



Applications for Planning Permission and Listed Building Consent

[click here for case file](#)

Reference	PA/21/02182 & PA/21/02206
Site	Mulberry Place Town Hall, 5 Clove Crescent, And Lighterman House, 3 Clove Crescent, London, E14 2BG
Ward	Poplar
Proposal	PA/21/02182: A hybrid planning application for:

Detailed planning application for works to include: Demolition of existing buildings and structures and the phased erection of buildings, comprising:

- Residential Build to Rent Homes (Use Class C3); Student Accommodation and ancillary facilities (Sui Generis);
- Flexible Commercial Floorspace (Use Class E); Alterations to the Listed Dock Wall and Dock Gardens to provide new pedestrian connections and improved access;

Alterations to the existing access road; Associated improvements to streets, open spaces, landscaping and public realm; and Provision of car and bicycle parking spaces and servicing spaces and other works incidental to the proposed development.

For the purposes of consultation - The Detailed Phase of the application will include buildings of 30 storeys (102.3 AOD) and 36 storeys (113.7 AOD) delivering 150 Homes and 716 Student Bedrooms.

Outline planning application (all matters reserved) for the balance of the site for:

Demolition of existing buildings and structures; The phased erection of buildings for use as a Data Centre (Use Class B8), Flexible Creative Workspace (Use Class E(g)), Community Space (Class F2), and/or a Swimming Pool (Class F2); and associated infrastructure; streets, open spaces, landscaping and public realm; car and bicycle parking spaces and servicing spaces; Utilities including electricity substations; and other works incidental to the proposed development.

This application is accompanied by an Environmental Statement.

PA/21/02206: Listed building consent for:

Alterations to the Grade II “East India Dock Boundary Wall” and Grade II “Embankment Wall, Railings And Steps” to create three new openings to assist pedestrian movement and connectivity, provision of a new accessible lift adjacent to the existing embankment steps, limited conservation led repair and delivery of general enhancements to the landscaped areas of the Dock Gardens in conjunction with redevelopment proposals for the Republic Masterplan.

Summary Recommendation	Grant planning permission with conditions and planning obligations and listed building consent with conditions.
Applicant	EID (General Partner) LLP
Architect/agent	Simpson Haugh/Nicholas Webb/Savills
Case Officer	Victoria Coelho
Key dates	<ul style="list-style-type: none">- Applications registered as valid on 30/09/2021- Re-consultation in relation to amendments to the Environmental Statement (ES) press dates on 30/12/2021 and 17/02/2022- Affordable housing offer revised on 01/09/2022- Public consultation finished on 23/09/2022

EXECUTIVE SUMMARY

The application site measures 1.39 hectares in area and is occupied by Mulberry Place and Lighterman House; two large post-modern office blocks built in the 1990s as part of the regeneration of the East India Docks. The site is accessed by Clove Crescent, and is bound to the north by East India Dock House data centre (Grade II*) and associated car park, beyond which is the East India Dock Road (A13); to the east by Nutmeg Lane; to the south by Naval Row, Aspen Way (A1261); and to the west by the Blackwall Tunnel northern approach (A102), which is at a lower grade level than the site.

The planning application proposes to demolish the existing office buildings, and to construct a 30 storey residential building (102.3m AOD), a 36 storey student residential building (113.7m AOD), a Data Centre, and a building to provide flexible workspace, community use space and/or a Swimming Pool. The planning application forms two parts, full planning permission for the 30 and 36 storey residential buildings, and outline planning permission for the remainder of the site.

The planning application has been submitted in hybrid form, and comprises part outline planning application and part full planning permission. The Outline scheme seeks to deliver a maximum of 35,000 sqm GIA of Class B8 (Data Centre) floorspace, 5,940 sqm (GEA) Class E (Flexible commercial) floorspace, 480 sqm (GEA) Class F2 (Swimming Pool) floorspace and 180 sqm (GEA) Class F2 (Community Use) floorspace.

The detailed scheme seeks to provide residential accommodation and purpose built student accommodation. The buildings will accommodate 150 residential units comprising 44 x 1 bed flats, 62 x 2 bed flats, 37 x 3 bed flats and 7 x 4 bed flats and 716 student accommodation units.

The scheme will deliver 37.7% affordable housing based on habitable rooms, providing a tenure split of 67%/33% between Affordable Rent and Intermediate. The affordable units will comprise 33 Affordable Rented units and 17 Intermediate units (Discount Market Rent). The scheme will deliver 35% affordable student accommodation in line with the 55% of Government's maintenance loan affordability requirement.

In land use terms, the demolition of the existing office buildings and erection of the Data Centre and Flexible commercial floorspace would not result in a net loss of employment floorspace, the siting of Data Centres in this location is supported by both strategic and local policy. A quantum of affordable workspace will be provided within the surrounding office buildings in line with policy requirements. The introduction of residential and student uses, would assist in the delivery of much needed new and affordable housing and student housing for which there is an identified need and therefore would contribute to meeting the Council's housing targets and the Borough's housing stock.

The height, scale, massing, form, architectural appearance and design is considered to be of a high-quality and responds well to the Blackwall Tall Building Cluster. It would not undermine, in townscape terms, the Canary Wharf cluster of buildings to the west.

The site falls partially within the Naval Row Conservation Area and the Grade II Listed Dock Wall is within the site boundary. There are a number of heritage assets within the immediate vicinity. The proposals would not result in substantial harm to the heritage assets.

The residential component within the development will meet the London Plan's housing standards for dwellings and amenity space. The proposals will provide in excess of 10% (15 units) wheelchair accessible or adaptable units (Part M4(3) units) in the residential component.

The proposals include improved landscaping and public realm within the site, extending on the existing public realm including water gardens between the Import and Export buildings. The proposals seek to integrate the existing public realm with that of the proposed, particularly between and around the two proposed residential towers and to the South and West of the site beyond the Dock Wall. The proposals also include the provision of additional openings within the Dock Wall that surrounds the site to improve permeability, and a lift to provide improved step free access from Naval Row into the site.

The proposal would be 'car free' with the exception of 7 Blue Badge spaces, with the potential for a further provision should the need arise and cycle parking will be provided in accordance with the London Plan requirements. The site has a Moderate-Good Public Transport Accessibility Level (PTAL) of 3-4 and therefore the car free nature is supported. Of the blue badge spaces, 2 will be fitted with an active electric vehicle charging point whilst the remaining will be installed with passive infrastructure in accordance with the London Plan.

Delivering and servicing for the development will take place from within the site. Full details will be secure via condition.

The proposals achieve an on-site reduction in carbon-dioxide of 57.4% for the detailed component and 73.7% for the outline component with the remainder off-set by a cash payment. The proposals therefore exceed the policy requirement for a minimum of 45% reduction of carbon dioxide emission through on-site provision. The residential buildings and

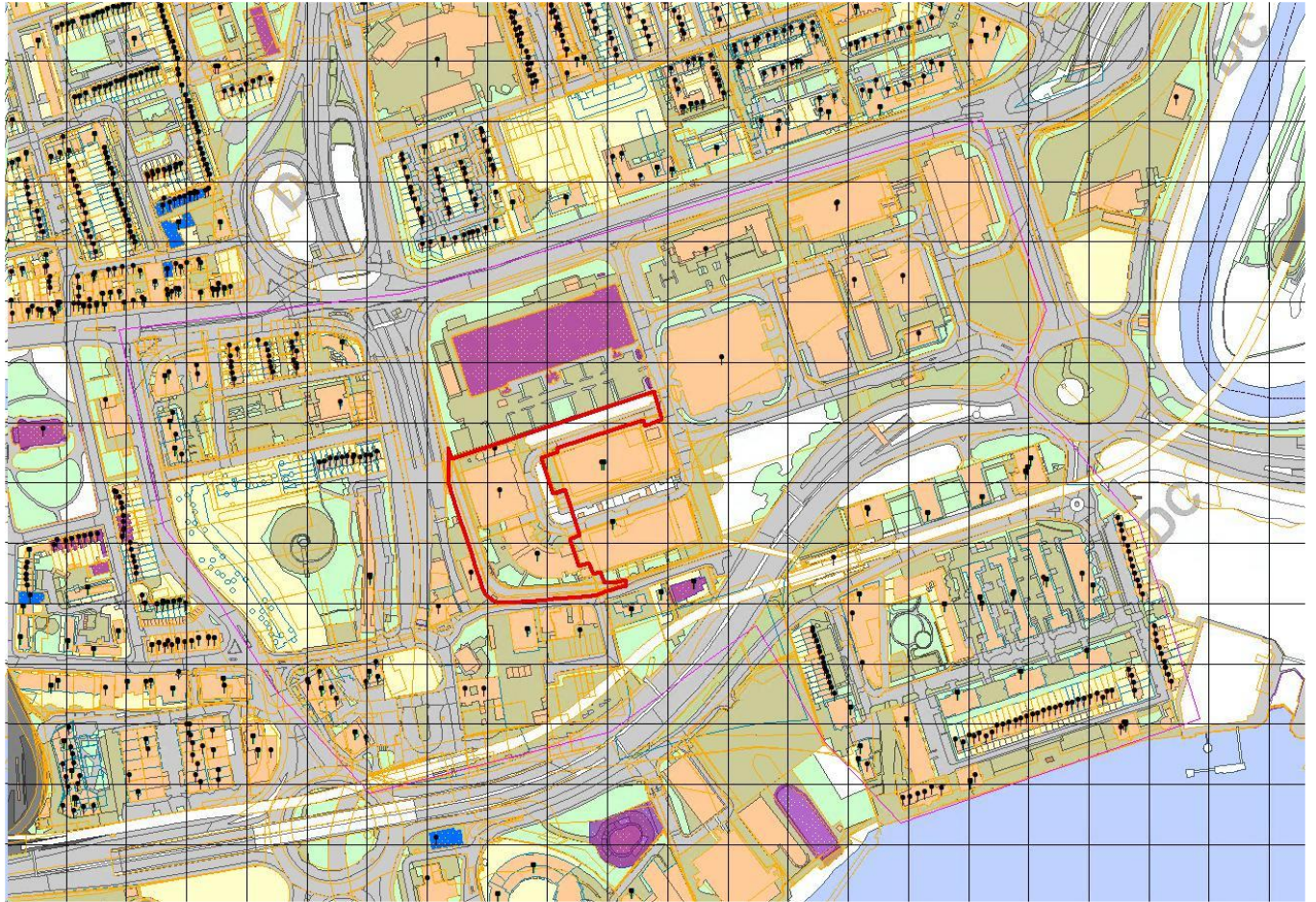
Data Centre are expected to achieve a BREEAM rating of 'Excellent'. A circular economy statement has been submitted which considers waste elimination and sustainable waste management practices and the opportunities for retaining and refurbishing /re-purposing existing buildings, materials and other resources on site that have been assessed.

The application has been accompanied by an Environmental Statement (ES), which has been reviewed by Council Officers in conjunction with Temple and has been found to be adequate. Appropriate mitigation measures identified within the ES will be secured via condition.

The application for listed building consent proposes works to the fabric of the Grade II Listed East India Dock Boundary Wall and works to the Embankment Steps. The works comprise the insertion of two new wall openings at the southwest corner of the wall, and one new opening in the northern section, forming new entrances to the site; the infill of the existing opening at the southwest corner of the wall and of the existing opening at the northern end of the wall with new metal gates; the insertion of a new pedestrian lift adjacent to existing steps at the south westernmost corner of the embankment; general repair works; and landscaping across the length of the dock wall. The works to the listed building would result in less than substantial harm.

The applications for both planning and Listed Building consent have been considered against the Council's adopted planning policies contained in the London Borough of Tower Hamlets Local Plan 2031: Managing Growth and Sharing the Benefits (January 2020), the London Plan (2021), the National Planning Policy Framework and all other relevant material considerations.

Officers recommend that the proposed development be granted planning permission and listed building consent, subject to conditions and obligations identified to be secured via a S106 agreement.



