicles. This is welcomed and will need to form part of the final service management plan, which will be required as a condition to any planning permission which may be granted.

Active Travel Zones and Healthy Streets.

- 5.41 The applicant has considered the Liveable Streets proposals for the area and seeks to integrate with these. Permeability across the site will be vastly improved for pedestrians and

cyclists as a result of the public park being proposed. This should improve accessibility from the south of the site to Marsh Wall and beyond. All proposed public access routes need to be retained in perpetuity and secured through the necessary legal agreements.

Travel Plan

- 5.42 A draft travel plan has been submitted and a final plan will be required as a condition to any permission. The travel plan needs to ensure that the development contributes to the Borough's targets under the Mayor of London Transport Strategy in addressing mode shift to sustainable modes.
- 5.43 In terms of cycle parking the applicant has stated that the provision and design will be in accordance with the Intend to Publish London Plan and the London Cycle Design Standards. This is welcomed.

Construction

- 5.44 An Outline Construction Logistics Plan (CLP) has been submitted alongside this application. A full CLP will be required in line with Borough and TfL guidance and secured via a condition. This area has been subject to heavy construction activity over the past few years and this will continue with nearby schemes for the foreseeable future.
- 5.45 This proposal and other in the pipeline will only add to this. We will expect the applicant to employ robust standards aimed at consolidation with its neighbours and seek to reduce the impact of construction on the local residential highway and other areas by employing the most up to date and sustainable methods available and commit to minimising the impact of the demolition and construction elements of this development.
- 5.46 We expect them to operate as a good neighbour and consider the impacts of the proposal.

LBTH Waste Policy & Development

- 5.47 This development is proposing in-bin compaction, which the council does not support. The developer should seek an alternative waste storage collection system, such as a skip/roll on roll off compaction containers. For mixed-use developments there must be segregation between residential and commercial waste storage areas. The locations of the waste containers should be clearly shown on the plans. (in the Operational Waste Management Strategy, it is not clear where the commercial unit waste room is). The applicant should seek a once a week collection strategy.

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
 - Isle of Dogs Neighbourhood Plan

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

Growth (spatial strategy, healthy development)

- London Plan policies: SD1, SD10
- Local Plan policies: S.SG1, S.H1, D.SG3

Land Use (residential, employment)

- London Plan policies: H1, E9
- -Local Plan policies S.H1, S. EMP1, D. EMP2

Housing (housing supply, affordable housing, housing mix, housing quality, fire safety, amenity)

- London Plan policies: GG2, H1 H4, H5, H6, H8, H10, S4
- Local Plan policies: S.H1, D.H2, D.H3,

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

- London Plan policies: D1, D2, D3, D4, D5, D8, D9, HC1, HC3, HC4
- Local Plan policies: S.DH1, D.DH2, S.DH3, D.DH4, D.DH6, D.DH7
- IOD Neighborhood Plan – Policy D1- Infrastructure, D2- High Density

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

- London Plan policies: D3, D6, D9, D14
- Local Plan policies: D.DH8
- IOD Neighborhood Plan: CC2, CC2, CC3

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

- London Plan policies: T1, T2, T4, T5, T6, T6.1, T7, T8
- Local Plan policies: S.TR1, D.TR2, D.TR3, D.TR4

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

- London Plan policies: G1, G4, G5, G6, SI1, SI2, S13, S14, SI5, SI7, SI8, SI12, SI13
- Local Plan policies: S.ES1, D.ES2, D.ES3, D.ES4, D.ES5, D.ES6, D.ES7, D.ES8, D.ES9, D.ES10, S.MW1, D. OWS3, D.MW3
- IOD Neighborhood Plan – SD1

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

- National Planning Policy Framework (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)
- The Mayor's Good Practice Guide to Estate Regeneration (2018)
- LP Affordable Housing and Viability SPG (2017)
- LP Housing SPG (updated 2017)
- LP Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)
- Building Research Establishment's Site Layout for Daylight and Sunlight: A Guide to Good Practice (2011)
- LBTH Reuse, Recycling & Waste (July 2021)

7. PLANNING ASSESSMENT

7.1 The key issues raised by the proposed development are:

- EIA
- Land Use

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

Environmental Impact Assessment (EIA)

- 7.2 The planning application represents Environmental Impact Assessment (EIA) 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.
- 7.3 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.
- 7.4 The Council issued an EIA Scoping Opinion on 20/07/2020. The submitted Environmental Statement (ES) accords with this Opinion and assesses the environmental impacts of the development under the following topics:
- Demolition and Construction
 - Socio-Economic
 - Health
 - Traffic and Transport
 - Air Quality
 - Wind Microclimate
 - Daylight, Sunlight and Overshadowing
 - Archaeology
 - Townscape, and Built Heritage
 - Climate Change
 - Greenhouse Gas Emissions
 - Mitigation and Monitoring
- 7.5 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 15th January 2021 identified clarifications and potential '*further information*' required under Regulation 25.
- 7.6 In response to the IRR, the applicant submitted an Interim Review Response document dated 2nd March 2021. On 15th May 2021, Temple issued a Final Review Report (FRR) that took account of the applicant's document
- 7.7 The ES has informed the planning assessment and relevant issues are discussed in the body of this report and adverse 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.

Land Use

Residential use

- 7.8 Increasing housing supply is a fundamental policy objective at national, regional and local levels. The NPPF encourages the effective use of land through the reuse of suitably located previously developed land and buildings.
- 7.9 The existing site is a previously developed brownfield site located within the Marsh Wall West Site Allocation and the Isle of Dogs and South Poplar Opportunity Area. London Plan Policy SD1 state that proposals in Opportunity Areas should seek to optimise density and contain a mix of land uses where appropriate. The OAPF identifies an ambition to develop up to 31,000 new homes and 110,500 new jobs. It states that the South Quay area (in which the Application Site is located) could have a capacity of 5,293 homes and 930 jobs.
- 7.10 Local Plan policy similarly directs development towards Opportunity Areas and the site has been included within the Marsh Wall West Site allocation which aims to deliver a mix of housing and employment uses as well as open space.
- 7.11 The proposed residential led development and the addition of a publicly accessible open space is in line with the Strategic and Local policies for the area. The creation of 421 new homes (including 100 affordable homes) will help contribute towards the borough's housing targets and would make effective use of the existing brownfield site. Therefore, the principle of a residential-led scheme is considered to comply with Strategic and Local Plan policies.

Proposed flexible retail and commercial uses

- 7.12 Local Plan Policy D.TC3 recognises that there is a demand for commercial uses outside of town centres particularly where these may be of a smaller scale and more focussed on local need. The accompanying text also acknowledges the role retail uses play within Tower Hamlets Activity Areas. The proposed development includes a small commercial unit of 97sqm at ground floor level on the north elevation of the building, facing Cuba Street. Although not within the THAA the location is directly adjacent to the boundary of the Activity Area. Furthermore, given the small scale of the commercial unit proposed it is considered that this would likely to serve local needs and would not impact on the vitality or viability of any nearby town centres. The proposed commercial unit would also help to create a more active frontage and contribute towards employment both of which were objectives included within the site allocation. The proposed use is Class E which provides a range of flexible options including retail, cafes, restaurants and business. A condition is recommended to remove permitted development rights to change to residential in the future.

Public Amenity Space

- 7.13 In line with the site allocation requirements, the proposal includes a significant element of publicly accessible open space. The proposed park would be 1,630sqm (similar in area to three tennis courts) and accommodates which is approximately 50% percent of the application site. The proposed addition of a park is considered a significant benefit in an area of open space deficiency and is strongly supported.

Housing

Housing supply

- 7.14 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 an additional 421 homes, which would make an important contribution towards meeting this target and is strongly supported.
- 7.15 Policy S.H1 refers to the need for the Borough to secure the delivery of 58,965 new homes between 2016 and 2031, which equates to 3,931 new homes each year. Provision is to be focussed in Opportunity Areas. The Isle of Dogs and South Poplar Sub-area is expected to deliver at least 31,209 new homes
- 7.16 Therefore, taking into consideration the local and strategic policy designations as well as the NPPF, the provision of housing in this location carries substantial weight in favour of the proposal.

Housing mix and Tenure

- 7.17 London Plan Policy H10 requires developments to consist of a range of unit sizes. Tower Hamlets Local Plan Policy D.DH2 also seeks to secure a mixture of small and large housing that meet identified needs which are set out in the Council's most up-to-date Strategic Housing Market Assessment (2017). This preferred housing unit mix is set out in the 'Policy Target %' in Table 1 below.

Table 1- Proposed dwelling and tenure mix

Unit Size	Total Units	Affordable Housing						Market Housing		
		Social Rent			Intermediate			Units	As a %	Policy Target %
		Units	As a %	Policy Target %	Units	As a %	Policy Target %			
Studio	79	-	-	-	-	-	-	79	49.5%	
1 Bed	109	12	19.4%	25%	17	44.7%	15%	80		30%
2 Bed	149	17	27.4%	30%	21	55.3%	40%	111	34.6%	50%
3 Bed	76	25	40.3%	30%	-	-	45%	51	15.9%	20%
4 Bed	8	8	12.9%	15%	-	-		0	-	
Total units	421	62			38			321		
Total HR		238			97					
		100 (335 HR)						321 units (776 HR)		

- 7.18 Within the Market homes there is an under provision of two and three bed homes with an overprovision of smaller one bed and studio units.
- 7.19 Within the Intermediate tenure, again, the focus has been on delivering smaller one and two bed units rather than larger family sized units which can be less affordable for prospective owners.
- 7.20 Within the affordable rented tenure, there would be a significant provision of family sized homes (three and four bedroom homes) equating to 53% of all affordable rented homes. There would be a minor under provision of 1 bedroom and 2 bedroom homes but overall there would be a good range of unit sizes within the affordable.
- 7.21 To summarise whilst there are some conflicts with the policy targets across the tenures, overall the development would deliver a significant proportion of family sized units at 20% across the scheme with particular focus on the number of family sized units within the affordable rented tenure where demand and housing need is highest. The development would deliver a mixed and balanced development with a range of tenures and unit sizes.

Affordable Housing

- 7.22 London Plan policy H8 states that all proposals demolishing and replacing affordable housing would be subject to a viability tested route and seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace.
- 7.23 Tower Hamlets Local Plan Policy S.H1 sets an overall strategic target of 50% of affordable housing, with a minimum of 35% provision sought, subject to viability
- 7.24 Tower Hamlets Local Plan Policy D.H2 sets the requirements of affordable housing provision within development in the borough, in terms of quantum, standard and provision. Development is required to maximise the provision of affordable housing with a 70% affordable rented and 30% intermediate tenure split (Para. 9.30 making clear that rented

housing is expected to be 50% London Affordable Rent and 50% Tower Hamlets Living Rent).

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

Amount and tenure

- 7.26 Of the total proposed 421 units, the scheme would provide 100 affordable homes, amounting to 30.15% by habitable room. The proposed tenure split is 62 Affordable Rent homes and 38 Intermediate homes, which equates to 71:29 Social Rent: Intermediate by habitable room. This exceeds the Council's policy requirement of 70:30 and is welcome.

- 7.27 Overall, the development would deliver 30.15% affordable housing. Following the submission and interrogation of viability information, this has increased from 23% which was proposed as part of the application originally.

- 7.28 The proposed scheme has been viability tested in accordance with London Plan and Tower Hamlets policy and guidance. The application is supported by a Financial Viability Assessment (FVA) prepared by Gerald Eve, which has been reviewed and scrutinised by the Council's viability officers and GLA officers. Following a robust review of the submitted viability evidence, the Council's viability team has concluded that there would be a financial deficit against the scheme and consequently it would not be possible to secure any further affordable housing.

Viability review

- 7.29 In line with relevant policy and guidance, to ensure that the maximum reasonable amount of affordable housing is delivered, it is recommended that Section 106 planning obligations secure an Early-Stage Review. This would re-consider viability in the event that any planning permission is not implemented within two years from the date it is granted. A Late-Stage Review is also required to capture any additional affordable housing that could be secured if the viability situation changes towards the end of the development.

Affordable tenure

- 7.30 The proposal would deliver 62 affordable rented homes which would be delivered 50% at London Affordable Rent and 50% Tower Hamlets Living Rent in line with Local Plan policy requirement. The remaining 38 Intermediate units are proposed as Shared Ownership.

Integration of different tenure types

- 7.31 Both the affordable and private homes would be delivered within the single tower building. The entrance and foyer would be tenure blind with both the affordable and the private units accessed from the ground floor foyer fronting the park. Inside the building there would be two cores allowing the management of these spaces to be separated more easily and ensure that any service charges are also controlled appropriately for the different tenures.

- 7.32 All residents would have access to the second floor play-space terrace. There would be no discernible difference in the quality of the external appearance of the homes in the different tenures. The park would be open and accessible to all residents as well as the public. Officers consider these arrangements to be acceptable.

Wheelchair Accessible Housing

- 7.33 London Plan Policy D3 seeks to ensure that proposals achieve the highest standards of accessible and inclusive design (not just the minimum). Any application should ensure that the development can be entered and used safely, easily and with dignity by all; is convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment; is designed to incorporate safe and dignified emergency evacuation for all building users; and as a minimum at least one lift per core should be a fire evacuation lift suitable to be used to evacuate people who require level access from the building.