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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/21/02182**

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

Scale : 50m grid squares



London Borough of
Tower Hamlets

Date: 10 October

1. SITE AND SURROUNDINGS

- 1.1 The site is located at the western edge of the former East India Import Dock. This was one of a group of docks constructed in the early nineteenth century by the East India Dock Company. The docks remained operational until they closed in the late 1960's. The docks, which opened in 1806, were located to the north-east of the West India Docks. They were based on the existing Brunswick Dock, which had been used for fitting out and repairing ships as part of Blackwall Yard. The Brunswick Dock, which had originally been connected directly to the south, became the Export Dock. To the north the company built a larger Import Dock. Both were connected to the Thames via an eastern entrance basin.
- 1.2 The East India Company traded in commodities such as tea, spices, indigo, silk and Persian carpets, with local industries developing as a result including spice merchants and pepper grinders setting up around the dock to process goods.
- 1.3 The docks were taken over by the Port of London Authority in 1909, along with other enclosed docks. From the 1960's, the use of the East India Docks declined and in 1967 the docks were the first in London to close. Following the closure, the docks were mostly filled in and only the entrance basin remained, as a wildlife refuge and local amenity. In 1992 the site was redeveloped to create an office campus comprising four main buildings, providing disaster recovery space for businesses at Canary Wharf, together with Tower Hamlets Council Town Hall at Mulberry Place.
- 1.4 The application site boundary falls within the area now known as the 'Republic Estate' and is located within the Poplar Ward, to the east of the Poplar High Street Neighbourhood Centre. The site is immediately north-east of the Blackwall Reach regeneration masterplan area. The site is bound by Blackwall Tunnel Approach to the west, Aspen Way to the east, Naval Row to the south and the Global Switch data centre campus to the north.
- 1.5 The site is between Blackwall and East India DLR stations, in close proximity to the A12, A13 and Aspen Way and adjacent to a Cycle Superhighway 3. It has a PTAL (Public Transport Accessibility Level) of 3-4 reflecting moderate to good.
- 1.6 The southern and western edge of the site are within the Naval Row Conservation Area and contain the Grade II listed Dock Wall. There are a number of other listed structures within the surrounding area including the East India Dock Pumping Station (Grade II), the Embankment Wall, Railings and Steps of Naval Row (Grade II) and the Former financial Times Print Works (Grade II*). To the east of the site beyond the office buildings know as 'Import and Export' buildings is the Saffron Avenue Pond Site of Importance for Nature Conservation.
- 1.7 The site is subject to the following designations;
- Isle of Dogs and South Poplar Opportunity Area
 - Archaeological Priority Area: Blackwall
 - Local Employment Location: Blackwall
 - Tall Building Zone (Blackwall Cluster)
 - Flood Zone 2/3a
 - Area of Substandard Air Quality

2. PROPOSAL

- 2.1 The application has been submitted in a hybrid form, with part being detailed and the remaining being in outline. The detailed phase includes the redevelopment of part of the site to provide two tall buildings to deliver residential Build to Rent homes and purpose-built student accommodation along with landscaping, access road and works to the dock wall and

gardens. The outline phases comprise the provision of a data centre and studios building (comprising flexible creative workspace, community space and/or a swimming pool), the details of which would be the subject of reserved matters applications, should planning permission be granted. There is a linked listed building consent application for works to the listed structures on site.

- 2.2 The proposals would require the demolition of the existing buildings on site, Mulberry Place and Lighterman House. The buildings to be demolished are shown in red in Figure 1.

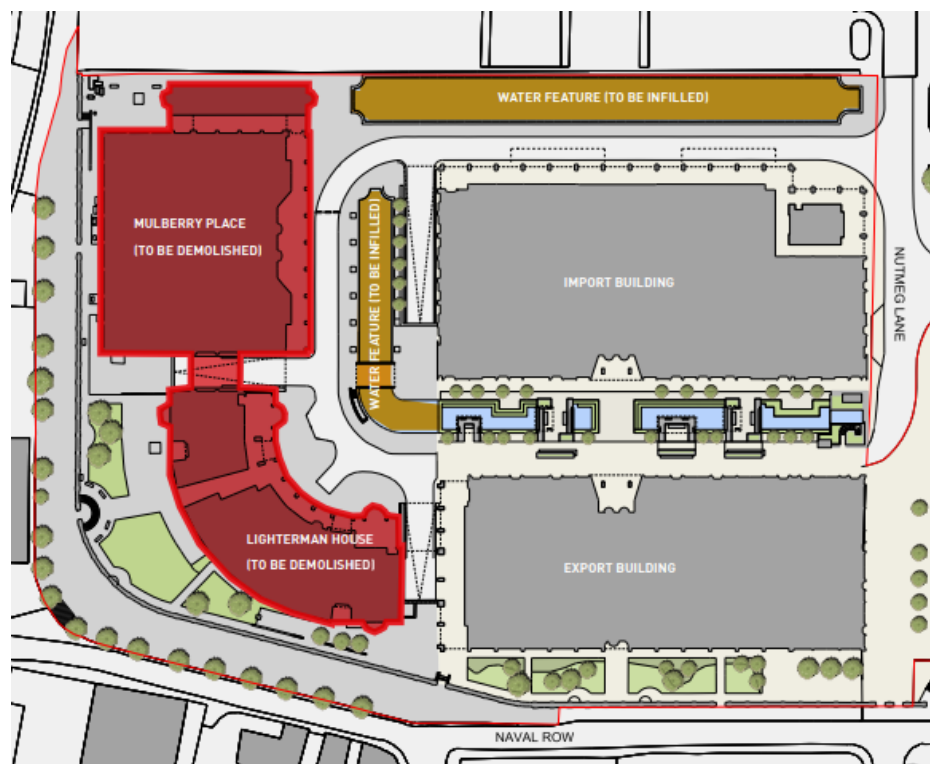


Figure 1 – Demolition Plan

- 2.3 The description of development for the detailed component of the application is as follows;

Demolition of existing buildings and structures and the phased erection of buildings, comprising:

- Residential Build to Rent Homes (Use Class C3); Student Accommodation and ancillary facilities (Sui Generis);
- Flexible Commercial Floorspace (Use Class E); Alterations to the Listed Dock Wall and Dock Gardens to provide new pedestrian connections and improved access;

Alterations to the existing access road; Associated improvements to streets, open spaces, landscaping and public realm; and Provision of car and bicycle parking spaces and servicing spaces and other works incidental to the proposed development.

- 2.4 The description of development for the outline component of the application is as follows;

Demolition of existing buildings and structures; The phased erection of buildings for use as a Data Centre (Use Class B8), Flexible Creative Workspace (Use Class E(g)), Community Space (Class F2), and/or a Swimming Pool (Class F2); and associated infrastructure; streets, open spaces, landscaping and public realm; car and bicycle parking spaces and servicing spaces; Utilities including electricity substations; and other works incidental to the proposed development.

2.5 The description of development for the listed building consent is as follows;

Alterations to the Grade II “East India Dock Boundary Wall” and Grade II “Embankment Wall, Railings And Steps” to create three new openings to assist pedestrian movement and connectivity, provision of a new accessible lift adjacent to the existing embankment steps, limited conservation led repair and delivery of general enhancements to the landscaped areas of the Dock Gardens in conjunction with redevelopment proposals for the Republic Masterplan

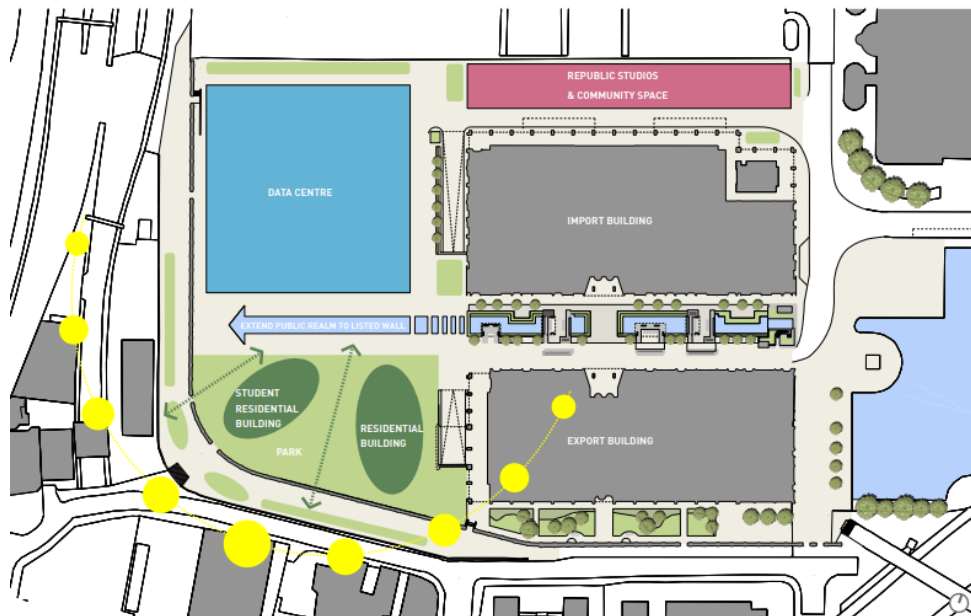


Figure 2 – Site Wide Masterplan

2.6 The site has been divided into four development plots, as shown in Figure 3;

- Plot 1 – Residential Building
- Plot 2 – Student Residential Building
- Plot 3 – Data Centre
- Plot 4 – Studios Building

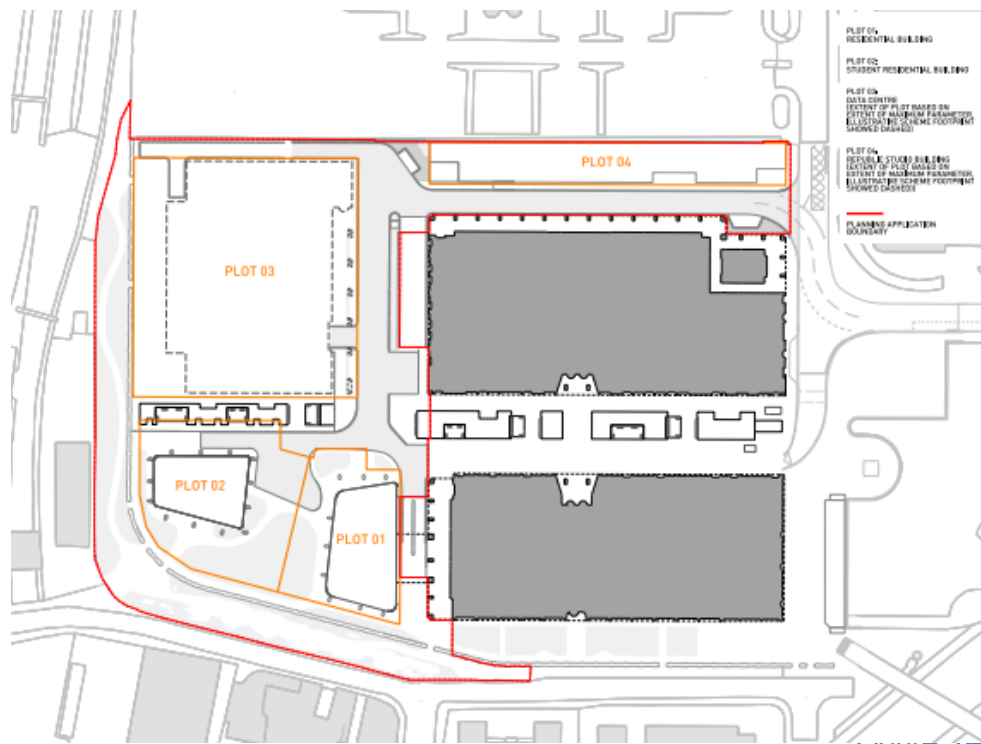


Figure 3 – Site Plot

Detailed Component (Plots 1 and 2)

2.7 The details component of the application comprises plots 1 and 2 which would deliver 150 residential units, this would comprise 44 x 1 bedroom, 62 x 2 bedroom, 37 x 3 bedroom and 7 x 4 bedroom units. It would also provide 716 student bedrooms.

Building	Max. Height	Total Floorspace (GEA)	Floorspace and Units (GEA)
Residential (C3) Plot 1	102.3m AOD	20,998	<ul style="list-style-type: none"> • 150 Units
Student Residential (Sui Generis) Plot 2	113.7m AOD	25,184	<ul style="list-style-type: none"> • 716 rooms • 82sqm Flexible Class E

Outline Component (Plots 3 and 4)

- 2.8 The Outline component of the application comprises plots 2 and 3, which could deliver up to 35,000 sqm of B8 floorspace, up to 5,940sqm of flexible workspace, a community use of up to 180sqm and a swimming pool of up to 480sqm.

Building	Max. Height	Total Floorspace (GEA)	Floorspace and Units (GEA)
Data Centre (B8) Plot 3	82.5m AOD	35,000	<ul style="list-style-type: none"> Data Centre – B8
Studios Building Plot 4	33.8m AOD	6,120	<ul style="list-style-type: none"> 5,940sqm Workspace Class E(g) 180sqm Community Use Class F2 480sqm Swimming Pool Use Class F2

- 2.9 The proposal would be 'controlled' through the use of the three principle documents: the Parameter Plans, the Development Specification and the Design Code. Together they set out the ranges and principles for the parts of the proposal submitted in Outline, relating to the detail of appearance, landscaping, layout and scale.

3. RELEVANT PLANNING HISTORY

Application Site:

- 3.1 PA/16/01061 – Granted

Change of use at part ground floor level from Class B1 Office to a mix of flexible Class B1, A1, A3, A4 and D2 uses, the infill of the ground floor colonnades and the construction of a two storey podium at the south east corner of the building providing additional Class B1 Office space at first floor level, and associated alterations and landscaping

- 3.2 PA/16/03823 – Granted

Change of use at part ground floor level from Class B1 Office to a mix of flexible Class B1, A1, A3, A4 uses, the infill of the ground floor colonnades and the construction of a two storey podium at the east end of the building providing additional Class B1 Office space at first floor level, comprehensive alterations to the public realm at East India Dock comprising the removal of part of Clove Crescent, alterations to the canal layout, additional planting and provision of street furniture and landscaped communal spaces.

- 3.3 PA/18/01977 – Granted

Change of use was approved from Class B1 floorspace at the first-floor level of Import Building to a flexible use between B1 (Office)/D1 (non-residential education and/or training)

- 3.4 PA/18/01977 – Granted

Application for Prior Approval granted under Part 3 Class O of the Town and Country Planning (General Permitted Development Order) 2015 for the change of use from Offices (Use Class B1a) to 135 x studio flats, 27 x 1 bedroom flats, 42 x 2 bedroom flats (Use Class C3).

3.5 PA/19/00592 – Granted

Prior Approval granted (under Part 3 Class O of the Town and Country Planning (General Permitted Development Order) 2015) for a Proposed change of use from Class B1a (Office) to Class C3 (Residential) across basement, (part) ground, first, second, third, fourth, fifth and sixth floors to provide 74 units.

3.6 PA/19/01217 – Granted

Change of use was approved from Class B1 floorspace at the 5th floor level of Import Building to a flexible use between B1 (Office) / D1 (non-residential education and/or training).

3.7 PA/20/00343 - Granted

Flexible change of use of Import Building and Export Building for either Class B1 (offices) or Class D1 (non residential education and training).

3.8 PA/21/00738 – Granted

Flexible use of Import Building (Anchorage House) and Export Building (Capstan House) for either Class E (offices) or F1 (Education) at Clove Crescent, London, E14 2BE

Neighbouring Sites:

PA/12/0001 Blackwall Reach Permitted – 30/03/2012

Outline application for alterations to and demolition of existing buildings, site clearance and ground works and redevelopment to provide:

Up to 1,575 residential units (up to 191,510 sq.m GEA - Use Class C3);
Up to 1,710 sq.m (GEA) of retail floorspace (Use Class A1-A5);
Up to 900 sq.m of office floorspace (Use Class B1);
Up to 500 sq. m community floorspace (Use Class D1);
Replacement school (up to 4,500 sq.m GEA - Use Class D1);
Replacement faith building (up to 1,200 sq.m - Use Class D1)

The application also proposes an energy centre (up to 750 sq.m GEA); associated plant and servicing; provision of open space, landscaping works and ancillary drainage; car parking (up to 340 spaces in designated surface, podium, semi-basement and basement areas plus on-street); and alterations to and creation of new vehicular and pedestrian access routes.

All matters associated with details of appearance, landscaping, layout and scale and (save for the matters of detail submitted in respect of certain highway routes, works and/or improvements for the use by vehicles, cyclists and pedestrians as set out in the Development Specification and Details of Access Report) access are reserved for future determination and within the parameters set out in the Parameter Plans and Parameter Statements

PA/19/02292 Land Under the DLR Bounded By Scouler Street and Aspen Way and Prestage Way. Granted - 05/02/2021

342-room, part-24 part-17 storey, apart-hotel (C1 Use Class), eight workspace units (B1 Use Class), new bus loop/stand, new youth play area, and public realm works.

PA/22/00455 Land Under the DLR Bounded By Scouler Street and Aspen Way and Prestage Way Pending Consideration

Erection of a part-30, part-20 and part-10 storey building to provide up to 181 residential units, eight workspace units, new bus loop/stand, new youth play area, and public realm works.

PA/21/02777 East India Dock House Pending Consideration

Erection of a data centre (Use Class B8) adjacent to East India Dock House with a connecting bridge over Nutmeg Lane to the existing London East building and other associated works including landscaping, car and cycle parking, refuse storage and lighting.

4. PUBLICITY AND ENGAGEMENT

- 4.1 The applicant carried out pre-application consultation and engagement with the public and key stakeholders. This is detailed in full within the Statement of Community Involvement.
- 4.2 The applicant consultation included letters sent to six political stakeholders, two local community groups and existing tenants on site inviting them to meet to discuss the proposals. A consultation website was launched, exhibition boards displayed within the site and on-site surveys conducted. Letters were also sent to stakeholders and local community groups, residents associations and businesses to advise of the consultation. Newsletters were sent to 4,759 local residents and 105 businesses.
- 4.3 An online community event was held for existing building occupants and local residents. An informal public event in the form of a 'Community Picnic' was also held. Meetings with four key local stakeholders were held, as well as 1:1 meetings with tenants of the existing site.
- 4.4 The pre-application proposals were reviewed at the Isle of Dogs and South Poplar Community Development Panel on 27th July 2021.
- 4.5 Upon validation, the Council sent out consultation letters to 1924 nearby owners and occupiers on 12th October 2021. Four site notices were displayed near the site on 13th October 2021 and an advert published in press on 21st October 2021. A 14-day consultation letter was sent upon receipt of the revised affordable housing offer and amendments.
- 4.6 A total of 5 representations were received from residents living in Elektron Tower and Neutron Tower (Blackwall Way) and Jamestown Way.
- 4.7 1 response from Elektron Tower, Blackwall Way, 1 response from Neutron Tower, Blackwall Way, 3 responses from residents of Jamestown Way.
- 4.8 The concerns raised can be summarised as follows:
 - Additional traffic and congestion to Aspen Way and surrounding areas as a result of additional residential accommodation.
 - High pressure of surrounding transport network due to the cumulative effects of other developments being constructed within the vicinity ie London City Island and Goodluck Hope. This includes insufficient infrastructure such as the DLR capacity and electric car charging points.
 - The development would obstruct existing views from surrounding residential units leading to a depreciation in value.
 - This area, East India Dock, has a greater need for employment floorspace rather than residential floorspace. This should be prioritised.
 - Insufficient amenities such as food and drinks establishments/shops to accommodate the volume of students.

- There is a lack of open space generally in the area, despite significant development being constructed. The proposed green areas are not enough given the density of development.
- Noise and pollution as a result of the development raises concerns in terms of climate and CO2 emissions, including the demolition of the existing buildings rather than refurbishment.
- There is insufficient waste collection capacity already in the area, more residential accommodation will worsen this.

5. CONSULTATION RESPONSES

External

Cadent Gas

5.1 No objection, recommended informative.

DLR/Underground Safeguarding

5.2 No objection, subject to conditions.

Environment Agency

5.3 No objection to the proposed development further information has been provided on Flood Risk and Contamination.

5.4 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. We are satisfied that:

- The developer has assessed the risk from a breach in the Thames tidal flood defences using the latest modelled tidal breach data.
- The developer has not proposed any sleeping accommodation below the modelled tidal breach flood level.

Greater London Authority

5.5 The Mayor of London issued a Stage 1 report on the application which, whilst supportive of the application in principle, considers that the application does not fully comply with London Plan Policies. The following are a summary of the GLA's concerns

5.6 Land use principles: The site is located in the Isle of Dogs and South Poplar Opportunity Area. It is also identified as Local Employment Location (LEL) in Tower Hamlet's Local Plan. Build to Rent, Student accommodation, flexible commercial and community uses, and the Data Centre are supported..

5.7 Housing: The scheme will provide 169 BtR units with 35% affordable housing by habitable rooms with a tenure split of 30% DMR and 70% genuinely affordable rents as well as 716 student bedrooms at 35% affordable units. Clarification on play space.

5.8 Urban Design: Further work in regard to architecture, tall buildings, amenity space and design codes. Clarification in relation to Fire Statement.

5.9 Heritage: Less than substantial harm may be caused to the significance of some heritage assets. The harm identified could be overcome by the public benefits of the proposed

development and GLA officers will consider the agreed public benefits package in order to reach an overall conclusion at Stage 2.

- 5.10 Transport: Further information is required in relation to disabled and cycle parking, Electric Vehicle Charging, Road Safety Audit, Active Travel Zones and Public Transport Assessment.
- 5.11 Sustainable Development: Further information is required in relation to energy, Whole Life Carbon and Circular Economy.
- 5.12 Environmental Issues: Further information is required in relation to drainage and air quality.

Historic England

- 5.13 On the basis of the information submitted, Historic England state that it is not necessary for them to be consulted.

Historic England – Archaeology

- 5.14 The submitted heritage assessment update identifies that features and deposits associated with the listed dock wall may survive under parts of the site. I recommend that the advice of the Borough Conservation Officer be sought on the designated heritage asset status of the buried dock wall and its relationship to the listed standing perimeter wall that is contemporary with it. The buried quayside may be considered curtilage listed to the standing listed wall that surrounds the dock and thus potentially meriting preservation. Alternatively, it may be deemed to be a feature so functionally and physically associated with the listed dock wall that, although an undesignated asset, it should be treated as being a structure of such high significance to the setting of the visible designated remains, that it merits consideration for preservation.
- 5.15 If the LPA's setting assessment supports loss of the dock wall and a subsequent balanced judgment on significance and harm falls against preservation, then recommend that the LPA could partially offset the loss through a programme of archaeological fieldwork by condition. This work should include a programme of public benefits. could affect a heritage asset of archaeological interest.
- 5.16 It is advised that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. The planning application lies in an area of archaeological interest. If you grant planning consent, paragraph 205 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Applicants should also improve knowledge of assets and make this public, this would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation. NPPF paragraphs 190 and 197 and London Plan Policy HC1 emphasise the positive contributions heritage assets can make to sustainable communities and places. Where appropriate, applicants should therefore also expect to identify enhancement opportunities.

HSE Planning Gateway One

- 5.17 HSE is satisfied with the information provided with the application

London Borough of Greenwich

- 5.18 No objection.

London City Airport

- 5.19 No objection, recommended conditions.

Marine Management Organisation

- 5.20 Any works within the Marine area require a license from the MMO. This is the responsibility of the applicant. No objection, recommended informatives.

Metropolitan Police – Crime Prevention

- 5.21 No objection, satisfied the overall design does adhere to the principles of Secured by Design. Recommended condition to ensure it achieves SbD accreditation

National Air Traffic Services

- 5.22 No objection.

Natural England

- 5.23 No objection.

Network Rail

- 5.24 No objection.

Port of London Authority

- 5.25 Given the location of the proposed development the PLA has no in principle objection to the proposed development.

- 5.26 It is welcomed that within the submitted Travel Plan reference has been given to the potential river bus stop at the Blackwall Yard Development located to the south of this proposed development, and the need for this to be incorporated into the Travel Plan in more detail at the appropriate time. It is also welcomed that river bus services are included in table 7.1 (Interim Mode Share Targets) of the Travel Plan

Thames Water

Waste Water

- 5.27 An informative is requested in relation to Groundwater Risk Management Permits.

Surface Water Drainage

- 5.28 If the developer follows the sequential approach to the disposal of surface water TW would have no objection. Management of surface water from new developments should follow Policy SI 13 Sustainable drainage of the London Plan 2021. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Water

- 5.29 The proposed development is located within 5m of a strategic water main. Thames Water do not permit the building over or construction within 5m, of strategic water mains. Thames Water request that a condition is added to restrict development within 5m of strategic water mains.
- 5.30 Thames Water do not permit the building over or construction within 3m of water mains. If the developer is planning significant works near mains (within 3m) Thames Water will need to check that the development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services provided in any other way.
- 5.31 The proposed development is located within 15m of a strategic water main. Thames Water request a condition is imposed to require the submission of a piling method statement prior to commencement of piling works.

- 5.32 Thames Water are currently working with the developer of application PA/21/02182 to identify and deliver the off site water infrastructure needs to serve the development. Thames Water have identified that some capacity exists within the water network to serve 99 dwellings but beyond that upgrades to the water network will be required. Works are on going to understand this in more detail and as such Thames Water feel it would be prudent for an appropriately worded planning condition to be attached to any approval to ensure development doesn't outpace the delivery of essential infrastructure.

Transport for London

Access, Servicing and Delivery

- 5.33 The new shared surface road will accommodate two loading bays for residential and student accommodation use within a car park and vehicle loading/unloading area. Additional loading bays will be provided for the outline elements via a mix of on-street parallel and perpendicular arrangements. Clarification is required in relation to proposed turning manoeuvres for the loading facilities for the outline elements. TfL has concerns about the traffic arrangement for the new shared surface road. Stage 1 Road Safety Audit (RSA) for the shared surface road should be completed prior to determination.
- 5.34 The final Travel Plan and all agreed measures should be secured, enforced, monitored and reviewed through the Section 106 agreement, in accordance with London Plan Policy T4. The draft Delivery and Servicing Plan (DSP) and Demolition and Construction Logistic Plan (DCLP) appear acceptable.

Car Parking

- 5.35 Whilst the initial five Blue Badge bays for residents' use will have active electric vehicle charging provision, only one space for student accommodation use will have active provision. Given the low number of proposed spaces for student accommodation use, it is encouraged that all are equipped with active electric vehicle charging facilities. Whilst subject to a future Reserved Matters Application (RMA), the proposal includes three disabled persons' parking spaces for the outline elements. The applicant should ensure that on street parking is not dominant in the street scene nor disrupt desire lines. In addition, these spaces should be positioned to minimise the travel distance from the vehicle to the main entrance of the proposed buildings
- 5.36 As part of the detailed proposal, parking spaces will need to be for resident's use only and secured by legal agreement along with the requirement to produce a Car Parking Management Plan (CPMP), which will detail how the spaces are Page 4 of 7 monitored, managed and enforced. A permit-free obligation should be secured that also prevents any occupier access to the basement car park, other than by Blue Badge holders to the disabled spaces as agreed.

Cycle Parking

- 5.37 The design should be revised in accordance with the London Cycle Design Standards (LCDS) to address the aisle widths between two-tier stands for the long-stay cycle parking spaces and the location of the short-stay cycle parking hub, as this is currently too remote from user destinations, particularly the student accommodation building. Additionally, clarification is required in terms of how the long-stay parking areas within the basement primarily served by large lifts can continue to be accessed by all users, including non-standard cycle users, in the event of the lift(s) breaking down.
- 5.38 Whilst the decision to provide at least five per cent of spaces capable to accommodate non-standard cycles is welcomed by TfL, the LCDS is clear that not everyone can use two-tier racks, and that more accessible stands should be provided for such users. TfL recommends that a minimum of 20% Sheffield stands for residential development be provided.

- 5.39 TfL welcomes the intention to provide a dedicated cycle store at ground floor level for the proposed studios. It should comply with the London Plan minimum quantitative standard and be secured by condition. Further work is required to address TfL concerns.