- 7.34 London Plan Policy D5 requires that at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (Regulation M4(3) (a) designed to be 'wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
- 7.35 The proposal would feature wide and clearly legible areas of public realm, which would be accessible by disabled people. The proposal would provide in excess of 10% of homes as wheelchair accessible, which is supported. The Council should secure M4(2) and M4(3) requirements by condition or obligation.
- 7.36 All homes have been designed to comply with the Building Regulations Part M4(2) ('accessible and adaptable) and 53 (12.6%) would comply with Building Regulations Part M4(3)(a) and (b) (easily adaptable or fitted out). These homes would comprise the following:
- Market - 6 x 2-bed and 4 x 3-bed
 - Affordable Rent - 17 x 2-bed, 10 x 3-bed and 1 x 4-bed; and
 - Shared Ownership - 5 x 1-bed and 8 x 2-bed
- 7.37 A large proportion of wheelchair units would be delivered within the affordable tenure which is welcome. Officers recommend that the delivery of wheelchair accessible homes is secured by condition and that this reserves details of proposed 28 x Social Rent wheelchair accessible homes (which are to be 'fitted out' and comply with Building Regulation M4 (3)(2)(b) standard).

Quality of Residential Accommodation

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

Housing Standards and Guidance

- 7.41 The proposed unit sizes meet the London Plan's minimum space standards. All units would have private amenity space provision that exceed minimum standards in the form of balconies and winter gardens.
- 7.42 In total, over 50% of the affordable units would be dual aspect, and 44% of the market units would be dual aspect. There are no north facing single aspect units proposed. All units would have a floor-to-ceiling height of 2.5m. Overall, the proposed residential quality is high and in line with London Plan Policy D6.

Noise & Vibration

- 7.43 The proposed residential units would not be subjected to unacceptable noise or air quality conditions. Conditions would be secured to ensure that residential units were protected from noise generating plant equipment and to ensure new accommodation is constructed to appropriate standards with regard to acoustic insulation.
- 7.44 Subject to the planning conditions referenced, officers consider that the proposed new homes would have an acceptable noise environment and that the proposed development does not cause unacceptable noise impacts on existing surrounding homes.

Access to natural light

- 7.45 The submitted Internal Daylight and Sunlight report assesses the internal daylight provision for the proposed homes in terms Average Daylight Factor (ADF) and No Skyline methodologies. It also assesses internal sunlight by way of the Annual Probable Sunlight Hours (APSH), and a Sun Hours on Ground (SHoG) assessment was undertaken to consider potential overshadowing of internal amenity spaces.
- 7.46 In summary, the results of the ADF assessment show that 95% of the habitable rooms assessed would be fully compliant with the BRE Guidelines. The results of the NSL assessment show that 90% of the rooms assessed would be fully compliant with the BRE Guidelines. The results of the APSH assessment show that 51% of the windows would be fully meet the BRE Guidelines for annual sunlight whilst 80% would meet the BRE guidelines for winter sunlight. Given the surrounding context of tall buildings and high-density developments this is considered a reasonable level of compliance.
- 7.47 In terms of SHoG, three out-door areas were tested including the new park space. All three would receive 2 hours of sun on 31 March (complying with the BRE guidelines that call for at least 50%)

Air Quality

- 7.48 The application submission has had regard to the potential impact of existing local air quality conditions on future residents. This has been assessed using local air quality monitoring sites. The impacts relating to dust were also considered as part of the assessment. Officers are satisfied that the proposal is acceptable, subject to the proposed embedded mitigation measures and recommended conditions.

Fire Safety

- 7.49 London Plan Policy D12 makes clear that all development proposals must achieve the highest standards of fire safety and requires all major proposals to be supported by a Fire Statement. London Plan Policy D5 (B5) states that new development should be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building. The Mayor of London has also published pre-consultation draft London Plan Guidance on Fire Safety Policy D12(A).
- 7.50 The Mayor's Stage 1 Report requested that a Fire Statement be submitted to address the requirements of Policy D12. In response, the applicant submitted a Fire Strategy Report Stage 2 (dated January 2021).
- 7.51 The Statement consists of a high-level review of fire safety requirements for the proposed development based on relevant British Standards and addresses means of escape, fire safety systems, internal fire spread, external fire spread and access and facilities for the fire service.
- 7.52 The development would be required to meet the Building Regulations in force at the time of its construction – by way of approval from a relevant Building Control Body.
- 7.53 As part of the planning application process the London Fire Brigade were consulted. Comments were first received on 13th January 2022. The LFB comments are summarised within the consultation section of this report and stipulated that the design submitted would not fully satisfy London Plan Policy D12 (A) (4) and further information would be required to ensure planning policy requirements are met.
- 7.54 Following receipt of the London Fire Brigade consultation comments the applicant undertook a design review of the proposed development and introduced a number of amendments to the design, the details of which are summarised below.

- Introduction of a second stair core with all floor levels having access to both stair cores.

- The provision of an additional stair has resulted in the loss of one lift in the southern core. To ensure the remaining three lifts meet tenant requirements, these lifts have been increased in size and will operate at a faster speed to meet waiting time requirements.
- Amenity spaces have been provided with their own access / exit lobby separate from the core and all amenity areas will have access to both stair cores and evacuation lifts.
- A direct firefighting access corridor has been provided at ground floor level on the southern façade along Manilla Street.

7.55 The proposed number of residential units, the mix and the layout of units would remain as previously proposed.

Communal Amenity Space & Play Space

7.56 London Plan Policy S4 seeks to ensure that development proposals include suitable provision for play and recreation, and incorporate good-quality, accessible play provision for all ages, of at least 10sqm per child.

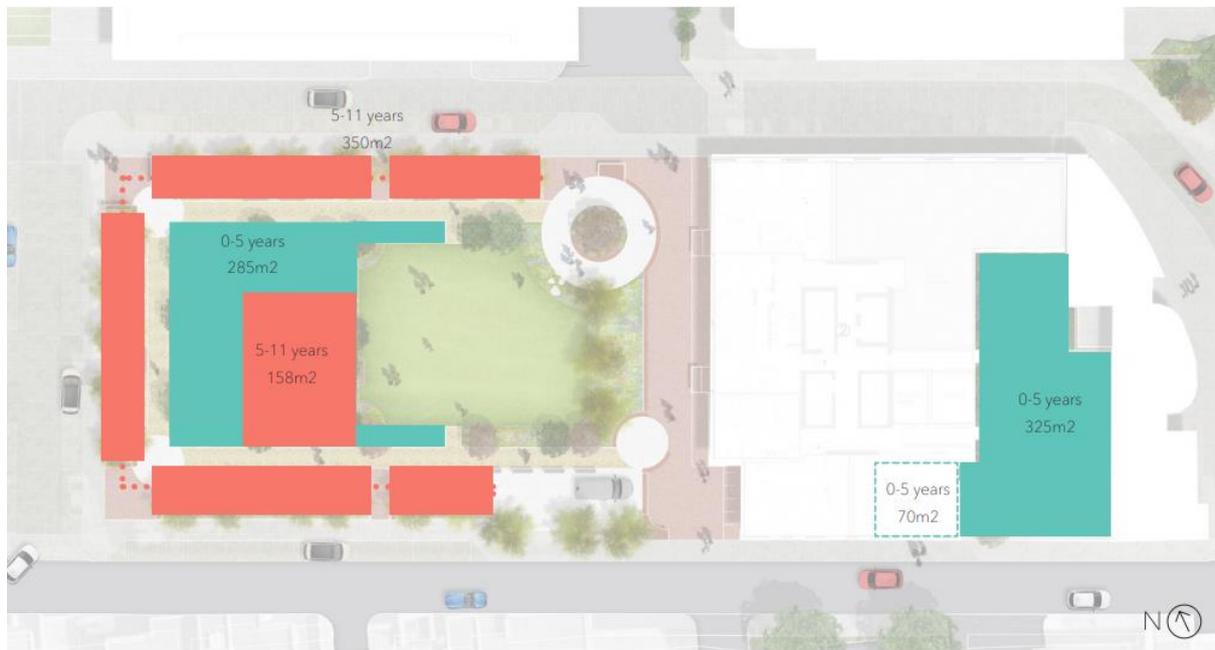
7.57 Local Plan Policy D.H3 requires a minimum of 50 sqm of communal amenity space for the first 10 units and a further 1sqm for every additional unit thereafter, as well as the provision of appropriate child play space as determined by the child yield calculator.

7.58 The GLA Population Calculator estimates that a total of 157 children might live in the proposed development, based on the tenure and size mix. The table below highlights the amount of playspace required and the playspace that will be provided on site.

Table 9: Child yield & play space

Age Group	Child yield	Minimum requirement (sqm)	Proposed Play Space (sqm)
1-4	67.4	674	680
5-11	52.1	521	508
12+	37.4	374	-
Total	156.9	1569	1195

7.59 The onsite playspace has focused on the younger age group with sufficient playspace for children under 12 years old being accommodated on site. This would be located predominantly within the western portion of the new park space with some additional younger playspace located within the first floor terrace of the building and accessible to all residents.



7.60 In terms of playspace for older children whilst the development does not include formal play for older children the communal open space would offer opportunities for informal play. Within a 600m radius of the scheme there is an outdoor gym within Sir John McDougall Gardens as well as two areas of formal playspace for older children currently under construction as part of the Millharbour development. In recognising of the need for improved facilities in the area for older children and mitigate the absence on site officers have included a requirement for a financial contribution towards improving facilities for older children in the area which would be secured through the s106 legal agreement.

7.61 The amount of proposed communal amenity space exceeds the policy requirements. The total area of publicly accessible open space provided will be 1630sqm. This includes 793sqm of dedicated play within the park and an additional 343sqm of open park lawn. The remainder would be a mix of planting and hard landscaping.

Density

7.62 London Plan Policies D2 and D3 require optimising site capacity through a design-led approach, whilst taking account of existing and proposed infrastructure. Explanatory text to Tower Hamlets Local Plan Policy D.DH7 makes clear that proposed tall and dense developments are required to consider the criteria set out in Policy D.DH6. The Council's High-Density Living SPD (December 2020) provides guidance on designing for high density.

7.63 The proposed development would have a density of 730u/ha (2525hr/ha). London Policy D4 requires that all proposals exceeding 30m high and 350 units per hectare must have undergone a local borough process of design scrutiny. The applicant has engaged extensively with officers through pre-application discussions and the scheme was considered by the Conservation and Design Advisory Panel (CADAP), which has informed the current scheme and design layout. The application scheme generally reflects guidance in the *High-Density Living SPD*, which was in draft at the time that the application was submitted. The London Plan (para. 3.4.9) requires applications for higher density developments (over 350u/ha) to provide details of day-to-day servicing and deliveries, longer-term maintenance implications and the long-term affordability of running costs and service charges (by different types of occupiers). A condition is recommended with regards density management plan.

7.64 Isle of Dogs Neighbourhood Plan Policy D2 expects developments exceeding the 1,100 habitable rooms/hectare density to meet the specific expectations set out in the Mayor of London's Housing SPG for development exceeding the density matrix thresholds in the previous (2016) London Plan. It is noted that the updated London plan 2021 no longer makes reference to the density matrix however the proposal has been considered in relation to the Housing SPG.

7.65 The development is considered to contribute positively in terms of placemaking, creating a high quality public realm and park space that improve the pedestrian experience. The development would provide a good mix of housing with good quality child playspace accessible to all residents. Servicing and cycle storage has been considered extensively through pre-app and the application. Furthermore given the location of the site, in the Millwall Tall Building Cluster, an Opportunity area as well as a site allocation which requires housing to be delivered a high density housing scheme is considered appropriate.

Design

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

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

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

Site Layout

7.69 The proposed layout of the site and the location of the tall building has been informed by an analysis of the surrounding context and constraints and with the intention of limiting the impact on neighbouring residential buildings. The layout has also considered the concerns raised with the previously refused scheme and the Council's aspirations for consolidated public amenity space on part of the site.



7.70 The massing has been concentrated within the eastern portion of the site and a park is proposed on the west, which would create a large area of publicly open space. This has assisted in limiting the impact of the development on the daylight and sunlight on neighbouring residential properties.

- 7.71 At ground floor level, the residential entrances would be located on the western elevation of the building, opening out onto the park. Secondary entrances providing access to the cycle parking would be on the northern and southern elevations of the building. Refuse storage and back of house facilities would also be provided at ground floor on the northern elevation.
- 7.72 At first floor level a resident gym is proposed along the western park elevation alongside cycle parking spaces and hanging facilities. At second floor level alongside residential units would be the additional child playspaces for younger children previously identified. Residential units would be located on all floors above this.