Healthy Streets, Vision Zero, Walking and Cycling

- 5.40 Clarification is required to demonstrate how the proposal achieves a seamless interface between existing walking and cycle connection through public realm between the Import and Export buildings and the rest of the network. This should consider a crossing point for disabled users using the new lift at the western end of the Annex basement car park.
- 5.41 TfL recommends a Healthy Streets Check for Designers (HSCD) to be completed for both the base and future situation for routes being wholly or mainly being delivered as part of the proposals with the RMA. Full consideration of the implications of the proposed shared surface road under all anticipated operating conditions and recommendations for road safety, particularly the safety of pedestrians and cyclists, as well as users of the disabled persons' parking spaces, should be incorporated. Further work is required to address TfL's concerns.

Trip Generation and Highway and Public Transport Impact Assessment

- 5.42 Clarification is required on the multi-modal impacts/public transport section, as the conclusion of this section contradicts the reasonings set out. Clarification is also required on the proportion of trips on the London Underground (LU) that are using the DLR or other modes, as an access mode.
- 5.43 TfL has concerns over the methodology used to derive the servicing trip rate for the detailed elements, particularly the student accommodation, as the potential under-provision of deliveries and servicing facilities for the proposal could impact safety or impede pedestrian and cycle flows, including those of residents/visitors and users of the Cycleway 3 along Naval Row. Clarification is necessary to demonstrate there is sufficient capacity to accommodate a 'worst case' scenario satisfactorily.
- 5.44 The following organisations were consulted, however no response was received;
- National Grid
 - Maritime Greenwich World Heritage Co-ordinator
 - London Borough of Newham
 - The Gardens Trust
 - Historic Royal Palaces
 - Poplar Neighbourhood Forum

Internal

Biodiversity

- 5.45 Ecology was correctly scoped out of the EIA. There are, however, habitats of some biodiversity value on the site, and the proposals will cause minor adverse impacts on biodiversity.
- 5.46 The biggest impact on biodiversity is a net loss of 1260 square metres of water body. The existing water bodies to be lost (Waterbodies A and B) are, as stated in the Ecology Report, of low biodiversity value, with minimal aquatic vegetation and vertical concrete sides.

- 5.47 As recommended in the Ecology Report, a fish rescue should be undertaken as these waterbodies are drained, with any native fish found being released in Saffron Avenue Pond. This should be secured through a condition.
- 5.48 The proposed new waterbody to the west of Waterbody C is much smaller than the waterbodies to be lost. However, it will have marginal vegetation, and hence be of far higher habitat quality. This is sufficient to ensure a net gain in aquatic habitat.
- 5.49 The terrestrial habitats to be lost are small areas and of very low quality. The proposed landscaping and green roofs will ensure a net gain in terrestrial habitat.
- 5.50 The proposals include many features which are likely to contribute to objectives in the Local Biodiversity Action Plan (LBAP). These include biodiverse roofs, nectar-rich planting, bird, bat and insect boxes, and possibly flower-rich grassland. There seems to be a discrepancy in the areas of some of these features, notably the green roofs, between the Biodiversity Net Gain accounting in the Ecology Report and the Urban Greening Factor calculations in the Landscape Statement. There are clearly going to be sizeable areas of green roof, but it is not clear what type of planting is proposed on these, and whether any will be biodiverse roofs.
- 5.51 The planting strategy in the Landscape Statement says little about species to be planted, apart from the trees. This states that all new tree types will be reviewed with an ecologist to ensure native species that will increase biodiversity are chosen. However, three of the four tree species listed are non-native with very limited wildlife value, and the fourth is a choice between non-native Himalayan birch or native silver birch. More native trees in the new planting should be provided – planting three native tree species would contribute to a LBAP objective.
- 5.52 Details of biodiversity enhancements should be subject to a condition.

Contaminated Land

- 5.53 The Environmental Statement (Ground Condition) and Phase 1 Environmental Assessment provide sufficient information. Recommended Conditions.

Environmental Health – Noise

- 5.54 No objection subject to conditions relating to restrictions on Demolition and Construction Activities, Noise Mitigation Measures and Plan Noise.

Housing

- 5.55 The scheme has managed to achieve most of the policy targets and just slightly under for the family homes within the intermediate. Regarding the affordable habitable room count the scheme is achieving 37%.
- 5.56 The following further information was requested;
- Schedule for the affordable wheelchair homes and the residential space standards for the affordable units.
 - Please can the drawings be revised to include the balcony door openings?
 - The entrance to the affordable rented units appears to be around the back of the building and sandwiched between the sub station/plant room/refuse store. We would recommend that there is one lobby however split the cores.

- Some of the flats do not allow for much wall space to place a T.V for example please can this be reviewed within the context of the current furniture layouts that are shown on the current plans.
- Some the kitchen worktops runs are quite short please can this be reviewed given that they are family dwellings.
- We need to understand if any parking provision is being provided for the wheelchair units within the scheme on-site. We need to understand which of the affordable rented units are proposed as wheelchair units @ part M (4) 3 2B
- The affordable rented units need to be set at the council policy of 50% LAR & 50% THLR

Transportation & Highways

- 5.57 The proposals for the residential and student blocks is for a car free scheme other than accessible parking spaces for both uses. Seven spaces are proposed (five in the basement and two at grade), between the uses. This equates to 3% of the potential demand. The additional spaces are proposed to be repurposed general parking bays as and when required.
- 5.58 The applicant needs to clarify what the additional spaces in the car parks are used for and by whom. In terms of the additional 7% identified what will be their use up until the time they are required? Why can these additional blue badge bays not be implemented from the outset? Should planning permission be granted we would expect a robust agreement between the applicant and the Council to prevent any usage of existing spaces by occupants of the development (all uses). A condition will be required for a 'Permit Free' agreement, restricting future occupiers from obtaining permits on the public highway secured via the s106 agreement (or similar legal undertaking as agreed by the case officer).
- 5.59 All accessible blue badge bays are to be available only to occupiers of the development within this phase of the masterplan and must be retained and maintained for their approved use only for the life of the development. All accessible bays should be equipped with electric charging points.
- 5.60 Further details of the proposed car parking for the Data Centre, studio block and swimming pool are required. Whilst these will form part of the RMA applications we should be seeking a maximum to the number of car park spaces which may be provided at this stage. There are other car parks associated with the existing Data Centres on the estate and we would expect those to be utilised for this additional block. The studios and swimming pool also have the potential for greater car use and we will be looking at minimising the vehicle impact from all these uses.
- 5.61 In terms of cycle parking the applicant is proposing to meet the minimum quantum in the London Plan. It is agreed with TfL that the design and type of stand needs revision so that the proposals meet the London Design Guide Standards in terms of specification and that addition stands for larger / adapted and cargo bikes should be provided. I have concerns regarding the short-term cycle parking for residents and students as these seem to be crowded together quite tightly in an area without much active surveillance. This needs to be considered and revised if necessary. I would wish to see a detailed plan of all the cycle stores and locations. All cycle facilities must be retained and maintained for their approved use only for the life of the development.
- 5.62 A Parking Management Plan for both vehicle and cycles will be required as a condition. This should detail how spaces are allocated on a needs basis. Car parking spaces should be leased and not sold so that spaces can be easily allocated to blue badge users who require them the most.
- 5.63 Servicing is proposed to take place within the site boundary and various locations have been identified as suitable loading locations. The submission includes proposals for shared

surfacing and a strict shared surface is not supported due to the impact on safety and visually impaired users. There must be a demarcation between footway and areas where vehicles are expected to manoeuvre. We would expect this to be the case throughout the estate. The tracking diagrams submitted show all vehicles approaching the sites from the east via Saffron Avenue. This would mean that all servicing vehicles (although not explicitly stated in the documentation would be approaching from LBTH highway. We would expect the primary route for servicing vehicles (and construction) to be the more direct route along Nutmeg Lane via the A13 to be the priority route into the site. The A13 is more suited to larger vehicles than the LBTH roads. The applicant needs to explain why this isn't shown as the primary route as we will be expecting the A13 route as being the primary one when the Delivery and Service Management plan is delivered.

- 5.64 Further work is required to show how the development enhances the walking and cycling infrastructure in the area. Improvements identified within the ATZ require a financial contributions towards their implementation and a suitable sum should be secured via the s106.
- 5.65 A draft construction management plan has been submitted and a full plan, once a primary contractor is engaged will be required prior to commencement of any works. The proposals include the demolition of existing buildings which really are not that old. Consideration to reusing materials to reduce vehicular traffic to reduce impacts on the environment should be considered. As stated previously we will expect the Nutmeg Lane / A13 entrance to be the primary route for construction vehicles.
- 5.66 A Draft Travel Plan has been submitted and a final version dealing with all the uses will be required as a condition prior to occupation. A 'Welcome Pack' for all occupiers which shows the sustainable transport options for the site and identifies local facilities within a short walk or cycle trip should be provided as part of the travel plans. Has the applicant considered free membership of the TfL bike hire scheme, particularly for the student element? Live public transport information in the lobbies should also be considered.

Waste Management

- 5.67 The Operational Waste and Recycling Management Strategy is acceptable in principle, however clarifications were required:
- The presentation area can hold a maximum of 33 x 1100l bins. However, Plots 1 and 2 will have 36 x 1100l bins - please check and confirm this.
 - Please remember that all units need internal storage identified to enable residents to separate their waste out for recycling.
 - Plot 4 will have a number of commercial units. Each commercial unit should have its own bin store area so that they can arrange collections that suit their need. Will this building have facilities management/overarching landlord with all businesses paying in to a service charge that would cover the cost of waste collections?

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 (THLP)

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

London Plan

- GG1 – Building strong and inclusive communities
- GG2 – Making the best use of land
- GG3 – Creating a healthy city
- GG4 – Delivering the homes Londoners need
- GG5 – Growing a good economy
- GG6 – Increasing efficiency and resilience
- SD1 – Opportunity areas
- D1 – London’s form, character and capacity for growth
- D2 – Infrastructure requirements for sustainable densities
- D3 – Optimising site capacity through the design-led approach
- D4 – Delivering good design
- D5 – Good design
- D6 – Housing quality and standards
- D7 - Accessible housing
- D8 – Public realm
- D9 – Tall buildings
- D11 – Safety, security and resilience to emergency
- D12 – Fire safety
- D14 – Noise
- H1 – Increasing housing supply
- H4 – Delivering affordable housing
- H5 – Threshold approach to applications
- H6 – Affordable housing tenure
- H10 – Housing size mix
- H11 – Build to rent
- H15 – Purpose built student accommodation
- S1 – Developing London’s social infrastructure
- S4 – Play and informal recreation
- E1 – Offices
- E3 – Affordable workspace
- E4 – Land for industry, logistics and services to support London’s economy
- E11 – Skills and opportunities for all
- HC1 – Heritage conservation and growth
- HC3 – Strategic and local views
- G1 – Green infrastructure
- G4 – Open space
- G5 – Urban greening
- G6 – Biodiversity and access to nature
- SI1 – Improving air quality
- SI2 – Minimising greenhouse gas emissions
- SI6 – Digital connectivity infrastructure
- SI7 – Reducing waste and the circular economy
- SI12 – Flood risk management
- T1 – Strategic approach to transport
- T2 – Healthy streets
- T3 – Transport capacity, connectivity and safeguarding
- T4 – Assessing and mitigating transport impacts
- T5 – Cycling
- T6 – Car parking
- T7 – Deliveries, servicing and construction
- DF1 – Delivery of the plan and planning obligations

Local Plan

S.SG1 – Areas of growth and opportunity within Tower Hamlets
S.SG2 – Delivering sustainable growth in Tower Hamlets
D.SG3 – Health Impact Assessments
D.SG4 – Planning and construction of new developments
D.SG5 – Developer contributions
S.DH1 – Delivering high quality design
D.DH2 – Attractive streets, spaces and public realm
S.DH3 – Heritage and the historic environment
D.DH4 – Shaping and managing views
D.DH6 – Tall buildings
D.DH8 – Amenity
S.H1 – Meeting housing need
D.H2 – Affordable housing and housing mix
D.H3 – Housing standards and quality
D.H6 – Student housing
S.EMP1 – Creating investment and jobs
D.EMP2 – New employment space
D.EMP3 – Loss of employment space
D.EMP 4 – Redevelopment within designated employment locations
S.TC1 – Supporting the network and hierarchy of town centres
D.TC3 – Retail outside our town centres
D.CF3 – New and enhanced community facilities
S.OWS1 – Creating a network of opens spaces
D.OWS3 – Open space and the green grid network
S.ES1 – Protecting and enhancing our environment
D.ES2 – Air Quality
D.ES3 – Urban greening and biodiversity
D.ES4 – Flood risk
D.ES5 – Sustainable drainage
D.ES6 – Sustainable water and waste management
D.ES7 – A zero carbon borough
D.ES8 – Contaminated land and storage of hazardous substances
D.ES9 – Noise and vibration
D.ES10 – Overheating
S.MW1 – Managing our waste
D.MW3 – Waste collection facilities in new development
S.TR1 – Sustainable travel
D.TR2 – Impacts on the transport network
D.TR3 – Parking and permit free
D.TR4 – Sustainable servicing and delivery.

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

- National Planning Policy Framework (2021)
- National Planning Practice Guidance (updated 2019)
- GLA Housing SPG (updated 2017)
- GLA Affordable Housing and Viability SPG (2017)
- GLA Play & Informal Recreation SPG (2012)
- GLA Accessible London SPG
- GLA Planning for Equality and Diversity in London SPG
- Isle of Dogs and South Poplar OAPF
- GLA London View Management framework SPG (2021)

- LBTH High Density Living SPD (2020)
- LBTH Community Infrastructure Levy (CIL) Charging Schedule (2020)
- LBTH Planning Obligations SPD (2021)
- LBTH Reuse, Recycling and Waste SPD (2021)
- Building Research Establishment (BRE) "Site layout planning for daylight and sunlight: a guide to good practice" (2011)

7. PLANNING ASSESSMENT

7.1 The key issues raised by the proposed development are:

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

LAND USE

7.1 The main issues to consider in terms of land use are listed below;

- The principle of development
- The acceptability of the redevelopment of the existing employment floorspace through the demolition of Mulberry Place and Lighterman House within a Local Employment Location.
- The acceptability of the proposed land uses: Residential, Student Residential, Data Centre and Commercial Uses.

Principle of Development

7.2 The National Planning Policy Framework ('NPPF') promotes a presumption in favour of sustainable development through the effective use of land driven by a plan-led system, to ensure the delivery of sustainable economic, social and environmental benefits. Planning policies and decisions should promote the effective use of land in meeting the needs for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

7.3 Objective GG2 of the London Plan outlines that to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites.

7.4 Policy SD1 of the London Plan identifies the Isle of Dogs and South Poplar as a designated Opportunity Area. The London Plan recognises Opportunity Areas as being the capital's major reservoir of brownfield land with significant capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity. The policy expects development

proposals within Opportunity Areas to amongst other things, support wider regeneration, maximise the delivery of affordable housing, support the creation of employment opportunities and the creation of mixed and inclusive communities and integrate development proposals to the surrounding areas for regeneration.

- 7.5 The Isle of Dogs and South Poplar Opportunity Area Planning Framework (OAPF) was formally adopted in September 2019. The OAPF establishes a plan for delivering housing and jobs through good growth in the OAPF area which benefits all residents and delivers improved links between existing and future communities and identifies that the Isle of Dogs Opportunity Area is capable of delivering 31,000 new homes and 110,000 new jobs up to 2041.
- 7.6 The Tower Hamlets Local Plan 2031 (the Local Plan) identifies that the application site lies within 'Sub-area 4: Isle of Dogs and South Poplar'. The overarching vision for this sub-area is that by 2031, the Isle of Dogs and South Poplar will have a cohesive mix of housing, employment and leisure uses within distinctive, inclusive and vibrant neighbourhoods, which have a strong sense of place.
- 7.7 The proposed mixed-use development would align with the land use aspirations of the Opportunity Area and the redevelopment of the site to contribute towards the growth of the area is supported in principle subject to all other relevant material planning considerations addressed throughout.

Redevelopment within a Local Employment Location

- 7.8 Policy E1 of the London Plan seeks to, amongst other things, retain existing viable office floorspace outside of town centre locations or designated office locations. The policy also seeks improvements to the quality, flexibility and adaptability of office space of different sizes through the facilitation of new office provision, refurbishment and mixed-use development.
- 7.9 Local Plan Policy S.EMP1 seeks to ensure development supports, protects and enhances designated employment locations. The application site is within the Blackwall Local Employment Area which contains the following identified role and function:
- "Provides secondary large floorplate offices, smaller units suitable for small-to-medium enterprises and data centres which support the needs of Canary Wharf and the City of London."*
- 7.10 Policy D.EMP3 seeks to resist the net loss of employment floorspace unless appropriately justified. The policy sets out that development should not result in the net loss of viable employment floorspace in Local Employment Locations (LELs). The purpose of this policy is to prevent the unnecessary loss of existing employment space which would put pressure on the ability of the borough to meet projected need.
- 7.11 The proposal seeks to demolish the existing office buildings at Mulberry Place and Lighterman House which contains 32,113 sqm of internal floorspace. The proposed data centre and workspace building would provide an indicative total of 40,940sqm of employment this represents a 24% increase (an additional 8,704 sqm) in the quantum of employment floorspace. The proposal would therefore result in no net loss of employment floorspace and can be supported in this regard. It is recommended that a condition is imposed, given that the Data Centre and workspace building are in outline, requiring a minimum delivery of employment floorspace across the development to ensure the requirement of no net loss is met when the reserved matters for Plots 3 and 4 come forward.
- 7.12 Officers note that Data Centres offer lower employment densities than traditional office floorspace. The proposed data centre (Plot 3) use would be consistent with the objectives of the Blackwall Local Employment Location which supports the development of data centres which can provide a significant contribution to the employment and digital functions of

Canary Wharf, the Borough as a whole and the City of London. The proposed workspace building (Plot 4) as shown within the parameter plans and design code would be made up of a maximum 6 storeys. The ground floor would have capacity to comprise a workspace/pool area, workspace/community space and ancillary back of house space. Upper floors of the building would comprise flexible creative workspace that would accommodate either larger, smaller or individual workspace sub-divided areas. The uses identified in Plots 3 and 4 of the outline scheme would maintain the intended function of the Blackwall Local Employment location and support its unique characteristics.

Affordable Workspace

- 7.13 Policy D.EMP2 required 10% of new employment floorspace within major commercial and mixed-use development schemes to be provided as affordable workspace. The policy requires development to be flexibly designed to provide workspace to meet the needs of local businesses as well as start-ups.
- 7.14 The nature of the proposed Data Centre does not readily lend itself to the on-site provision of affordable workspace as it will be made up primarily of data halls containing the relevant equipment, rather than traditional workspace. As such, the applicant proposes to deliver the equivalent of 10% of the floorspace to be created as affordable workspace within the existing office buildings (Import and Export building) within the wider estate. This would ensure that a range of affordable workspace can be provided to meet the needs of a range of different businesses. The level of discount (10%) and the length (10 years) will be secured by way of section 106 obligation.

Principle of Housing

- 7.15 The NPPF seeks the delivery of a wide choice of quality homes which meet identified local needs, in accordance with the evidence base, and to create sustainable, inclusive and mixed communities. Paragraph 119 of the NPPF specifically sends a core message to ensure that previously developed land (brownfield land) is effectively reused in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Chapter 11, paragraph 120, part c) of the NPPF emphasises that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs.
- 7.16 The London Plan emphasises that there is a pressing need for more homes in London and that providing a range of high quality, well-designed, accessible homes is important to delivering Good Growth, ensuring that London remains a mixed and inclusive place in which people have a choice about where to live. Strategic objective GG4 states that to create a housing market that works better for all Londoners, those involved in planning and development, must, amongst other things, under part (c) create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.
- 7.17 Policy H1 of the London Plan sets a ten-year target for net housing completions that each Local Planning Authority should plan for. As such, the Borough is required to deliver 34,730 (3,473 per year) new homes between 2019/2020 and 2028/2029.
- 7.18 At the local level, Policy S.H1 of the Local Plan commits to securing delivery of at least 58,965 new homes across the Borough (equating to at least 3,931 new homes per year) between 2016 and 2031.
- 7.19 As the site falls within an Opportunity Area whereby growth is expected to be accelerated. The Opportunity Area Planning Framework establishes a plan for delivering housing and jobs through Good Growth in the Isle of Dogs and South Poplar which benefits all residents and delivers improved links between existing and future communities. Given the introduction

of housing would not result in a net loss of employment floorspace and would contribute to a further mix of uses on site, the introduction of a residential use is deemed appropriate, the provision of 150 dwellings of which 50 would be affordable would positively contribute to the Borough's housing stock, noting that there is an acute local and national demand for increased housing.

Principle of Student Accommodation

- 7.20 The principle of providing purpose-built student accommodation in this location is supported by planning policy. At a national level the NPPF highlights the importance of boosting the housing supply, with paragraphs 59 and 61 setting out the importance of providing for specific housing groups, such as students. The London Plan acknowledges the significant demand for student accommodation, (paragraph 4.15.2) with a potential requirement for some 3500 places annually over the plan period. It goes on to recognise that the provision of student accommodation may reduce pressure on other elements of the housing stock currently occupied by students in the private rented sector.
- 7.21 Policy H15 of the London Plan states that Boroughs should seek to ensure that local and strategic need to purpose-built student accommodation is addressed. This is provided that at a neighbourhood level, the development contributes to a mixed and inclusive neighbourhoods and that the use of the accommodation is secured for students. The majority of the bedrooms in the development, including the affordable provision must be secured through a nomination agreement for occupation by students or one of more higher education provider. Also of note is the specification that student accommodation units should count towards housing targets on a basis of a 2.5:1 ratio.
- 7.22 The GLA support the principle of the student use in this location (GLA Stage 1 response paragraph 41) stating that the site is well connected and that the scheme would support the creation of mixed and inclusive communities. Also noting that, as the scheme will provide 35 per cent affordable student rooms it will also help provide mixed and inclusive neighbourhood both within the development itself but also in regard to the wider neighbourhood, by providing a specialist form of housing, thereby reducing the pressure on the overall housing stock.
- 7.23 The site is within an area of moderate to good transport accessibility, and there are 5 University campuses with a 1-mile radius as well as a further 6 campuses within a 30-minute travel time. It is also noted that application is submitted with support from the University of West Scotland and Anglia Ruskin University who have offered their support for these beds to be offered with close proximity to their campus currently on-site at Republic.
- 7.24 A Student Demand Assessment & Market Analysis prepared by Knight Frank has been submitted with the application to detail the overall supply and demand across the area. The study outlines that there is currently a supply/demand imbalance for student units within London and within the area surrounding the application site, where the number of students needing a bed space is between approximately 3.6 students per bedspace across London and 7.8 students per bed space within a 30-minute radius of the site. It states that currently up to 70% of full time Higher Education students across London are required to find accommodation within private rented HMOs or by living with parents/other family members and would otherwise be unable to access university or private sector purpose-built accommodation. Across a 30-minute travel time catchment of application site, this extends to over 80% of full-time students.
- 7.25 The study considers other pipeline purpose-built accommodation units, including the 2 Trafalgar Way scheme (ref: PA/20/01402), which will provide 1,672 student beds alongside other uses, and 30 Marsh Wall which will provide 1,069 student beds. However, it is noted that since submission of this application, the North Quay scheme (ref: PA/20/01421), which sought outline planning permission for a number of different uses, including an option of up to 100,000sqm of student accommodation (which could potentially provide up to 3,500 student beds) has been granted.

- 7.26 The study notes that whilst this pipeline will address this increase in demand for accommodation to some extent, there will still be an imbalance of c5.0 students per bed space (0.20 students per bed) which will continue to create unwanted pressure on the local private rented market.
- 7.27 Overall, the demand for the student accommodation units has been established and the submitted study appears sound.

Data Centre

- 7.28 London Plan Policy SI6 supports the provision of digital infrastructure with paragraph 9.6.1 emphasising its importance alongside other infrastructure such as energy, water and waste management.
- 7.29 Tower Hamlets' Local Plan Policy S.EMP1 identifies the Blackwall sub-area as suitable for data centre uses given the proximity to Canary Wharf and the City of London. The Blackwall LEL policy also identifies the site as an appropriate site for the delivery of additional Data Centre facilities.
- 7.30 Successful service-based economies like London increasingly depend upon infrastructure facilitating rapid transfer of information, speedy and easy access to advice and services and a flexible approach to where work takes place and when. This can also help deliver wider planning objectives, such as reducing congestion on traffic networks at peak hours by supporting forms of home working and facilitating greater economic development in outer London.
- 7.31 Data centres handling critical security and financial traffic benefit from proximity to the offices they serve, while other centres can be located close to local and sustainable sources of energy. The Local Plan identifies the Blackwall sub-area as suitable for data centre uses given the proximity to Canary Wharf and the City of London.
- 7.32 There are a number of benefits of the agglomeration and clustering of these type of uses together. Companies tend to cluster, or co-locate, other corporate functions around their data centre locations thereby further cementing positive externalities with the creation of a digital hub helping to support London's World City role.
- 7.33 The principle of a Data Centre is therefore supported in this location. The proposed use is supported in local and strategic policy terms. The agglomeration of data centres within Blackwall area is logical given their technical and infrastructure needs. Coupled with the close proximity to Canary Wharf and the City of London this would be a highly suitable location.

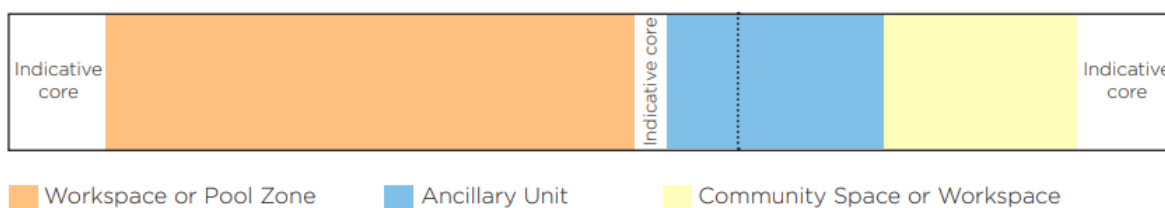
Flexible Workspace

- 7.34 Plot 4 would allow for up to 6,120 sqm of flexible Class E(g) workspace. The principle of workspace is established in this location by virtue of its designation as a Local Employment Location.
- 7.35 The provision of flexible workspace would contribute towards the role and function of the Blackwall Local Employment Location to provide capacity for employment accommodation meeting secondary, local or specialist employment needs. As mentioned above, an element of affordable workspace equal to 10% of the total employment floorspace delivered on site will be secured via s106 obligation.

Community Use

- 7.36 The applicant seeks for flexibility in the potential uses of the ground floor of the Studio workspace building. It is proposed that the ground floor could be made up of either workspace or a swimming pool or a community facility.