Townscape, Massing and Heights

- 7.73 London Plan Policy D9 provides a strategic guidance for tall buildings in the London area. The policy also sets out criteria which against which development proposals should be assessed and these include visual, functional and environmental impacts.
- 7.74 Tower Hamlets Local Plan Policy D.DH6 directs tall buildings to designated Tall Building Zones (Aldgate, Canary Wharf, Millwall Inner Dock, Blackwall and Leamouth).
- 7.75 The general criteria set out in Tower Hamlets Local Plan Policy D.DH6 Part 1 that all tall building proposals must meet can be summarised as follows: have a proportionate scale, be of exceptional architectural quality, enhance character of the area, provide a positive skyline, not prejudice development potential, ensure a high quality ground floor experience, demonstrate public safety requirements, present a human scale to the street, provide high quality private communal open space/play space, avoid adverse microclimate impacts, ensure no adverse impacts on biodiversity/open space, comply with civil aviation requirements and not have unacceptable impact on telecommunications.
- 7.76 The application site is located within the Millwall Inner Dock tall building cluster, an area identified as appropriate for tall buildings. The scale of the building is considered appropriate for the site's location and the surrounding built context. The massing has sought to suitably sit within the surrounding cluster, by stepping down from the Wardian and Alpha Square buildings to the east.
- 7.77 The design of the building has been carefully considered and evolved in consultation with officers as part of the pre-application process as well as input from CADAP. It is considered that the building would provide an interesting and positive addition to the cluster. At ground floor level the entrance and lobby to the residential building has been well designed to provide a welcoming and appealing focal point for all tenure types. The provision of a significant amount of public space in the form of the park area is a significant benefit. The provision of communal open space and play space, potential adverse impacts on microclimate and biodiversity and fire safety considerations are addressed elsewhere in this report. They are all considered to be acceptable. Officers therefore consider that the development would meet the requirements of Local Plan policy D.DH6.
- 7.78 The Townscape Visual Impact and Heritage Assessment (TVIHA) and addendum report that forms part of the ES is based on 28 views that were agreed with officers and that were tested during the design development process.
- 7.79 The development would appear within several strategic views including 5A.1: Greenwich Park; View 6A.1 Blackheath; View 11B.1: London Bridge; View 11B.2: London Bridge; View 12B.1: Southwark Bridge, and View 15B.1: Waterloo Bridge.
- 7.80 Having reviewed the TVIHA officers are satisfied that the height of the proposed development would relate well to those of nearby developments, and when viewed from various points would sit comfortably within the prevailing pattern of development on the Isle of Dogs. The height of the building would be comparable with that of existing buildings in the vicinity and would be consistent with a general stepping down in the height of buildings moving away from the central Canary Wharf commercial cluster

7.81 The development would not compromise the recognition and appreciation of the St Paul's, Tower Bridge and Tower of London landmarks.

Detailed design and appearance

7.82 The building has been designed to have a distinct base, middle and top which the architect has identified as the local (how the building meets the ground), the district (how the building is viewed from medium distance views) and the skyline (how the building meets the sky and is read within the cluster of tall buildings).

7.83 The local (base) of the building has been designed to provide a human scale and present a welcoming and accessible environment for pedestrians and residents. A ground floor canopy entrance adjacent to the park elevation provides a covered entrance for all residents and connects the building in with the new adjacent park.



7.84 The district (middle) of the building has been carefully designed with the variation in amenity spaces between winter gardens, linear balconies and corner balconies used to articulate the massing and provide visual interest.

7.85 The skyline (top) of the building has sought to emphasise the vertical piers and create a distinct castellated impression to the crown.



7.86 Officers consider that the proposed tower would be well proportioned and would be of appropriately high architectural quality.

Appearance & Materials

7.87 In terms of materials the applicant proposes pre-cast concrete at ground and first floor level with an aluminium clad to the upper floors with ribbed and perforated panels used to create visual interest. The proposed architectural quality and materiality of the scheme is supported. It is recommended that details of external materials are secured by planning condition

Landscaping & Public Realm

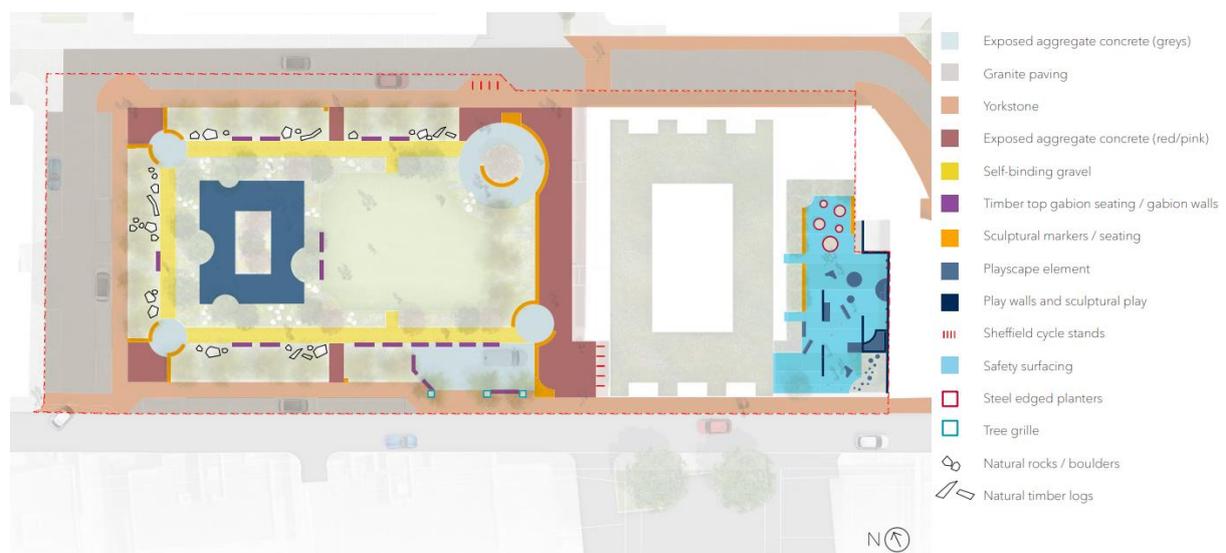
7.88 London Plan Policy D8 requires development proposals to ensure that public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, and easy to understand and maintain.

7.89 Tower Hamlets Local Plan policy D.DH2 requires developments to positively contribute to the public realm through the provision of active frontages and multi-usable spaces that can cater for social gathering and recreational uses.

7.90 The submitted Landscape strategy document sets out a considered approach to landscaping which would include child play opportunities integrated within the park space as well as on the second-floor terrace. The landscaping is focused on providing a consolidated park space that would integrate with the existing surrounding built environment and improve access and permeability across the site both for new residents and members of the public. The park space is considered a substantial benefit of the scheme and would deliver on the requirements of the site allocation to provide a substantial consolidated piece of green infrastructure.

7.91 The west side of the park would focus on provision of child playspace with the eastern portion delivered as a grass amenity space with additional planting and trees surrounding the space. Access to the park would be multifaceted with routes through from all four corners improving the pedestrian permeability in the area. Further public realm works would be undertaken as part of the s278 works and ensure the landscaping integrates in with the surrounding streetscape. The proposed landscaping and public realm works have been designed in consideration with the proposals coming forward as part of the 30 Marsh Wall site to ensure that these two sites would work together and integrate at pedestrian level

7.92 A variety of surface materials has been chosen including granite paving, yorkstone and concrete to provide a high-quality palette for the landscape and public realm and to help with legibility by sign positing pedestrian routes through the site and complement the materials in the surrounding context.



7.93 In terms of soft landscaping the park space would include a range of native and more exotic planting. The park space would be lined with mature trees to provide softened edge and buffer from traffic and noise. The strategy has been reviewed by the Councils Biodiversity

officer who is supportive. The detailed planting and maintenance would be secured by condition.

- 7.94 It is recommended that details of the landscaping and the management arrangements are secured by planning condition to ensure a high quality of landscape design and maintenance.

Safety & Security

- 7.95 The Metropolitan DOCO have been consulted and have made recommendations with regards access and door and window specifications. A condition has also been recommended in relation to obtaining Secured by Design accreditation. Subject to this condition officers are satisfied with the proposal from a security perspective.

Heritage

- 7.96 The site is not located within a conservation area, nor does it contain any listed buildings. The TVIA does however have regard to the impact of the proposed development upon a number of designated and non-designated heritage assets within the surrounding area. The TVIA generally identifies significant beneficial and neutral effects on heritage assets during operation with negative impacts during construction. Officers have considered this in line with their statutory duty, as required by legislation, and have had special regard to the desirability of preserving the settings of conservation areas and listed buildings.

- 7.97 In terms of neighbouring conservation areas, the TVIA has considered the impact on the West India Dock and Coldharbour Conservation Areas (some distance to the north and southeast respectively). Given the scale and density of the surrounding context of the site and the proposed nature and scale of the building proposed it is not considered that there would be any detrimental impact on the neighbouring conservation areas.

- 7.98 In terms of listed buildings there are no listed buildings or structures within or immediately adjacent to the site. The TVIA has identified 3 Listed buildings that are within 500m of the site - the grade I Quay walls, copings and buttresses to the Import and Export Dock at West Quay and West India Dock North. The TVIA assessment has considered these alongside other listed buildings and scheduled monuments outside of this radius which were of importance. Officers have assessed the submitted information and consider that the development would not have a harmful impact on any nearby listed buildings.

- 7.99 Overall, officers consider that the proposed development would preserve the character and appearance of surrounding conservation areas in accordance with Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and would also preserve the setting of listed buildings in accordance with Section 66 of Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

Archaeology

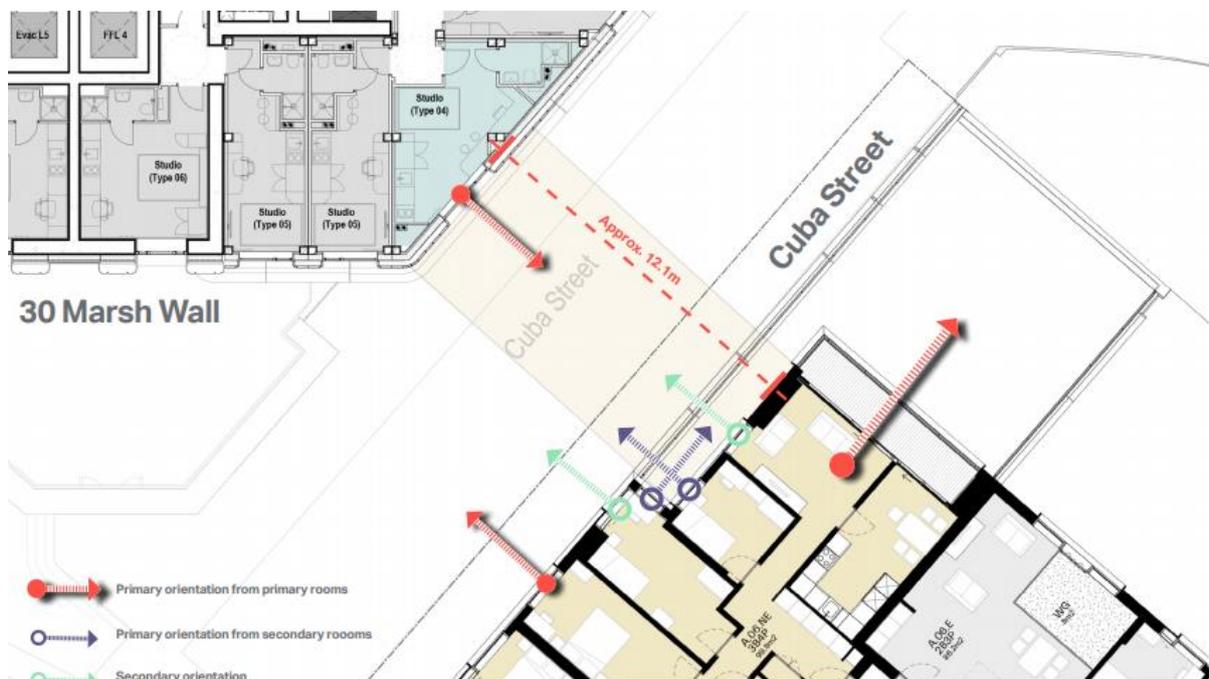
- 7.100 Development plan policies require measures to identify record, protect, and where appropriate present the site's archaeology. The site lies within an Archaeological Priority Area and has been referred to the Greater London Archaeological Advisory Service (GLAAS) who have recommended conditions to be included if planning permission is granted. Subject to these conditions officers are satisfied that the development would comply with these requirements.

Neighbour Amenity

- 7.101 Development Plan policies seek to protect neighbour amenity safeguarding privacy, not creating allowing unacceptable levels of noise and ensuring acceptable daylight and sunlight conditions. The application site is situated in a highly urbanised area surrounded by several high density, tall residential buildings, and low-rise housing. The neighbouring sites to the north and south that are the subject of planning applications and permissions for development have also been assessed in terms of amenity impacts.

Privacy & Outlook

- 7.102 In terms of privacy and overlooking to the east of the site would be Block Wharf which would have only windows to the lift core directly facing the site. This would not raise any privacy issues.
- 7.103 Endeavour House is located north of the site. Given the proposed location of the building on the application site and the orientation of the building footprint there would be no direct overlooking between these properties. Further to the north Landmark East would be sufficiently distant (approx. 40m) and would not raise any privacy concerns.
- 7.104 To the south Bellamy Close and Manilla Street existing windows would be to secondary elevations and would not raise any significant privacy concerns. Furthermore, a recent permission on this site includes a relocation of the massing to the southern edge of the site further away from the proposed building on the application site
- 7.105 To the east the new park space would provide sufficient distance from existing neighbouring properties to limit any overlooking privacy issues.
- 7.106 The most challenging relationship is with the emerging development site at 30 Marsh Wall. In recognition of the close relationship of these two sites and in order to optimise the potential of both sites the design has considered this relationship and as far as possible implemented design and layout solutions to limit overlooking. The graphic below shows an example of the layout of a residential unit and the relationship with an emerging 30 Marsh Wall scheme.



- 7.107 As the graphic demonstrates the layout of the flats has focused the main living spaces with outlook away from 30 Marsh Wall with windows to bedrooms, which would be less intensely used, facing towards 30 Marsh Wall. 30 Marsh Wall has also been designed in consideration of this with the orientation of rooms limiting direct overlooking.
- 7.108 Whilst it is acknowledged that there would be some overlooking between these sites it is officers views that the design has sought to limit these where possible. Furthermore, it is not unexpected within densely development urban environments that there are some close relationships between buildings. Given the requirements of the site allocation and the Councils need for housing as well as the other benefits of the scheme it is officers view that the level of overlooking is acceptable.

Daylight, Sunlight & Overshadowing

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

7.110 To calculate daylight to neighbouring properties, the BRE guidelines, referenced in the Council’s Local Plan policies, emphasise that vertical sky component (VSC) that measures light received by the windows, is the primary assessment. No skyline (NSL) assessment which measures daylight distribution, is also used 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.

7.111 The Environmental Statement assesses the likely significant impact of the proposal on the daylight and sunlight on surrounding residential properties (sensitive receptors) identified in Figure 1 below.

7.112 The BRE guidelines say that changes in daylight and sunlight of 20% or less are negligible and therefore acceptable. 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

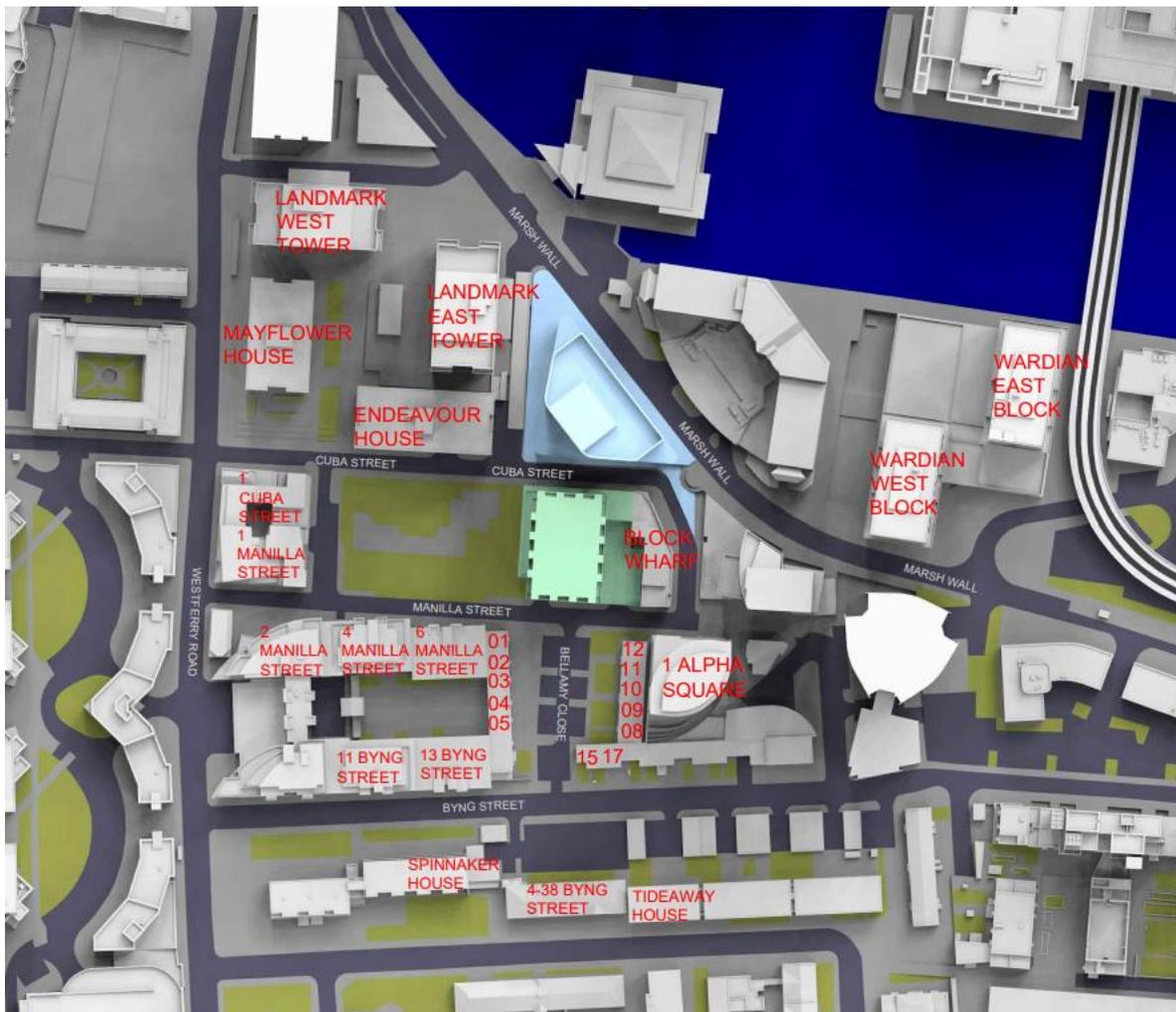


Figure 1: Daylight, sunlight and overshadowing sensitive receptors

7.113 The ES adopts the above significance criteria for VSC, NSL and ASPH assessments. However, where defining a ‘minor adverse’ effect for daylight only, where the VSC levels as

a percentage reduction in excess of 20% but retain a VSC greater than 27%, the impact is considered negligible.

7.114 In relation to ASPH a further criteria used is if the retained total APSP levels are in more than 25% with at least 5% of this occurring in the winter months, the resultant effects are considered negligible (and not significant), regardless of the percentage alterations.

Daylight and sunlight summary

7.115 In relation to daylight impacts, of the 3,883 windows assessed for VSC, 374 (10%) have a baseline VSC equal to or greater than the 27% recommended by the BRE guidelines. 1,407 (53%) of the 2,662 rooms assessed for NSL have a baseline daylight distribution of at least 80% or more of the total room area.

7.116 With regard to sunlight, of the 1,630 windows assessed, 351 (22%) meet the BRE guidelines achieving at least 5% or more winter and 25% or more total sunlight in the baseline condition.

Table 1: Daylight Impacts Existing Baseline v Proposed Development

Address	Total No. Windows	No. Windows meeting BRE (VSC)	Minor reduction	Moderate reduction	Major reduction	Total Windows below BRE guide
Landmark East Tower	428	370	56	2	0	58
Endeavour House	104	88	4	7	5	16
Mayflower House	72	24	14	34	0	48
Block Wharf	28	26	0	0	2	2
4-38 Byng Street	52	40	10	0	2	12
Spinnaker House	64	55	0	6	3	9
12 Bellamy Close	5	1	2	0	2	4
17 Byng Street	2	0	2	0	0	2
15 Byng Street	6	0	6	0	0	6
4 Bellamy Close	6	5	1	0	0	1
3 Bellamy Close	6	2	3	1	0	4
2 Bellamy Close	6	0	3	3	0	6
1 Bellamy Close	6	0	0	4	2	6
6 Manilla Street	38	8	12	18	0	30
4 Manilla Street	52	49	3	0	0	3
13 Byng	28	2	34	3	0	37

Street						
11 Byng Street	74	37	34	3	0	37
Wardian, West Block	1118	744	102	150	122	374
Wardian, East Block	952	895	55	2	0	57
1 Alpha Square	641	379	222	40	0	262

Daylight – likely significant effects

- 7.117 A summary of the daylight impacts of the proposed development on neighbouring properties is included in the table above. It should be noted that Tideway House, Landmark West Tower, 1 Cuba Street 1 & 2 Manilla Street, 5 & 8- 11 Bellamy Close were also assessed as part of this scenario and would all retain VSC levels within BRE guidance.
- 7.118 The officers report will focus on those properties that result in moderate and major adverse impacts.

Landmark East Tower

- 7.119 56 (13%) windows would fall below the recommended BRE Guidelines and experience a Minor adverse alteration. 2 would experience a Moderate Adverse alteration. Of these 56 windows, 28 would be bedrooms which have a lower sensitivity compared to other room uses. 22 of these windows retain a VSC value above 20% and all 28 give light to rooms which meet the BRE guideline for NSL. The other 28 windows provide light to rooms with additional windows which experience a Negligible impact.

Endeavour House. -

- 7.120 A total of 104 windows serving 104 rooms were assessed for daylight within this residential building. For VSC, 88 windows (85%) would meet the BRE guidelines criteria. 4 (5%) windows experience a Minor adverse effect. These windows have existing values under 6% meaning absolute changes in VSC of 2% would result in larger percentage changes, however these alterations are unlikely to be noticeable to the occupant.
- 7.121 7 (7%) windows experience Moderate adverse. 6 of these windows have existing values under 6% and meaning absolute changes in VSC of 3% can result in larger percentage changes, however these alterations may not be noticeable to the occupant. The remaining window gives light to a bedroom.

Mayflower House

- 7.122 A total of 72 windows serving 72 rooms were assessed for daylight within this residential building. For VSC, 24 windows (33%) would meet the BRE guidelines. 14 (19%) windows experience a Minor adverse effect. 34 windows experience a Moderate Adverse. Again, these windows have low existing values of approximately 5% or below meaning absolute changes in VSC of 2-3% result in larger percentage changes, however these alterations are unlikely to be noticeable to the occupant. No windows experience Major adverse effects.
- 7.123 With regards to NSL, 61 out of 72 rooms (85%) adhere to the BRE guideline for NSL and are considered to experience a Negligible effect. Of the 11 rooms which experience an adverse alteration, 9 reduce between 20-29% considered a Minor adverse effect. 2 rooms experience a Moderate adverse. 8 of these rooms are bedrooms which have a lower requirement for amenity compared to other room uses. All 11 rooms have an existing NSL value below 50% meaning the existing amenity is partly restricted and relatively small absolute changes can result in larger percentage alteration.

Block Wharf

7.124 For VSC two windows within this building would experience major adverse effects. Given the proximity of the building directly adjacent to the application site and the currently cleared character of the site any scale of development would have an adverse impact. Also noting that the building as a whole would retain reasonable levels of daylight the impact is considered to be acceptable.

4-38 Byng Street

7.125 10 (19%) windows experience a Minor adverse effect These windows have existing values under 4% and meaning absolute changes in VSC of 2% can result in larger percentage changes, however these alterations are unlikely to be noticeable to the occupant. 2 (4%) windows experience a Major adverse. All of these windows existing values are under 3% meaning absolute changes in VSC of 2% result in larger percentage changes, however these alterations are unlikely to be noticeable to the occupant.

7.126 With regards to NSL, 20 (63%) rooms meet the BRE guidelines. 12 (36%) rooms would fall below the recommended BRE Guideline for NSL and experience an alteration of a Minor adverse effect. 7 (22%) of these rooms retain an NSL value above 50% meaning the sky can be seen from the majority of the room area. The remaining 5 (16%) rooms have relatively low existing VSC (below 15%) and NSL (circa 50% or less) values generally caused by existing architectural features such as overhanging balconies

Spinnaker House

7.127 For VSC, 55 windows (86%) would meet the BRE guidelines. 6(9%) windows experience a Moderate adverse. These windows have an existing value under 6% and meaning absolute changes in VSC of circa 3% can result in larger percentage changes, however these alterations may not be noticeable to the occupant. 3 (5%) windows experience a Major adverse. All of these windows have an existing value under 3% meaning absolute changes in VSC of 2% result in larger percentage changes, however these alterations are unlikely to be noticeable to the occupant.

7.128 With regards to NSL, 46 (96%) rooms meet the BRE guidelines.

12 Bellamy Close

7.129 For VSC 2 windows experience a Major adverse effect. These windows have existing values of 11% and 12% indicating larger percentage changes which would not reflect the perceived loss of light.

7.130 With regards to NSL 1 room falls below the recommended BRE guideline for NSL and experiences a moderate effect.

3 Bellamy Close

7.131 For VSC, 2 windows would meet the BRE guidelines. 3 windows do not meet the BRE guideline and experience a Minor adverse effect and 1 would be Major. These windows give light to a room which meets the BRE guideline for NSL.

2 Bellamy Close

7.132 For VSC 3 of the 6 windows tested windows would experience moderate adverse impacts. These windows have existing values under 6% and meaning absolute changes in VSC of circa 3% can result in larger percentage changes, however these alterations may not be noticeable to the occupant. These windows give light to a room which meets the BRE guideline for NSL.

7.133 With regards to NSL, 4 rooms (67%) meet the BRE guideline and are considered to experience a Negligible effect (not significant).

1 Bellamy Close

7.134 Of the 6 windows tested 4 would experience moderate and 2 would experience major adverse impacts.

7.135 With regards to NSL, 6 (100%) rooms fall below the recommended BRE guideline for NSL, 3 windows experience a Moderate adverse and 3 windows experience a Major adverse.

6 Manilla Street

7.136 A total of 38 windows serving 23 rooms were assessed for daylight within this residential building. For VSC, 8 windows (21%) would meet the BRE guidelines. 12 (32%) windows a Minor adverse effect. 5 of these windows give light to bedrooms which have a lower requirement for daylight compared to other room uses. The other 7 windows are located in rooms which have additional windows which meet the BRE guideline and/or have existing VSCs below 7% indicating amenity access to the window is partly restricted due to the existing architectural features of the building such as balconies and recesses and likely to experience larger percentage changes. 18 (47%) windows experience a Moderate adverse. All of the rooms give light to rooms which meet the BRE guideline for NSL. 5 of these windows give light to bedrooms which have a lower requirement for daylight compared to other room uses. With regards to NSL, 22 (93%) of rooms meet the BRE guideline.

13 Byng Street

7.137 3 (11%) windows experience a Moderate adverse effect. These windows give light to rooms which meets the BRE guideline for NSL. With regards to NSL, all 25 rooms meet the BRE guideline.