Studios Use - Ground Floor



- 7.37 The ES considers that the provision of community facilities as part of the development would have a moderate beneficial (significant) effect on the provision of community facilities in the borough.
- 7.38 Policy D.CF3 relates to the provision of new community facilities. The policy states that new community facilities outside of the Borough's town centres will be permitted where there is a demonstrated local need. Community facilities within larger developments should be easily accessible to people who live and work outside of the host development.
- 7.39 The site is not within a town centre and the nearest town centre to the application site is Poplar High Street Neighbourhood Centre. Although not within a town centre, the site has a good level of accessibility, and this is expected to rise in the future. The proposed community use would be accessible to surrounding residents and people who work within the Republic Estate and surrounding developments. Overall, the principle of the provision of a community use within the development is supported.

HOUSING

C3 Residential

- 7.40 Development Plan policies set minimum housing targets for Tower Hamlets and seek to ensure the amount of housing is optimised on all sites where it is appropriate.
- 7.41 The proposed development would deliver 150 residential units. As such, the proposed development would contribute to the Council's housing targets which is considered to be a benefit of the scheme.

Housing mix and Tenure

- 7.42 Policy H0 of the London Plan promotes the provision of a range of unit mix and sizes having regard to robust local evidence of need where available, to deliver mixed and inclusive neighbourhoods.
- 7.43 At the local level, Policy S.H1(2) of the Tower Hamlets Local Plan states that development will be expected to contribute towards the creation of mixed and balanced communities that respond to local and strategic need. This will be achieved through amongst other things, the requirement of a mix of unit sizes (including larger family homes) and tenures to meet local need on all sites providing new housing. Locally specific targets (based on the Council's most up to date Strategic Housing Market Assessment, 2017) for unit mix and sized are set out in part 3 of Policy D.H2 of the Local Plan.

7.44 The proposed unit mix and tenure of Plot 1 are set out in the table below as an assessment against policy D.H2.

Unit Size	Total Units	Market Housing			Intermediate (DMR)			Affordable Rented		
		Units	Policy Target %	As a %	Units	Policy Target %	As a %	Units	Policy Target %	As a %
1-bed	44	33	30	33	3	15	18	8	25	24.2
2-bed	62	45	50	45	7	40	41	10	30	30.3
3-bed	37	22	20	20	5	45	41	10	30	30.3
4-bed	7	0			2			5		
Total	150	100	100%	100%	17	100%	100%	33	100%	100%

7.45 With regard to the Market housing mix, there would be a marginal over provision of the policy target of 30% for 1-bed units at 33%. There would be an under provision of 2-bed units (-5%); 45% against a policy target of 50% and a policy compliant provision of 3-bed and 4-bed units at a combined 20%.

7.46 In the Intermediate tenure, there would be a marginal over provision of 1-bed units (+3%); 18% against a policy target of 15%, a negligible over provision of 2-bed units (+1%) providing 41% against a policy target of 40% and a minor under provision of 3-bed plus units (-4%) providing 41% against a policy target of 45%. In the Affordable Rented tenure, the scheme is policy compliant in relation to all unit sizes as demonstrated in the above table.

7.47 The unit mix of the scheme is broadly in compliance with the requirements of the Local Plan. The minor deviations from policy in relation to the under provision of 2 bed units in the market tenure is acknowledged, however taking into consideration the mix as a whole, and that the scheme achieves all of the relevant targets for family sized accommodation, for which there is an acute local need, these shortfalls are considered acceptable and the housing mix overall, policy compliant.

Affordable Housing

C3 Residential

7.48 Policy H4 of the London Plan sets a strategic target of 50 per cent of all new homes delivered across London to be genuinely affordable. To secure greater security of affordable housing delivery, Policy H4 requires major developments which trigger affordable housing requirements to provide affordable housing through the 'threshold approach' to applications.

7.49 Policy H5 of the London Plan and The Mayor of London's Affordable Housing and Viability SPG (August 2017) sets out the 'threshold approach' to applications, whereby the approach to viability information depends on the level of affordable housing being provided. Applications for schemes that (a) meet or exceed 35% or 50% (on public land) affordable housing provision without public subsidy, (b) provide affordable housing on-site, meet the specified tenure mix, and meet other planning requirements and obligations to the satisfaction of the relevant borough and the Mayor and (c), have sought to increase the level of affordable housing beyond 35% or 50% by accessing grant are not required to submit viability information. Schemes that follow this approach are deemed to be eligible for the 'Fast Track' route and are expected to be subject to an early viability review, but this is normally only triggered if an agreed level of implementation is not made within two years of planning permission being granted.

- 7.50 Policy H6 of the London Plan under Part A establishes the split of affordable products that should be expected from proposals for residential development. It can be summarised from Part A (1-3) as a minimum of 30 per cent low-cost rented homes, a minimum of 30 per cent Intermediate products and the remaining 40 per cent to be determined by the Borough as low-cost rented homes or Intermediate product based on identified needs. The policy also reiterates that Part A must be met to qualify for the 'Fast Track' route.
- 7.51 At the local level, Policy S.H1 of the Local Plan requires developments to contribute towards the creation of mixed and balanced communities that respond to local and strategic need by amongst other things:
- Under Part 2(a), setting an overall target for 50% of all new homes to be affordable.
 - Under Part 2(a) (iii), requiring the provision of a minimum of 35% affordable housing on sites providing 10 or more residential units (subject to viability). 7.40 Policy D.H2 of the Local Plan requires development to maximise the provision of affordable housing in accordance with a 70% affordable rent and 30% intermediate tenure split based on the number of habitable rooms.
- 7.52 London Plan Policy H11 relates to Build to Rent development, it sets out criteria which must be met in order for a scheme to be considered as such and states that where a development meets the criteria, the affordable housing offer can be solely Discounted Market Rent (DMR) at a genuinely affordable rent, preferably London Living Rent level.
- 7.53 London Plan Policy H11 supporting text para. 4.11.1 states 'Boroughs should take a positive approach to the Build to Rent sector to enable it to better contribute to the delivery of new homes.' In addition, the supporting text (4.11.10) of the Policy states where justified in a Development Plan, Boroughs can require a proportion of affordable housing as low-cost rent (social rent or London Affordable Rent) on Build to Rent scheme in accordance with part A of Policy H6. Low-cost rent homes must be managed by a registered provider as opposed to DMR which is an intermediate product.
- 7.54 The Local Plan sets out its support for innovative housing products including Build to Rent in Policy S.H1 part 2 C which requires development to contribute towards mixed and balanced communities through, among other mechanisms, c. supporting a variety of housing products in the market and affordable tenures which meet local need.
- 7.55 The supporting text of the policy emphasises in paragraph 9.23 that this part of the policy seeks to support innovative housing products where they facilitate the delivery of housing to meet needs in each tenure. It states all residential development must meet the requirements set out in the relevant policies including unit size mix, affordable housing and space standards. This Local Need is justified through policy D.H2 in part a which requires a 70 rented 30 intermediate split of affordable housing. The supporting text of the policy outlines Tower Hamlets need as identified through the Tower Hamlets Strategic Housing Market Assessment (SHMA), which sets out the housing requirements arising from expected population growth.
- 7.56 The scheme provides 464 habitable rooms in total (150 units) of which 168 habitable rooms (50 units) would be affordable representing 37.7%% (33.3% based on units) with the remaining 296 habitable rooms being for private rent representing 62.3% and as such meets the policy requirement to provide at least 35% affordable housing provision onsite. The tenure split for the affordable housing element would be 66%:34% in favour of Affordable Rented units (111 habitable rooms/33 units) to Intermediate (57 habitable rooms/17 units) and therefore broadly provides a policy compliant tenure split in the affordable element. It should be noted that the affordable housing offer exceeds the minimum of 35% habitable room, and would achieve a policy compliant 70/30 split at 35%. As such the transgression at

37.7% is acceptable in this instance. The detailed affordable housing breakdown is set out below in the table below.

	Tower Hamlets Living Rent Units	London Affordable Rent Units	Intermediate	Total
1 Bed (2hab)	4	4	3	11
2 Bed (3hab)	5	5	7	17
3 Bed (4hab)	5	5	5	15
4 Bed (5hab)	2	3	2	7
Total Units	16	17	17	50
Total Habitable Rooms	53	58	57	168

- 7.57 In line with Policies S.H1 and D.H2 of the Local Plan, the Affordable Rented units would be split 50:50 between London Affordable Rent and Tower Hamlets Living Rent. The rent levels for the products are set out below:

Number of Bed Rooms	London Affordable Rent (LAR)22/23 Published by the GLA £per week	Tower Hamlets Living Rent (THLR) 22/23 (Inclusive of service charges) £per week
1 Bed	£168.34	£232.10
2Bed	£178.23	£255.31
3Bed	£188.13	£278.52
4Bed	£198.03	£301.73
5Bed	£207.92	£313.34

- 7.58 The Intermediate housing product is proposed to be Discount Market Rent. These will initially be capped to households earning no more than £60,000 per annum (gross), as defined within the London Plan 2021, subject to suitable annual indexations.
- 7.59 The proposal is considered to be eligible for the 'Fast Track' route and thus the submission of a Financial Viability Appraisal is not required in this instance. The S106 legal agreement will secure that an early-stage review will be triggered if an agreed level of progress on implementation is not made within 2 years of the permission being issued.
- 7.60 In conclusion, the affordable housing provision is welcomed and supported by Officers and the proposal is therefore considered to provide a policy compliant level of affordable housing contributing to the Borough's much needed affordable housing stock consistent with the requirements of Local Plan and national planning policy.

Student Residential

- 7.61 London Plan Policy H15 requires the majority of the student bedrooms, including all affordable, to be secured through a nominations agreement with one or more Higher Education Providers (HEP). At least 35% of the accommodation must be secured as affordable student accommodation to follow the "Fast Track Route." Local Plan Policy D.H6 supports this approach and as stated above the applicant has committed to entering into a nominations agreement via a s106 obligation with one or more Higher Education Provider.
- 7.62 In line with GLA policy, the applicant proposes that the initial rent (including all service charges) for the affordable student rooms will be no more than 55% of the maximum student

maintenance loan for living costs available to a UK full-time student in London living away from home for that academic year. The most recent figure published in the GLA Annual Monitoring Report (October 2019) is £6,245, but this figure is likely to have risen for the academic year at the point of first letting. The rent setting formula for the affordable student accommodation will be secured in the Section 106 legal agreement. The S106 legal agreement will be subject to clauses that give the Council the ability, to require the applicant to provide details of occupancy and rent levels charged to ensure the above requirements are being complied with.

STANDARD OF ACCOMMODATION

C3 Residential

- 7.63 The Greater London Authority's (GLA) Supplementary Planning Guidance (SPG) for Housing sets a clear priority to improve the quality of housing standards. In this regard the SPG aims to ensure the delivery of new housing across all tenures is fit for purpose in the long term comfortable, safe, accessible, environmentally sustainable, and spacious enough to accommodate the changing needs of occupants throughout their lifetimes. As such the Housing SPG provides focused guidance and sets specific standards with regards to how places are shaped and designed including public, private and communal open space, children's play and recreation space, the design of entrances and approach to entrances, frontages to developments, accessible housing, internal and external layout, number of units per core and circulation space amongst other things.
- 7.64 London Plan Policy D6 sets the expected minimum internal space required within new dwellings, across all tenures. It sets out requirements for the gross internal area (GIA) of all new dwellings at a defined level of occupancy, as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage, and floor-to-ceiling heights. The standards seeks to ensure that amongst other things new homes have adequately sized rooms and convenient and efficient room layouts which are functional, fit for purpose and meet the changing needs of Londoners without differentiating between tenures.
- 7.65 The above targets are reflected at the local level by Policy D.H3 of the Local Plan which seeks to ensure that all new residential units meet the minimum standards prescribed within the London Plan. Policy D.H3 also requires that affordable housing should not be externally distinguishable in quality from private housing.
- 7.66 The proposal provides separate entrance lobbies for different tenures as a result of the need to keep service charges for Affordable Rented units at reasonable levels. However, the proposal has been designed to ensure that the entrances to both tenures are designed appropriately with a decent sized lobby and accessed off public realm. Whilst a single and shared entrance lobby for all the residential units would be preferred, on balance the quality of the entrances are at an acceptable level and offer a sense of arrival for the residents accessing them.

Minimum Space Standards

- 7.67 Both local and regional policy, in addition to the guidance set out in the London housing SPG, sets out minimum space standards for new residential units. All residential units are required to have a minimum floor to ceiling height of 2.3m.

7.68 The minimum space standards (GIA) that new residential accommodation is expected to meet are set out in the table below:

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings
1b	1p	39 (37)
	2p	50
2b	3p	61
	4p	70
3b	4p	74
	5p	86
	6p	95

7.69 All of the proposed residential units meeting the minimum space standards. Examples of the typical layouts are shown below.



7.70 Standard 29 of the London Housing SPG also seeks the minimisation of single aspect dwellings. It further states that single aspect dwellings that are north facing, or which contain three or more bedrooms, should be avoided. The scheme will provide 60% dual or triple aspect units, with no north facing single aspect units. It is also noted that the single aspect units are limited to 1-bedroom units. The amount of dual aspect units has been maximised and as such this is considered acceptable.

7.71 Private amenity space requirements are determined by the predicted number of occupants of a dwelling. Policy D.H3 of the Tower Hamlets Local Plan sets out that a minimum of 5sqm is required for 1-2 person dwellings with an extra 1sqm provided for each additional occupant. If

it is in the form of balconies they should have a minimum width of 1500mm. All units across all tenures benefit from winter gardens, flexible sheltered balcony spaces, to provide private amenity space.