11 Byng Street

7.138 A total of 74 windows serving 46 rooms were assessed for daylight within this residential building. For VSC, 37 windows (50%) would meet the BRE guidelines. 34 (46%) windows do not meet the BRE guideline and experience a Minor adverse effect. All windows give light to rooms which meet the BRE guideline for NSL. 3 (4%) window experiences a moderate adverse effect These windows give light to rooms which meets the BRE guideline for NSL. With regards to NSL, all rooms meet the BRE guideline.

Wardian West Block

7.139 A total of 1118 windows serving 503 rooms were assessed for daylight within this residential building. For VSC, 744 windows (67%) would meet the BRE guidelines. 102 (9%) windows experience a be Minor adverse. 46 of these windows have an existing value under 10% which means larger percentage changes which be disproportionate to the loss of amenity may be likely. A further 26 are bedrooms which have a lower requirement for daylight amenity. The remaining 30 windows are all located in rooms with additional windows that meet the BRE guideline and within rooms that meet the BRE guideline for NSL. 150 (13%) windows experience a Moderate adverse effect. All 150 windows are either located in bedrooms which have a lower requirement for amenity, or in a room with additional windows which do meet the BRE guideline for VSC and/or within a room which meets the BRE guideline for NSL. 122 (11%) windows experience a Major adverse effect. 82 of these windows are bedrooms which have a lower requirement for amenity compared to other room uses and have existing VSC values below 10% which indicates disproportionately larger percentage changes may be likely. The remaining 40 all have existing values under 10% which indicates disproportionately larger percentage changes may be likely. With regards to NSL, 445 (88%) rooms meet the BRE guideline which is a reasonable level of compliance

Wardian East Block

7.140 A total of 952 windows serving 423 rooms were assessed for daylight within this residential building. For VSC, 895 windows (94%) would meet the BRE guidelines. 55 (6%) windows experience a Minor adverse effect. All of these windows have an existing value is 9% or below which means larger percentage changes may be likely which are disproportionate to the absolute changes in VSC.

7.141 2 windows experience a Moderate adverse effect. These 2 windows give light to bedrooms which have a lower requirement for amenity compared to other room uses. With regards to NSL, all rooms meet the BRE guidelines.

1 Alpha Square

7.142 A total of 641 windows serving 199 rooms were assessed for daylight within this residential building. For VSC, 379 windows (59%) would meet the BRE guidelines. 222 (35%) windows experience a Minor adverse effect. 70 of these windows retain a VSC of >20% which is considered acceptable in an urban environment. 92 of the remaining windows give light to less sensitive bedrooms. The remaining 48 windows are all located in rooms with additional windows that meet the BRE guideline and within rooms that meet the BRE guideline for NSL. The remaining 12 windows give light to rooms which meet the BRE guideline for NSL. 40 (6%) windows experience a Moderate adverse effect. All 40 windows are in a room with additional windows which do meet the BRE guideline for VSC and/or within a room which meets the BRE guideline for NSL. With regards to NSL, 196 (98%) rooms meet the BRE guideline.

Sunlight

7.143 In terms of sunlight given the orientation of the buildings and the surrounding context the most significant (moderate and major) impacts would be to the properties listed below. A summary of the impact on each building is included below

- Landmark East Tower
- Endeavour House
- Mayflower House
- Wardian West Block
- 1 Alpha Square

Landmark East Tower

7.144 In relation to APSH, 135 (32%) will meet the BRE guidelines. 43 (10%) windows experience a Minor adverse effect. 51 (12%) windows experience a Moderate adverse alteration, and 199 (47%) windows experience a Major adverse alteration. 135 of these windows give light to less sensitive bedrooms. 48 retain an APSH of 20% or more which can be considered reasonably close to the BRE guideline of 25%. The remaining windows are generally located where amenity access is partly restricted by an easterly orientation or balcony features.

7.145 It is also noted that a significant proportion of the windows face close to due east so the expectations for sunlight are limited.

Endeavour House

7.146 In relation to APSH, 32 (57%) will meet the BRE guidelines 10 (18%) windows experience a Moderate adverse alteration (significant) and 14 windows experience a Major adverse alteration (significant). These windows are all either partly obstructed to their easterly orientation or through the blinkering effect of balcony features meaning larger percentage changes are likely.

Mayflower House

7.147 In relation to APSH, 6 (8%) windows experience a Minor adverse alteration. These windows give light to bedrooms with an existing APSH of 5% and experience a reduction of 1% APSH which may not be noticeable to the occupant. 10 (14%) windows experience a Moderate adverse effect these windows give light to bedrooms which have a lower requirement for daylight amenity. 27 (36%) windows experience a Major adverse effect. All rooms have existing APSH values between 2% and 9% APSH which indicates that larger percentage changes may be likely even where absolute losses are 1-4% APSH. It is important to note

that 19 of these rooms are bedrooms which have a lower requirement for daylight compared to other room uses.

Wardian West Block

7.148 In relation to APSH, 16 (3%) windows experience a Minor adverse effect. 14 of these windows have values between 2% and 9% APSH which indicates that larger percentage changes may be likely even where absolute losses are 2% APSH. One other window experiences a loss of 3% APSH which may not be noticeable to the occupant and the remaining window retains an APSH of 16% APSH meaning sunlight amenity will still be received. 50 (10%) windows experience a Moderate adverse effect and are all located in bedrooms which have a lower requirement for daylight amenity. 48 of these windows have an APSH between 6% and 10% meaning sunlight is partly by the building design and absolute losses are between 1-4% which may not be noticeable to the occupant. 27 windows experience a Major adverse effect (significant). 22 windows have existing APSH values between 2% and 9% APSH which indicates that larger percentage changes may be likely even where absolute losses are 1-4% APSH. The 5 remaining windows are partly restricted in the existing condition due to their westerly orientation.

1 Alpha Square

7.149 In relation to APSH, 48 (28%) windows experience a Major adverse effect (significant). All rooms have existing APSH values of 3% APSH which indicates that larger percentage changes may be likely even where absolute losses are 1-2% APSH which may not be noticeable to the occupant.

Cumulative Scenarios

7.150 The EIA Daylight and Sunlight chapter also includes details of a number of cumulative scenarios which have tested the impact of the development alongside approved developments and an emerging scheme at 30 Marsh Wall. The cumulative analysis does identify some significant impacts on neighbouring properties. This is not unexpected given the dense nature of the area and the approved developments within the area.

7.151 To further understand which part of the cumulative effect that relates to the Proposed Development, a future baseline scenario has been considered which has considered the cumulative schemes as built and assesses the impact of the development on neighbouring buildings. The conclusions of this analysis demonstrate that a large proportion of the impacts on neighbouring properties are a result of the cumulative schemes rather than the proposed development.

Daylight and sunlight conclusions

7.152 The BRE Guide recommends that a room with 27% VSC will usually be adequately lit without any special measures, based on a low-density suburban model. This may not be appropriate for higher density, urban London locations. The NPPF 2019 advises that substantial weight should be given to the use of 'suitable brownfield land within settlements for homes...' and that LPAs should take 'a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site'. Paragraph 2.3.47 of the Mayor of London's Housing SPG supports this view as it acknowledges that natural light can be restricted in densely developed parts of the city. Officers consider that retained VSC values in the mid-teens (that the applicant puts forward as a reasonable alternative target) are deemed acceptable.

7.153 It is acknowledged that the proposed development would result in daylight sunlight and sunlight impacts on surrounding properties. Officers have reviewed the information submitted and considered the impacts and balanced these against the benefits of the scheme. The application site is located within an Opportunity area and within a site allocation with the expectation that a higher density development would deliver on the Councils requirement for homes including affordable homes. The site layout seeks to reduce the potential amenity impacts through the positioning of the tower towards the eastern boundary and including a new open space between the tower and the lower rise properties

to the west. The overall impacts are less severe in terms of daylight, overlooking and outlook than previously refused application. Taking account of the local context of dense urban development in tall buildings, officers consider the likely significant effects of the proposed scheme on nearby homes would be significant but not of magnitude to warrant refusal when balanced against the benefits of the scheme.

Overshadowing

7.154 The assessment considers the likely effects on 5 areas:

- House Block Wharf Roof South Terrace
- Block Wharf Roof North Terrace
- Land between Landmark West, Landmark East, Mayflower House and Endeavour
- Mayflower Roof Terrace
- Endeavour House Roof Terrace

7.155 With regards to overshadowing, 4 out of 5 of the amenity areas experience effects which are considered negligible and Minor adverse under the Main Assessment. The amenity area which experiences a significant adverse effect, Block Wharf North Terrace is located on the boundary with the Cuba Street Site and as such overshadowing impacts on this area would be expected of any massing of significance coming forward given the proximity to the site.

Solar Glare

7.156 The BRE Guidelines state at paragraph 5.8.1: “Glare or solar dazzle can occur when sunlight is reflected from a glazed façade or area of metal cladding.”

7.157 The Solar Glare analysis assessed the impact of solar glare on a number of locations around the site. It was concluded that there would be negligible or minor impacts from Solar Glare and the results would be similar to other buildings of similar scale and character.

Construction Impacts

7.158 The Council’s Code of Construction Practice Guidance require major developments to operate a Construction Environmental Management Plan (CEMP) and construction Logistics Plan (CLP) that outlines how environmental, traffic and amenity impacts attributed to construction traffic will be minimised.

7.159 The application is supported by a Construction Environmental Management Plan. This estimates an overall construction period of 48 months and sets out potential security and storage, traffic routeing, loading/unloading areas, delivery times, construction vehicle restrictions, working times, noise/dust/air pollution control measures and management, monitoring, and review arrangements etc.

7.160 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 Logistics Plan and that a planning obligation secures compliance with the Considerate Contractor Scheme. The information submitted to discharge the condition would be expected to include up to date consideration of the surrounding developments ensuring that impacts on existing residents are minimised.

7.161 Subject to the proposed conditions and obligations the development would appropriately address construction impacts and would comply with policies CC1, CC2 and CC3 of the Isle of Dog Neighbourhood Plan.

Transport

7.162 Development Plan policies promote sustainable modes of travel and limit car parking to essential user needs. They also seek to secure safe and appropriate servicing.

Vehicular, pedestrian and cycle access

7.163 The applicant has included potential roadworks and public footway works along Cuba Street, Manilla Street and Tobago Street which includes relocating and increasing the number of parking spaces and resurfacing footways. The details of the public highway works would be agreed by condition and implemented through a Section 278 agreement with the Council.

Car Parking

7.164 London Plan Policy T6.1 requires residential developments in inner London with PTAL 4 to be car-free. The policy requires the provision of disabled persons parking for new residential developments of 3%.

7.165 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.

7.166 The proposed scheme incorporates 8 'blue badge' car parking spaces (2%), on-street surrounding the site. Normally this would be expected on site. However, provision on site would be at the expense of open space, play space or public realm. The identified spaces are in close proximity to the proposed wheelchair accessible homes and in this instance are considered to be acceptable.

7.167 The proposed car parking arrangements are considered on balance to be acceptable subject to the recommended conditions and s106 planning obligations. Given the car-free nature of the proposed scheme, it is recommended that planning obligations remove the right of future residents to obtain a permit to park in the CPZ ('Blue Badge' holders excluded).

Cycle Parking and Facilities

7.168 London Plan Policy T5 would require 714 long-term cycle parking spaces. The applicant proposes 724 cycle parking spaces through a mixture of a two-tier system and Sheffield stands with additional folding bike lockers also proposed.

7.169 TFL have highlighted a requirement for additional cycle hire docking in the area to mitigate likely impacts from the development and help encourage cycling. It is recommended that planning obligations secure a financial contribution towards the provision of a new cycle hire docking station. A potential location for the docking station has been identified on the western end of Cuba Street adjacent to the application site. Further discussions with the Councils Liveable Street team are required to ensure that the location and design could be incorporated within their aspirations for this area. The s106 would secure the funding for this.

Deliveries & Servicing

7.170 A Delivery and Servicing Management Plan has been submitted along with the Transport Assessment. The proposals include refuse and waste collected from Cuba Street and maintenance parking bay located off Cuba Street which would be accessed by pre-arranged appointment for maintenance vehicles to limit the frequency of vehicle movements. Other deliveries for residents will be provided within the servicing area off Manilla Street. It is recommended that a detailed Delivery and Service Plan is secured by condition.

Trip generation

7.171 The submitted Transport Assessment estimates that the proposed development would be likely to generate a net additional 209 and 184 two-way person trips in the AM and PM peak times of day. Allocating these trips across various modes of travel, the proposed 'car free' development is expected to see very increase in vehicle movements. In contrast, there is expected to be an increase in walking, tube and DLR trips and lesser increases in cycle and bus movements. From the conclusions of the transport assessment and none of these are expected to have a material impact on public transport capacity.

Travel Planning

7.172 The submitted Framework Travel Plan identifies measures to encourage sustainable travel and it is recommended that the approval and implementation of detailed Travel Plans is secured by planning obligation.

Environment, health, and sustainability

Wind/Microclimate

- 7.173 Chapter 11 of the ES reports on the findings of a wind microclimate assessment, based on wind tunnel testing receptor locations within the site and surrounding area. Mitigation measures have been proposed both within the new park space and to the second floor play terrace. These measures mostly consist of tree planting and solid balustrades to balconies where necessary.
- 7.174 Subject to a planning condition securing the identified additional mitigation measures, officers consider that the proposed development would not have a significant adverse effect on the wind microclimate of the site (and future residential amenity) and the surrounding area (and existing residential amenity).

Air Quality

- 7.175 The application has had regard to the potential impact of the proposed development on air quality at nearby residential properties and the impact of existing local air quality conditions on future residents. This has been assessed using local air quality monitoring sites. The impacts relating to dust were also considered as part of the assessment.
- 7.176 The assessment of emissions from the emergency diesel generator is considered acceptable and there are no other onsite combustion emissions to be assessed as air source heat pumps are proposed for the Development.
- 7.177 Mitigation of construction dust is proposed through implementation of mitigation measures in accordance with the Mayor of London's SPG based on the assessed risks of dust soiling and human health impacts from the site prior to mitigation. It is proposed that the required mitigation and dust monitoring strategy will be integrated into a Construction Environmental Management Plan (CEMP), to include an Air Quality and Dust Management Plan (AQDMP) and Construction Logistics Plan (CLP). The proposed construction dust mitigation measures are considered adequate and would comply with the requirements of IOD policy CC3.

Health Impact Assessment

- 7.178 Local Plan Policy D.SG3 states that developments that are referable to the Mayor require to be supported by a Health Impact Assessments (HIA). The submitted HIA has been assessed by the Councils HIA officer and subject to requested clarifications provides a reasonable summary of the health impact and conclusions in relation to the scheme.
- 7.179 Positive health impacts relate to:
- The delivery of 428 new high-quality homes across a range of sizes and tenures;
 - Provision of a new public park within an area of identified open space deficiency;
 - A car-free development, delivering a new pedestrian through route and safety improvements on surrounding streets;
 - Secured by design features promoting community safety;
 - Provision of a ground floor commercial floorspace which will generate employment and create an active frontage onto the park, supporting social activity;
 - Encouraging the reuse and recycling of all materials where possible and incorporating sustainable design measures such as green roofs and tree planting to attenuate climate extremes.
- 7.180 A potential negative health impact has been identified in relation to access to social infrastructure, specifically local primary education and GP services which currently have limited surplus capacity. The Proposed Development will make CIL contributions, which

could contribute towards additional healthcare and primary education capacity within the local area

Energy & Environmental Sustainability

- 7.181 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).
- 7.182 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.
- 7.183 London Plan Policy SI 2 also calls for major development to be zero-carbon by reducing greenhouse gas emissions by improvements on the 2013 Building Regulations, but by 35% (with at least 10% for residential and 15% for non-residential coming from energy efficiency measures), in accordance with the Mayor of London's energy hierarchy. This policy also calls for developments referable to the Mayor to include a Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.
- 7.184 London Plan Policy SI 3 requires development within Heat Network Priority Areas to have communal-low temperature heating system, with heat source being selected in accordance with a hierarchy (connect to heat networks, use zero carbon or local heat sources (in conjunction with heat pumps, if required), use low-emission CHP.
- 7.185 London Plan Policy SI 4 calls for development to minimise overheating in accordance with a cooling hierarchy.
- 7.186 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.
- 7.187 The application is supported by an Energy Assessment and Sustainability Assessment

Energy

- 7.188 The carbon offset contribution (to be secured by S106 legal agreement subject to approval) is to be based on all residual emissions which are noted in the energy strategy as:
- Site Baseline – 430 tonnes CO2 per annum
 - Be Lean – 377 tonnes CO2 per annum
 - Be Clean – 377 tonnes CO2 per annum
 - Be Green – 148 tonnes CO2 per annum (residual emissions)
- 7.189 *Carbon Offsetting.* The above measures are expected to save approx. 283 tonnes of carbon dioxide per year (a 65.8% saving above the Building Regulations 2013). However, despite the use of the above measures, this falls short of the zero-carbon policy target for proposed domestic (273 tonnes per year) and non-domestic uses (10 tonnes per year). As a result, it is recommended that planning obligations secure the payment of a cash-in-lieu payment of £422,024 (based on £95 per tonne of carbon over a 30-year period).

Environmental sustainability

- 7.190 Policy D.ES6 requires new residential development achieve a maximum water use of 105 litres per person per day, to minimise the pressure on the combined sewer network and to

demonstrate that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve the development, taking into consideration the cumulative impact of current and proposed development.

- 7.191 *Internal water use.* There is a mandatory requirement under Building Regulations Part G of achieving a predicted average household potable water consumption of no greater than 125 Litres per person per day and the applicant proposes to use water efficient sanitaryware and white goods specification. Local Plan Policy D.ES6 seeks to achieve a maximum water use of 105 litres per person per day and a planning condition is recommended to secure this policy objective.
- 7.192 *Construction waste.* The applicant's Sustainability Statement states that it would put in place waste management systems during the (demolition) and construction phase to minimise waste, including the sorting and recycling of waste and diverting it from landfill. The ES recommends the implementation of an approved Site Waste Management Plan and It is recommended that this is secured by planning condition.
- 7.193 *Considerate Constructors Scheme.* The applicant's Sustainability Statement states the site is to be registered under the Considerate Constructors Scheme prior to the commencement of the construction phase.' It is recommended that this is secured by a s106 planning obligation.

Waste

Operational waste and recycling

- 7.194 All proposed homes have been designed to include separate refuse and recycling storage in kitchens, to allow residents to separate refuse and recycling at source. Residents would be responsible for taking their waste/recycling to a bin store at ground floor level
- 7.195 Waste would be collected from the servicing bay along Cuba Street. Waste collection for this site would be twice weekly. To accommodate sufficient bins for a once weekly collection would require a significantly larger portion of the ground floor being given over to servicing which would negatively impact on the ground floor design and activation. Alternative proposals for in bin compaction were not considered acceptable to the Council waste team due to health and safety concerns in relation to bin weight and structural stability. Twice weekly collections already operate on other developments in the area and the Councils Highway officers does not consider that an additional pick up would significantly impact on traffic congestion or highway safety. A condition has been recommended requiring an operational waste management plan to be approved by the Council prior to completion of the development.

Construction waste and recycling

- 7.196 It is recommended that a Site Waste Management Plan and It is recommended that this is secured by planning condition.

Biodiversity

- 7.197 London Plan Policy G6 states that 'development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain' and Tower Hamlets Local Plan Policy D.ES3 require developments to protect and enhance biodiversity.
- 7.198 Policy D.ES3 requires major development to deliver net gains in biodiversity in line with the Local Biodiversity Action Plan (LBAP). The proposals include a sizeable new park and a biodiverse roof on the new building. The proposed biodiverse roof is of very good design and covers 450 square metres. It will contribute to a LBAP target for new open mosaic habitat. The planting in the new park includes 3 native tree species, and an excellent range of nectar-rich plants, which will provide forage for bees and other pollinators. Both of these will contribute to LBAP objectives, as will the proposed bee boxes and log piles. Overall, these enhancements will ensure a significant gain in biodiversity.

7.199 The Council's Biodiversity Officer has no objection subject to the approval of biodiversity enhancement measures. It is recommended that these, together with a Landscape Ecological Management Plan (LEMP) to cover the long-term maintenance of retained and newly created on-site habitats, are secured by condition.

Flood Risk & Drainage

7.200 Tower Hamlets Local Plan policies D.ES4 and D.ES5 seek to manage flood risk and encourage the use of Sustainable Urban Drain is protected to a very high standards by the Thames tidal flood defences up to a 1 in 1000 (0.1%) change in any given year. Policy D.ES6 requires new development to minimise the pressure on the combined sewer network.

7.201 The application is supported by a Flood Risk Assessment (FRA) and Drainage Strategy. The site is located within Flood Zone 3a and is protected to a high standard by the Thames tidal flood defences, such as the Thames Barrier. There are risks associated with a breach of defences and therefore it is recommended that the finished floor levels are to be above the TE2100 breach level to improve the sites overall flood resilience. Given the location of the site whilst it not possible for the finished floor level at ground floor to be at this level there are no residential properties located on the lower levels with the first residential properties at second floor being above this level. A condition has been recommended in relation to a flood evacuation strategy to be approved before occupation. Neither the Environment Agency nor Thames Water have raised objections to the proposals.

7.202 The Drainage Strategy sets out proposals to limit the surface water outflow to a peak discharge rate of 2l/s for all storm events, showing a betterment over the existing discharge rate from the site which is accepted. The applicant proposes to achieve this by using a below ground geocellular attenuation tank (199.5m³) with a restricted outflow, a green roof (450m²) and a proposal to include a swale and preambles areas within the site.

7.203 The proposed drainage strategy primarily makes use of a below ground storage tank, green roofs, swale and permeable areas which are sustainable forms of SuDS techniques. The applicant has highlighted the introduction of green roofs and planting lawns which provide both biodiversity and amenity to comply with the London and local policy

7.204 The proposed scheme is designed to connect its foul water drainage network to the public combined sewer. The development would be an increase in foul sewerage entering the system (by 3.47l/s), this has been assessed by Thames Water who are satisfied that there are no issues with this development connecting to the network

Land Contamination

7.205 Geo-environmental (Ground Conditions, Groundwater and Land Take and Soils) was scoped out for EIA purposes. However, the application is supported by a Phase 1 Desk Study and Preliminary Risk Assessment. Based on a conceptual site model, this sets out the characteristic ground conditions and elements of the surrounding environment and identifies potential sources of contamination, potential receptors of the contamination and potential pathways between them. The Councils Contaminated Land officer has recommended conditions in relation to the submission of a remediation plan. This would ensure that the application accords with Tower Hamlets Local Plan policy D.ES8

Infrastructure Impact

7.206 Policy D1 (Part A) of the Isle of Dogs Neighbourhood Plan requires that in order to support sustainable development and in view of the strain on infrastructure in the area and the shortage of publicly owned land, applicants for residential developments exceeding 1,100 habitable rooms per hectare in locations with a PTAL of 5 or less are required to complete and submit an Infrastructure Impact Assessment as part of the planning application.

7.207 The supporting text to Policy D1 highlights that the Neighbourhood Plan seeks to identify those developments that are most likely to impact on the infrastructure needs of the Neighbourhood Plan Area and the wellbeing of its residents, with the aim that both the

existing infrastructure provision and the likely impact of the development in question are taken into account when such applications are determined.

- 7.208 In terms of Transport matters the ES includes a detailed assessment of public transport capacity which has concluded that the development would have an acceptable impact on public transport capacity.
- 7.209 In terms of both surface water and foul water drainage Thames Water have confirmed that there is sufficient capacity within the system accommodate the development. With regards water supply Thames Water have requested a planning condition be imposed which prevents occupation of the development until confirmation has been provided that either: (a) all water network upgrades required to accommodate the additional flows to serve the development have been completed; or (b) a development and infrastructure phasing plan has been agreed with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. This will ensure there is sufficient water supply to serve the proposed development. This condition has been included within the recommended conditions.
- 7.210 With regards to electricity supply both the Council and the developer have been in consultation with UKPN in relation to the power requirements and additional infrastructure required within the area. Working with the GLA, the council is preparing a Local Area Energy Plan that will investigate future energy demand for the wider Isle of Dogs, South Poplar and Lower Lea Valley areas. This plan will be completed by June this year and will include investment prioritisation of how to best meet this demand. With UK Power Networks, the Council are also undertaking a focused feasibility study of electrical connection route options onto the Isle of Dogs to increase network capacity. Once complete, the council will be liaising with developers, UKPN and key stakeholders on how best this new capacity is delivered by providers. This study will be completed by April 2022.
- 7.211 The Applicant has also had discussions with UKRP regarding a new supply to serve both the proposed Cuba Street scheme and the approved Millharbour scheme which is located further down Marsh Wall. The Applicant understands that the costs associated with the required infrastructure updates to meet the needs of these two schemes will be met by the developer. A suitable condition is recommended to ensure that the necessary infrastructure is in place before the development is occupied.
- 7.212 In terms of the gas supply the applicant has committed to engaging with Cadent in ensuring there is sufficient gas supply and has agreed to a condition requiring the developer to engage with the gas supplier at an appropriate stage in the construction period and ensure that a suitable gas connection is provided, along with sufficient capacity in the network, prior to the first occupation of the proposed development.
- 7.213 In relation to health and education facilities, the development would include a significant CIL payment to commit to improved services. Furthermore there are a number of schools coming forward on nearby developments to accommodate new residents.
- 7.214 With regards public transport and highway infrastructure this is addressed in the ES documents and it is considered that there would be no unacceptable impact on transport infrastructure.
- 7.215 The development would deliver additional open space in the form of a new 1600sqm park which is welcome and would contribute towards local infrastructure.
- 7.216 It is estimated that the proposed development would be liable for Tower Hamlets Community Infrastructure Levy (CIL) payments of approximately £9,339,120 (inclusive of social housing relief and exclusive of indexation) and Mayor of London CIL of approximately £2,001,240 (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,

- 7.217 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.
- 7.218 The applicant has agreed to meet all the financial contributions that are sought by the Council's Planning Obligations SPD (2021), as follows:
- £149,168 towards construction phase employment skills training
 - £1718 towards end-user phase employment skills training
 - £422,024 toward carbon emission off-setting
- 7.219 Overall the development subject to securing the relevant conditions and planning obligation the development is considered by officers to have an acceptable impact on local Infrastructure and meets the requirements of the IOD Neighbourhood Plan.

Local Finance Considerations

- 7.220 Assuming that the Council delivers its annual housing target of 3,931 units, the Council would be liable for a New Homes Bonus. Due to the introduction of a new threshold approach by the Government it is not possible to provide an exact amount of New Homes Bonus the proposed development would deliver.