- 7.72 Standard 12 of the London Housing SPG requires new residential development to have a maximum of 8 units per core. The scheme meets the standards in this regard.

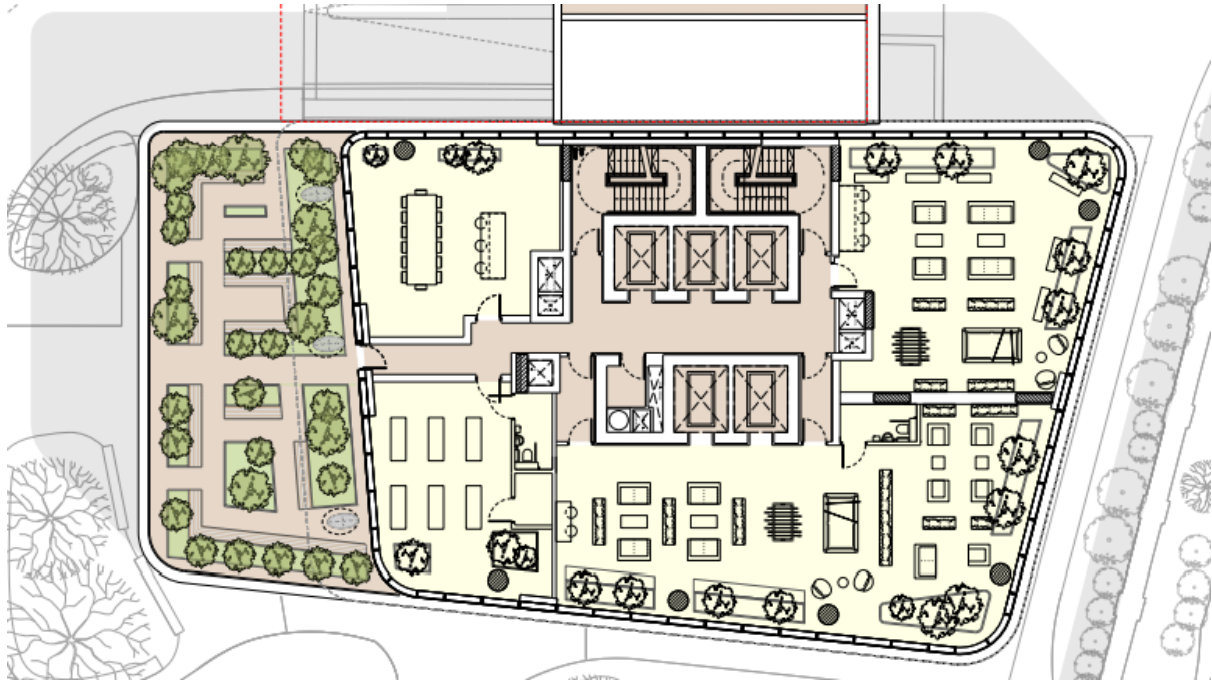
Accessible Housing

- 7.73 Policy D7 of the London Plan requires residential developments to provide at least 10% per cent of dwellings which meet M4(3) (wheelchair user dwellings) and all other dwellings (90%) which meet requirement M4(2) (accessible and adaptable dwellings) of the Building Regulations Approved Document M: Access to and use of buildings.
- 7.74 Policy D.H3 of the Local Plan requires the same provision as London Plan policy however, supporting paragraph 9.44 clarifies that all 'wheelchair user dwellings' in the Affordable Rented tenure should meet M4(3)(2)(b), i.e., built to fully accessible standards and capable for immediate occupation rather than adaptable for wheelchair users.
- 7.75 All proposed homes would meet the 'accessible and adaptable dwellings' standard and over 10% of homes would meet the 'wheelchair user dwellings' standard. The scheme proposes to provide 5No. 2 bed units in the affordable tenure at levels 1 to 6, 1No. 2 bed and 2No. 3 bed units in the intermediate tenure at levels 7, 8 and 10, and 10 3 x bed units in the market tenure on the upper levels. It is recognised that the Local Plan has a preference for wheelchair user dwellings to be provided below the fifth floor, however it is noted that the affordable wheelchair user dwellings have been prioritised on the lower floors, that there is an over provision of M4(2) units compared to the 10% minimum and that the buildings provides at least 3 lifts per floor as a safeguard in the event that one lift fails to function.

Communal Amenity Space and Child Play Space

Communal Amenity Space

- 7.76 Policy D.H3 (Part C) of the Local Plan requires that for major developments (10 residential units or more) communal amenity space should be provided. The provision should be calculated based on 50sqm for the first 10 units with an additional 1sqm for every additional unit thereafter. The proposal is therefore required to provide 190sqm of communal amenity space.
- 7.77 The development proposes 520sqm of communal amenity space and therefore meets and exceeds the required policy provision. The communal amenity space will be located on level 9 and comprises internal spaces of varying size to accommodate a variety of activities and an external terrace.
- 7.78 The communal amenity space on level 9 would be accessible to all residents. The detailed design of this area would be secured via a condition.



7.79 In addition to the Level 9 amenity space, residents will have access to the wider public realm and landscaping within the estate which further enhances the amenity space available for residents.

Child Play Space

7.80 Policy S4 of the London Plan seeks to ensure that development proposals that include housing make provision for good quality accessible play and informal recreation and enable children and young people to be independently mobile. Areas of play should provide a stimulating environment, be accessible in a safe manner from the street by children and young people, form an integral part of the surrounding neighbourhood, incorporate trees and/or other forms of greenery, be overlooked to enable passive surveillance and not be segregated by tenure. The Mayor’s Supplementary Planning Guidance Providing for Children and Young People’s Play and Recreation sets out guidance to assist in this process.

7.81 At a local level, Policy D.H3 requires major development to provide a minimum of 10sqm of high-quality play space for each child. The child yield should be determined by the Tower Hamlets Child Yield Calculator. The Child Yield Calculator predicts that the development would yield 77 children.

7.82 The Child Yield requires the development to provide 773sqm of play space. Local Policy expects the quantum to be delivered to accommodate the following age ranges accordingly:

Age Range	Yield	LBTH Requirement (sqm)	Development Provision (sqm)
0-4 years	30	295	292
5-11 years	24	242	240
12-18 years	24	236	234
Total	77	773	766

7.83 The proposed scheme provides 766sqm of child play space, thus resulting in a deficit of 7sqm. The areas within the public realm which will provide this play space are shown in the below plan in red. The proposal includes different play strategies for different age groups with the following themes:

- Tunnel Gardens, which include interactive water features, table tennis or similar outdoor facilities and landscaping features for play.
- Walled Garden; green area articulated with paths and mounds
- Indoor play space

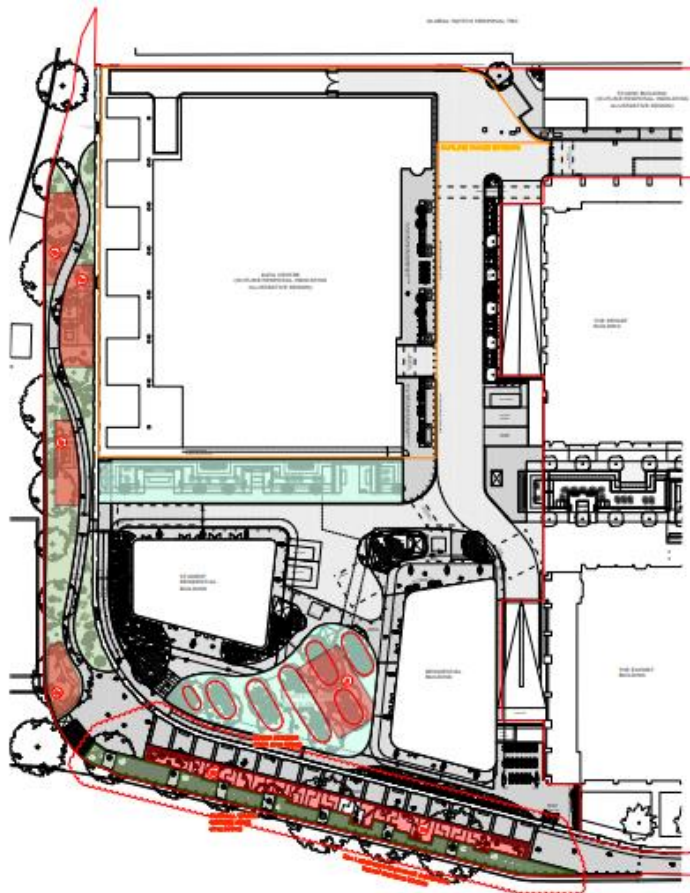


Figure 4 – Site Wide Playspace Plan

Tunnel Gardens

7.84 Different areas of play will be provided in what is referred to as the 'Tunnel Gardens' this is the area of hard and soft landscaping that runs along the West and South of the site beyond the Dock Wall.

7.85 Within the West area, two areas totalling 236 sqm will be provided for the 12-18 age range, this will include the provision of facilities for sport such as table tennis, and spaces to meet.



Figure 5 – West Area Play

7.86 In the South area a space will be provided for the 5-11 age range within the Rock Water Gardens which will be an area which will allow for play within the water feature. Furthermore, elements for play such as a 'fallen tree' for climbing will be provided within the Tunnel Gardens.

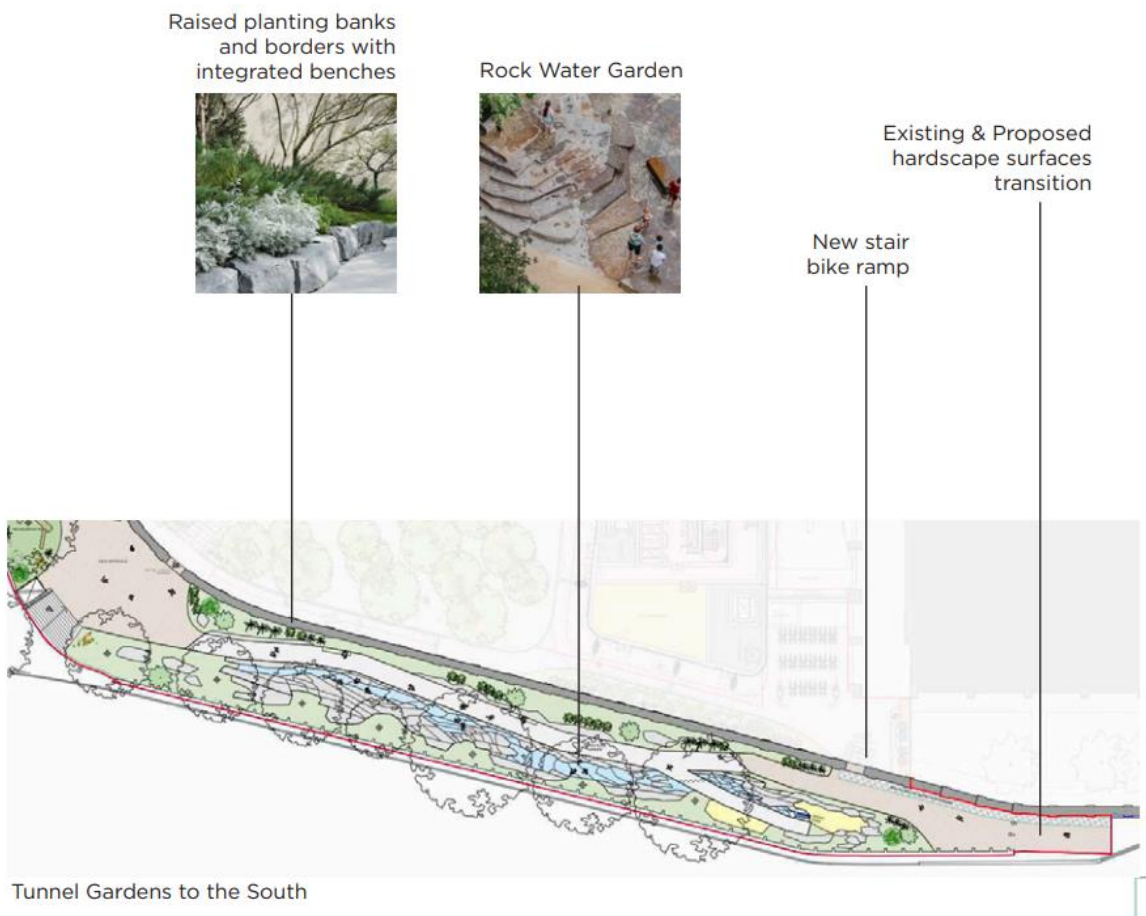


Figure 6 – West Area Play

Walled Garden

- 7.87 An area of 122 sqm will be provided within the 'Walled Garden' which is the area of public realm within the site, between the two residential buildings. This area will provide for play for 0–4-year-olds.



Figure 7 – Walled Garden Play

Indoor play space

- 7.88 The remainder of the space required for the 0-4 age group will be within the building at level 1, which provides choice for residents. The space will be accessible by all tenures.



Figure 8 – Level 1 Plan

Conclusions on Playspace

- 7.89 Overall, whilst the proposed development provides a quantum of child play space that is just below the minimum policy requirements, the proposed development can cater for all relevant age groups within the site., noting that the ES ascribed a moderate-beneficial effect to the play space in the Local Area as a result. There would be a variety of play options and overall, the provision would be of a high quality and therefore the proposal quantum would be acceptable in this instance. It is recommended that full details of child play space and its implementation are secured via condition.