Human Rights & Equalities

- 7.221 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.
- 7.222 The proposed new residential accommodation would meet inclusive design standards and 27 of the new homes would be wheelchair accessible, 28 within the affordable rented tenure and 13 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.
- 7.223 The proposed affordable housing would be of particular benefit to groups that are socially/economically disadvantaged.
- 7.224 The application has undergone the appropriate level of consultation with the public and Council consultees. The applicant has also carried out an extensive engagement with the exiting residents on site.
- 7.225 The proposed development would not result in adverse impacts upon human rights, equality, or social cohesion.

8. RECOMMENDATION

- 8.1 That subject to any direction by the Mayor of London, **conditional planning permission is GRANTED** subject to the recommended conditions and prior completion of a legal agreement to secure the following planning obligations:

8.2 Financial obligations

- a. £149,168 towards construction phase employment skills training
- b. £1718 towards end-user phase employment skills training
- c. £200,000 toward TFL Cycle Hire Docking Station
- d. £56,250 Child Play space Contribution
- e. £422,024 toward carbon emission off-setting
- f. Monitoring fee for financial contribution of 5% of the first £100,000 of contribution, 3% of the part of the contribution between £100,000 - £1 million, 1% of the part of the contribution over £1 million – 1%. Monitoring fee for non-financial contributions of £1,000 per 100 units or 10,000 sqm - £1,000

8.3 **Non-financial obligations:**

- a. Affordable housing provided (30.15% by habitable room) 100 homes (335 habitable rooms) to comprise:
 - 62 units (238 habitable rooms) at THLR & LAR
 - 38 units (97 habitable rooms) as Shared Ownership
 - Early & Late Stage Viability Reviews
 - Council nomination rights arrangements
 - Details and implementation of London Affordable Rent/Tower Hamlets Living Rent 'wheelchair accessible' dwellings (to Building Regulations M4 (3)(2)(b) standard)
- b. Access to employment
 - 20% local procurement
 - 20% local labour in construction
 - 31 construction phase apprenticeships
- c. Transport matters:
 - Car Free development (residential)
 - Residential Travel Plan & monitoring.
 - S278/s38 Agreement for highway works
- d. Secured public access to the proposed park
- e. Submission of energy monitoring results to GLA (in accordance with Mayor of London's guidance).
- f. Compliance with Considerate Constructors Scheme

8.4 That the Corporate Director of Place is delegated the power to negotiate the legal agreement. If within six months of the resolution the legal agreement has not been completed, the Corporate Director for Place is delegated power to refuse planning permission.

8.5 That the Corporate Director of Place is delegated the power to impose conditions and informatives to address the following matters:

8.6 **Informatives**

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

8.7 **Planning Conditions**

Compliance

1. Three-year deadline for commencement of development.
2. Development in accordance with approved plans.
3. Operating hours restrictions on demolition and construction activities
4. Removal of permitted development rights for commercial space (Class E) to change to residential
5. Removal of permitted development rights to erect boundary treatment
6. Noise insulation verification for new residential units
7. Energy and sustainability verification
8. Water Efficiency Measures
9. Noise standard limits from mechanical plant and equipment
10. Air quality emission standards
11. Play space and communal amenity space available prior to occupation
12. Wind Mitigation Measures
13. Development to be carried out in accordance with approved fire strategy

14. TV reception interference mitigation

Pre-commencement

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

15. Submission of Demolition and Construction Environmental Management Plan and Construction Logistics Plan
16. Submission of Site Waste Management Plan
17. Hoarding details
18. Jersey Cudweed survey
19. Construction cranes (consult LCY)
20. RADAR coverage (consult LCY)
21. Land Contamination
22. Piling Method Statement
23. Archaeology Written Scheme of Investigation (WSI).

Pre-superstructure works

24. Details and submission of samples of external facing materials and architectural detailing.
25. Lighting Strategy
26. Approval of landscaping details
27. Approval of boundary treatment
28. Detailed SuDS measures and Drainage Management Strategy
29. Details of ecological enhancement measures
30. Details of proposed Social Rent wheelchair accessible homes (1:50 plans) which are to be built to Building Regulation Part M4(3)(b) standard ('wheelchair user dwellings' – fitted out')
31. Secure by Design accreditation.
32. Green Roof Design (consult LCY)
33. Delivery and Servicing Management Plan (DSMP)
34. Operational Waste Management Plan (OWMP).
35. Public Realm Management Plan
36. Density Management Plan
37. Details of scheme of highway improvements to be secured in a S278 / S38 agreement.

Pre-occupation works

38. Cycle parking
39. Flooding Evacuation Plan
40. Disabled parking spaces
41. Thames Water Infrastructure
42. Gas and Electricity Utility Infrastructure

8.8 **Informatives**

4. Permission subject to legal agreement.
5. Development is CIL liable.
6. Thames Water – proximity to assets.

APPENDIX 1

LIST OF APPLICATION PLANS AND DRAWINGS FOR APPROVAL

Application Drawing No.	Revised Drawing No.	Description
A283-MCO-XX-ZZ-DR-A-(00)201	P01	Existing North Elevation
A283-MCO-XX-ZZ-DR-A-(00)202	P01	Existing South Elevation
A283-MCO-XX-ZZ-DR-A-(00)203	P01	Existing East Elevation
A283-MCO-XX-ZZ-DR-A-(00)204	P01	Existing West Elevation
A286-MCO-XX-00-DR-A-(01)100	P03	Proposed Ground Floor Plan
A286-MCO-XX-01-DR-A-(01)101	P03	Proposed First Floor Plan
A286-MCO-XX-02-DR-A-(01)102	P03	Proposed Second Floor Plan
A286-MCO-XX-03-DR-A-(01)103	P03	Proposed Third Floor Plan
A286-MCO-FA-XX-DR-A-(01)104	P03	Proposed Residential Floor Plan A Level 04
A286-MCO-FB-XX-DR-A-(01)105	P03	Proposed Residential Floor Plan B Level 05
A286-MCO-FC-XX-DR-A-(01)106	P03	Proposed Residential Floor Plan C Level 06
A286-MCO-FC-XX-DR-A-(01)107	P03	Proposed Residential Floor Plan C Level 07-11
A286-MCO-FD-XX-DR-A-(01)112	P02	Proposed Residential Floor Plan D Level 12
A286-MCO-FE-XX-DR-A-(01)113	P03	Proposed Residential Floor Plan E Level 13-15
A286-MCO-FF-XX-DR-A-(01)116	P02	Proposed Residential Floor Plan F Level 16
A286-MCO-FG-XX-DR-A-(01)117	P02	Proposed Residential Floor Plan G Level 17-31
A286-MCO-FH-XX-DR-A-(01)132	P03	Proposed Residential Floor Plan H Level 32
A286-MCO-FJ-XX-DR-A-(01)133	P03	Proposed Residential Floor Plan J Level 33-47
A286-MCO-FK-XX-DR-A-(01)148	P03	Proposed Residential Floor Plan K Level 48-50
A286-MCO-FL-XX-DR-A-(01)151	P03	Proposed Residential Floor Plan L Level 51
A286-MCO-XX-RF-DR-A-(01)170	P02	Proposed Roof Plan
A283-MCO-XX-ZZ-DR-A-(01)201	P01	Proposed North Context Elevation
A283-MCO-XX-ZZ-DR-A-(01)202	P01	Proposed South Context Elevation
A283-MCO-XX-ZZ-DR-A-(01)203	P01	Proposed East Context Elevation
A283-MCO-XX-ZZ-DR-A-(01)204	P01	Proposed West Context Elevation
A283-MCO-XX-ZZ-DR-A-(01)211	P01	Proposed North Elevation
A283-MCO-XX-ZZ-DR-A-(01)212	P01	Proposed South Elevation
A283-MCO-XX-ZZ-DR-A-(01)213	P01	Proposed East Elevation
A283-MCO-XX-ZZ-DR-A-(01)214	P01	Proposed West Elevation
A283-MCO-XX-ZZ-DR-A-(01)301	P01	Proposed Section AA
A283-MCO-XX-ZZ-DR-A-(01)302	P01	Proposed Section BB
A283-MCO-XX-ZZ-DR-A-(21)101	P01	Typical Façade Bay - East /West Facade
A283-MCO-XX-ZZ-DR-A-(21)102	P01	Typical Façade Bay - North/South Facade
A283-MCO-XX-ZZ-DR-A-(21)103	P01	Typical Façade Bay - Corner Balcony

Application Drawing No.	Revised Drawing No.	Description
A283-MCO-XX-ZZ-DR-A-(21)104	P01	Typical Façade Bay - Linear Balcony
A283-MCO-XX-XX-DR-A-(01)401	P01	Proposed Unit Plans 01
A283-MCO-XX-XX-DR-A-(01)402	P01	Proposed Unit Plans 02
A283-MCO-XX-XX-DR-A-(01)403	P01	Proposed Unit Plans 03
A283-MCO-XX-XX-DR-A-(01)404	P01	Proposed Unit Plans 04
A283-MCO-XX-XX-DR-A-(01)405	P01	Proposed Unit Plans 05

Document	Author
Planning Statement	Rolfe Judd Planning
Planning Statement Addendum	Rolfe Judd Planning
Design and Access Statement	Morris + Company
Transport Assessment	TPP
Delivery and Servicing Plan	TPP
Draft Residential Travel Plan	TPP
Construction Environmental Management Plan	Ballymore
Outline Construction Logistics Plan	Ballymore
Operation Waste Management Plan	TPP
Statement of Community Involvement	Your Shout (Thornccliffe)
Landscaping and Public Realm Strategy	Spacehub
Energy Assessment	Hoare Lea
Sustainability Statement and Overheating Analysis	Hoare Lea
Infrastructure Impact Assessment February 2022	Rolfe Judd Planning
Affordable Housing Statement	Rolfe Judd
Financial Viability Assessment	Gerald Eve LLP
Daylight & Sunlight Report	Avison Young
Phase 1 Desk Study and Preliminary Risk Assessment Report (Contaminated Land Report)	WSP
Flood Risk Assessment and Drainage Strategy	WSP
Environmental Statement and Technical Reports	Trium Environmental Consulting LLP
Outline Fire Strategy February 2022	WSP

APPENDIX 2 -SELECTION OF APPLICATION PLANS AND IMAGES



NOTES:

SUPPLEMENTARY INFORMATION:
These drawings reflect the current position of the scheme development at RIBA Stage 2. This should be read in conjunction with the following information prepared by MORRIS+COMPANY:

- Cuba Street Design and Access Statement

Drawings should also be read in conjunction with information prepared by other consultants and as applicable:

- Landscape Design and Access Report and Drawings (SPL/CL/02)
- Structural Engineers Drawings and Specifications (S22)
- MEP Engineers Drawings and Specifications (S22/02)

NOTES TO THE DEVELOPER:
These drawings contain survey and site information produced by others and as such should be verified for accuracy.

Site located, surrounding infrastructure, highlighting building setbacks and plots are derived from 3D Survey, produced by 'Survey Solutions'

Drawings are 2D/3D. Not 3D/4D. Existing site conditions. See previous work for context. Not 3D/4D. Existing site conditions. See previous work for context.

The site ownership boundary has been defined by official title plan and site location map produced by Cooper & Building Surveys Ltd. Drawing No. CS2018-02.

The above boundary, application boundary and landscape has been derived from: Site plan.

Drawing No. 0214-01-00-04/05

104 14/08/2020 Planning Plan Issue

Project: Cuba Street

Revision: 001

SCALE BAR




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Do not scale from this drawing.
No responsibility is accepted for use by the Contractor.
All work dimensions to be their responsibility.
Report all drawings errors and omissions to the AECB (2018).
All dimensions in millimeters unless stated otherwise.
File should not contain the information.

Job Title:
A2B6 - Cuba St

Project Name:
PROPOSED SOUTH CONTEXT ELEVATION



NOTES:
SUPPLEMENTARY INFORMATION:
 These drawings reflect the current position of the address development at 8286 Stage 2. They should be read in conjunction with the following information prepared by Morris+Company:
 - Cuba Street Design and Access Statement
 Drawings should also be read in conjunction with information prepared by other contractors before application:
 - Landscape Design and Access Report and Design (LDA) (LDA) (LDA)
 - Structural Engineer Drawings and Specifications (SE) (SE) (SE)
 - MEP Engineers Drawings and Specifications (MEP) (MEP) (MEP)
REVISED INFORMATION:
 These drawings contain survey and site information produced by others and as well as our own site information.
 Site context, surrounding infrastructure, neighboring building setbacks and plots are derived from 2D survey produced by Survey Australia.
 Drawing No. 227401.
 Site of location, site 2025. Existing site supplied by Ballantray.
 The site and the building have been derived by offset the site and site boundary report conducted by Cooper+Brookley Surveyors Ltd Drawing No. 22124-02.
 The precise boundary, topographic boundary and landscape has been derived from Spatialab.
 Drawing No. 8286-PL-02-04P04.

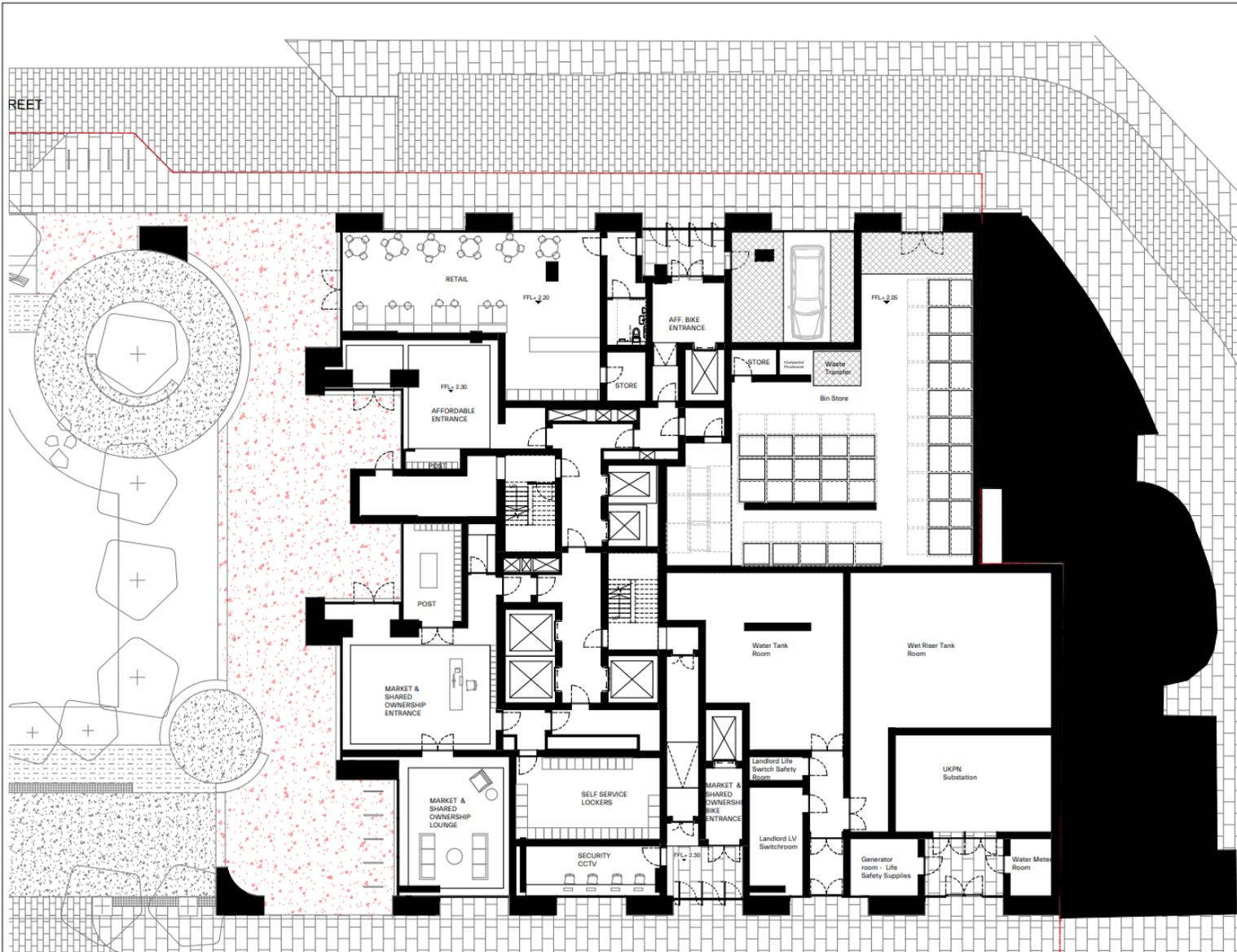
FILE: 14.08.2025 Planning Final Issue
 PROJECT: 8286 - Cuba Street



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* Do not scale from this drawing.
 All dimensions to be checked on site by the Contractor.
 Field and dimensions to be their responsibility.
 Report all drawing errors and omissions to the Architect.
 No dimensions in red indicate where noted otherwise.
 If it should see Contract Administrator.

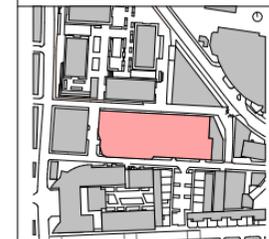
PL Title:
A286 - Cuba St
 Drawing title location:
PROPOSED EAST CONTEXT ELEVATION CONTEXT



STREET

NOTES:
SUPPLEMENTARY INFORMATION
 These drawings reflect the correct position of the scheme development at RIBA Stage 2. They should be read in conjunction with the following information prepared by Morris+Company:
 - Cuba Street Design and Access Statement
 Drawings should also be read in conjunction with information prepared by other contractors (where applicable):
 - Landscape Design and Access Report and Drawings (SPACEHUB)
 - Structural Engineers Drawings and Specification (AGC)
 - MEP Engineers Drawings and Specification (HOBAS LTD)
EXTENTS AND BOUNDARIES
 These drawings comprise survey and site information produced by others and as such should be verified for accuracy.
 Site context, surrounding infrastructure, neighbouring building extents and plots are derived from 2D Survey, produced by 'Survey Systems', Drawing no: 02457.
 Date of creation: June 2019; Existing site supplied by Balfour.
 The Site ownership boundary has been derived by official title plan and site boundary report conducted by Coopers Building Surveys Ltd, Drawing no: 202009-01.
 The above boundary, application boundary and landscape has been derived from Spacehub.
 Drawing no: E214-PL-00-GA/Plan.

revision	date	amendment
P03	18.02.2022	Planning Revisions
P02	27.03.2021	Planning Revisions
P01	14.08.2020	Planning First Issue



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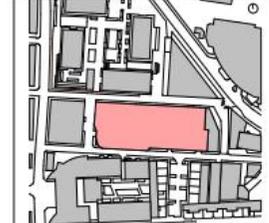
- Do not scale from this drawing
- All dimensions to be checked on site by the Contractor
- And each dimension to be their responsibility
- Report all drawing errors and omissions to the Architect
- All dimensions in millimeters unless noted otherwise
- If in doubt ask Contract Administrator

job title	A286 - Cuba St		
showing this revision	PROPOSED GROUND FLOOR PLAN		
status	For Information		
date	01.08.2020		
scale	1:100 @ A1	1:200 @ A3	
project	originator	zone	level
A286-MCO-XX-00-DR-A-01100			
	type	size	number
			P03



NOTES:
SUPPLEMENTARY INFORMATION:
 These drawings reflect the current position of the scheme development at RIBA Stage 2. They should be read in conjunction with the following information prepared by Morris+Company:
 - Cuba Street Design and Access Statement
 Drawings should also be read in conjunction with information prepared by other consultants within application:
 - Landscape Design and Access Report and Drawings (SAP/EN148)
 - Structural Engineer Drawings and Specifications (S12)
 - MEP Engineer Drawings and Specifications (S12/13)
EXTENDED BOUNDARIES:
 These drawings contain survey and site information produced by others and its accuracy should be verified for accuracy.
 Site context, surrounding infrastructure, neighbouring building setbacks and plots are obtained from OS Datacube, produced by Survey Systems.
 Drawing no: S2742
 Date of creation: June 2020, Survey data supplied by Survey Systems.
 The site ownership boundary has been defined by official title plan and site boundary report conducted by Cooper's Building Surveyors Ltd.
 Drawing no: 20026-02
 The above boundary, application boundary and setbacks has been defined from OS datacube.
 Drawing no: B24-PL-03-GAP/Rev

P02 08.08.2020 Planning Revision
 P03 07.03.2021 Planning Revision
 P04 04.08.2020 Planning Error Issue
 DRAWING DATE APPROVED



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 - If it should ask Contractor Administration.

Job No: **A286 - Cuba St**
 Drawing title: **Proposed**
PROPOSED FIRST FLOOR PLAN

status	For Information
date	01.08.2020
scale	1: 100 @ A1 1:200 @ A3
project	integrated design survey fabric table structure material
A286-MCO-XX-01-DR-A-01101 P03	



NOTES

SUPPLEMENTARY INFORMATION:
 These drawings reflect the current position of the scheme development at RIBA Stage 2. They should be read in conjunction with the following information prepared by Morris+Company:

- Cuba Street Design and Access Statement
- Drawings should also be read in conjunction with information prepared by other consultants (where applicable)
- Landscape Design and Access Report and Drawings (SP-PA01E-LU)
- Structural Engineers Drawings and Specifications (SE-STR)
- MEP Engineers Drawings and Specifications (MEP-ENG)

EXTENTS AND BOUNDARIES:
 These drawings combine survey and site information produced by others and as such should be verified for accuracy.

Site context, surrounding infrastructure, neighboring building extents and plots are derived from OS Survey (produced by 'Survey systems').
 Drawing no: 22742P
 Date of creation: June 2020. Easing also supplied by Ballymore.

The Site ownership boundary has been derived by official title plan and site boundary report conducted by Cooper's Building Surveyors Ltd.
 Drawing no: 20200-02

The above boundary, application boundary and landscape has been derived from Ordnance Survey.
 Drawing no: 8334-PL-00-GAPlan

Tenure Type

- Affordable - Social Rent**
 - 1 Bed
 - 2 Bed
 - 3 Bed
 - 4 Bed
- Affordable - Shared Ownership**
 - 1 Bed
 - 2 Bed
- Private**
 - Studio
 - 1 Bed
 - 2 Bed
 - 3 Bed

POD	Date	Revision
PO1	18.02.2022	Planning Revisions
PO2	27.03.2022	Planning Revisions
PO3	14.08.2020	Planning First Issue

revision date amendment

SCALE BAR
 0 1 2 3 4 5 6 7 8 9 10 M



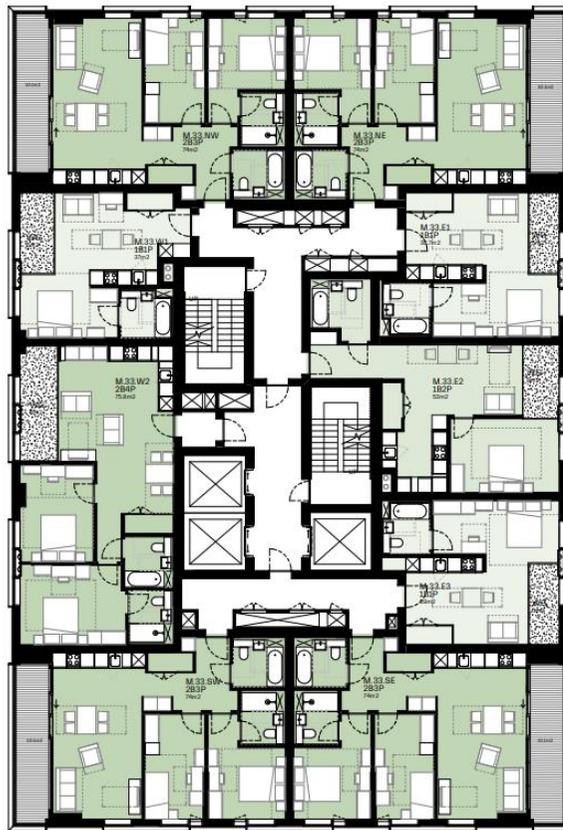
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 All dimensions in millimeters unless noted otherwise
 If in doubt ask Contract Administrator

site title
A286 - Cuba St

drawing title / location
PROPOSED SECOND FLOOR PLAN

status	For Information
date	01.08.2020
scale	As indicated @ A1 1:200 @ A3
project	A286-MCO-XX-02-DR-A-A-01102
revision	P03



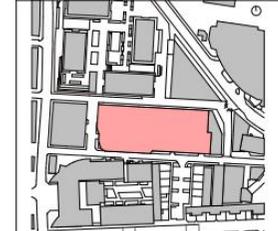
NOTES:
SUPPLEMENTARY INFORMATION:
 These drawings reflect the current position of the scheme development at RIBA Stage 2. They should be read in conjunction with the following information prepared by Morris+Company:
 - Cuba Street Design and Access Statement
 Drawings should also be read in conjunction with information prepared by other consultants (where applicable):
 - Landscape Design and Access Report and Drawings (SPACER+UB)
 - Structural Engineers Drawings and Specifications (G202)
 - MEP Engineers Drawings and Specifications (G202/203)

EXTENTS AND BOUNDARIES:
 These drawings confirm survey and site information produced by others and as such should be verified for accuracy.
 Site context, surrounding infrastructure, neighboring building extents and plots are derived from 2D Survey produced by "Barney Systems", Drawing no: 227427
 Date of creation: June 2022. Existing site supplied by Rulhyms.
 The Site ownership boundary has been derived by official title plan and site boundary report conducted by Cooper's Building Surveyors Ltd. Drawing no: 202201-02.
 The above boundary, application boundary and landscape has been derived from Spacehub. Drawing no: 2024-F1-00-GAR/Jan.

Tenure Type

- Affordable - Social Rent**
 - 1 Bed
 - 2 Bed
 - 3 Bed
 - 4 Bed
- Affordable - S. Ownership**
 - 1 Bed
 - 2 Bed
- Private**
 - Studio
 - 1 Bed
 - 2 Bed
 - 3 Bed

POS	date	description
POS	16.02.2022	Planning Resubmission
POS	21.01.2022	Planning Resubmission
POS	14.08.2020	Planning Final Issues



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 All dimensions to be checked on site by the Contractor.
 All work dimensions to be their responsibility.
 Support all drawings, notes and comments to this document.
 All dimensions in millimeters unless noted otherwise.
 If in doubt ask Contract Administrator.

job title	A286 - Cuba St		
drawing title / location	PROPOSED RESIDENTIAL FLOOR PLAN J LEVEL 33-47		
status	For Information		
date	01.08.2020		
scale	As indicated @ A1	1:200 @ A3	
project	A286 - MCO - FJ - XX - DR - A - 01133	sheet	P03