Student Residential

- 7.90 LP Policy H15 requires purpose-built student accommodation to provide adequate functional living space for students in terms of the design and layout of bedrooms. In policy terms there are no applicable space standards (including amenity space) for student accommodation.
- 7.91 In relation to amenity space provision for the student accommodation, the applicant has applied a 2.5:1 conversion ratio to calculate the quantum of amenity space to be provided, inline with the London Plan guidance on the consideration of student accommodation units counting towards housing targets on the basis of a 2.5:1 ratio. This is considered a reasonable way in which it allocates amenity space in the absence of any formal standards.
- 7.92 The development would provide 716 students beds, which would equate to 286 occupiers using a 2.5:1 ratio. Local Plan policy requires a provision of 5sqm of amenity space per 1-2 person dwelling, this produces a figure of 1,425sqm provision. The scheme provides 730sqm of internal amenity space at ground and top floor level. The provision equals approximately 1sqm per student which is consistent with the quantum provided in nearby consented student housing schemes.
- 7.93 The affordable student accommodation would have no discernible difference in quality, with all rooms being finished to the same standards.

Daylight and Sunlight for Proposed Development

- 7.94 Policy D.DH8 of the Local Plan seeks to ensure that amongst other things, adequate levels of daylight and sunlight for new residential developments, including amenity spaces within the development are achieved. The relevant guidance for assessing daylight and sunlight levels is contained in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight' (2011). The primary method of assessment of new build accommodation is through calculating the average daylight factor (ADF) and No Sky Line (NSL). 7.71 BRE guidance specifies ADF target levels of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms. Modern developments within urban locations typically contain combined kitchen/diners or a combination of kitchen/diner/living room areas. The principle use of a room designed in such a manner is as a living room and accordingly it would be reasonable to apply a target of 1.5% to such rooms. This approach is accepted by the BRE guidelines provided that kitchens are directly linked to a well-lit space.
- 7.95 With regard to the assessment of sunlight, the BRE guidance states that in general, a dwelling which has a particular requirement for sunlight will appear reasonably sunlit if at least one main window faces within 90 degrees due south and the centre of one window to a main living room can receive 25% annual probable sunlight hours (APSH), including at least 5% annual probable sunlight hours in the winter months (WPSH) between 21 September and 21 March.
- 7.96 Where sunlight levels fall below the suggested level, a comparison with the existing condition is reviewed and if the ratio reduction is within 0.8 (equivalent to a 20% reduction) of its former value or the reduction in sunlight received over the whole year is 4% or less, then the sunlight loss will not be noticeable. It is also important to note that BRE guidance recognises that sunlight is less important than daylight in the amenity of a room and is heavily influenced by

orientation. The guidelines further state that kitchens and bedrooms are less important in the context of considering sunlight, although care should be taken not to block too much sun.

- 7.97 The Applicant has submitted an Internal Daylight and Sunlight report outside of the Environmental Assessment which has been prepared by GIA chartered surveyors. The assessment has been reviewed independently by Delva Patman Redler (DPR). An updated report was submitted following the amendment of the Residential Building.

Assessment of Daylight/Sunlight against BRE Guidance

- 7.98 The assessment of daylight to the proposed dwellings has been assessed using ADF, NSL and RDC tests. RDC refers to the Room Depth Criterion; where it has access to daylight from windows in one wall only, the depth of a room can become a factor in determining the quantity of light within it. BRE guidance provides a simple method of examining the ratio of room depth to window area.
- 7.99 DPR have confirmed that the approach to the assessment methodology is appropriate however highlights that the assessment is based on the following inputs:
- a) The assessment assumes a diffuse light transmittance of 0.70 for the glazing
 - b) The assessment assumes light finishes comprising white ceilings (0.85 reflectance), grey walls (0.68) and light veneer wood floors (0.4).
 - c) All LKDs within the residential building are served by winter gardens.
- 7.100 DPR advise that the use of light finishes and the surface reflectance's noted above means the ADF results are best-case values. If the developer delivers units with darker finishes, more of the rooms will not achieve the minimum recommended ADF levels.

C3 Residential

- 7.101 The results of the assessment show that for the residential building, 336 (73%) of the 459 habitable rooms will satisfy or exceed the minimum recommended ADF targets. In terms of NSL targets 358 of 459 (78%) will meet the recommended guidance and in terms of RDC, all habitable residential rooms will meet the recommended guidance.
- 7.102 A further 15 LKD's that do not meet the higher ADF target of 2% would all achieve at least 1.5% ADF, the target for living rooms, and this could be considered acceptable. On this basis, 77% of rooms would achieve adequate daylight levels.
- 7.103 In terms of the remaining 27% achieving lower ADF values, the assessment reports that the 41 are LKD's, 60 are bedrooms and 7 are kitchens. 20 of the LKD's that fall short of the 1.5% ADF target meet the NSL requirement and see between 0.8% and 1.4% ADF

Student Residential

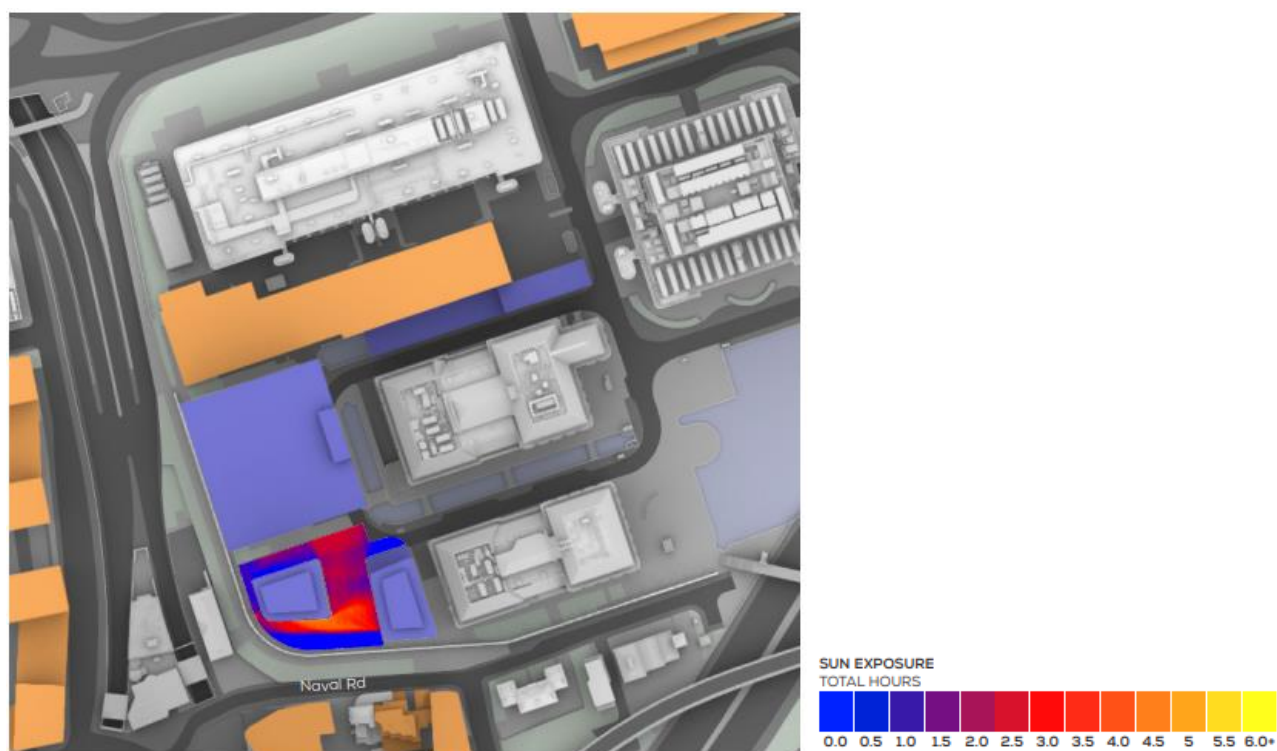
- 7.104 The results of the assessment show that for the student residential building, 539 (67%) of the habitable rooms will satisfy or exceed the minimum recommended ADF targets with this increasing to 647 (80%) when adopting a slightly lower target value of 1.5% ADF for studios and shared LKD's. 78% of the habitable rooms will meet the recommended guidance for NSL. All habitable rooms will meet the recommended guidance for RDC, and all rooms tested (i.e., those with a window facing within 90 degrees of due south) will satisfy or exceed the recommended APSH targets.

Assessment of Sunlight/Overshadowing to Amenity Areas

- 7.105 The assessment of sunlight and overshadowing to the amenity areas within the development has been undertaken in accordance with the BRE guideline '2 hours sun on ground' test, on

21 March (Spring Equinox). The BRE guidelines recommend that at least 50% of the amenity area should receive at least 2 hours of sunlight on 21 March.

7.106 An assessment of the open space around the two residential buildings was undertaken and the results indicate that this area will benefit from adequate levels of sunlight with 38% of the area seeing 2 or more hours of direct sunlight on 21st March. It is noted that this increases to 50% two days later than the suggested 21st March day. The sun exposure diagram below indicates that a large proportion of the area will see around 2-3 hours of direct sunlight. Areas of lower availability can be attributed to the shading effects of the cumulative scenario including the maximum parameter plans of the outline consent for Blackwall Reach phase 4 which is a worst-case scenario.



Conclusions on Daylight/Sunlight for Proposed Development

7.107 In conclusion, the development is considered to provide good levels of daylight and sunlight to the residential dwellings within the buildings and good levels of sunlight to the open space area. The results of the assessment are commensurate with an urban location such as this and are therefore considered acceptable.

7.108 The submitted daylight/sunlight assessment has been independently reviewed by Delva Patman Redler and there have been no concerns raised to dispute the findings of the submitted daylight/sunlight assessment.

Density

7.109 The NPPF emphasises the importance of delivering a wide choice of high-quality homes and, as part of significantly boosting the supply of housing, advises that planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services (both existing and proposed) as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting,

or of promoting regeneration and change and the importance of securing well-design, attractive and healthy places. To this end Local Planning Authorities should set their own approach to housing density and plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. In some instances, it may be appropriate to set out a range of densities that reflect local circumstances rather than one broad density range.

- 7.110 The new London Plan no longer incorporates a density matrix unlike its predecessor. Policy D3 of the London Plan requires that all development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations.
- 7.111 Policy D4 of the London Plan requires all proposals exceeding 30 metres high and 350 units per hectare to demonstrate they that they have undergone a local borough process of design scrutiny.
- 7.112 Policy D.DH7 of the Local Plan requires that where residential development exceeds the density set out in the London Plan, it must demonstrate that the cumulative impacts have been considered (including its potential to compromise the ability of neighbouring sites to optimise densities) and any negative impacts can be mitigated as far as possible.
- 7.113 The proposed development would have a density of 1170 dwellings per hectare (calculated proportionately based on 866 units/0.75 hectares and not including the non-residential floorspace) or 1594 habitable rooms per hectare (1180 habitable rooms/0.75 hectares). Whilst the Housing SPG is still an adopted document and a material consideration, the removal of the density matrix from the London Plan 2021 means that the requirement to consider a design-led approach to optimising site capacity is the principal approach to assessing the acceptability of the density of a scheme. The criteria set out in paragraphs 1.3.51 to 1.3.52 of the Housing SPG requires the consideration of a number of factors including but not limited to local context and character, transport capacity, design and place making principles, residential mix and associated play provision, appropriate management and design of refuse, recycling and cycle parking facilities and whether the proposals are located within the type of accessible locations the London Plan considers appropriate for higher density developments. The requirement to consider all of these factors have been encapsulated across various interlinked policies contained within both London Plan and Local Plan policies.
- 7.114 The scheme is considered to be a high density development that overall accords with all other intertwining policy considerations, and therefore the proposal is appropriate to its site context. The Applicant has also engaged in pre-application discussions with Officers prior to the submission of the planning application and presented the scheme to the Conservation and Design Advisory Panel (CADAP) who broadly speaking supported the design and placemaking principles of the scheme.

DESIGN

- 7.115 Chapter 12 of the NPPF attaches great importance to achieving well-designed places. Paragraph 126 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 7.116 Chapter 3 of the London Plan contains the suite of policies that are intended to promote good design of buildings and surrounding spaces. Policies D1-D9 of the London Plan collectively emphasises the expectation for high-quality design in all developments.
- 7.117 Specifically, Policy D1, Part B(3) of the London Plan requires Boroughs to advocate the design-led approach by establishing acceptable building heights, scale, massing, and indicative layouts for allocated sites and, where appropriate, the amount of floorspace that should be provided for different land uses. Policy D3, Part A states that the design-led

approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth. Part D(1) of the policy goes on to require that in relation to form and layout, development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance, and shape, having regard to existing and emerging street hierarchy, building types, forms and proportions.

- 7.118 At the local level, Policy S.DH1 of the Local Plan echoes strategic objectives and requires developments to meet the highest standards of design, layout and construction which respects and positively responds to its context, townscape, landscape and public realm at different spatial scales. To this end, amongst other things, development must be of an appropriate scale, height, mass, bulk and form in its site and context.
- 7.119 Policy D.DH2 of the Local Plan requires developments to contribute to improving and enhancing connectivity, permeability, and legibility across the Borough.
- 7.120 Policy D.DH4 of the Local Plan requires developments to positively contribute to views and skylines that are components of the character of the 24 places in Tower Hamlets. Intrusive elements in the foreground, middle ground and backdrop of such views will be resisted.
- 7.121 The Detailed component of the proposed development (Plots 1 and 2) has been designed in detail. Officers have assessed this element of the proposal accordingly.
- 7.122 The Outline component of the development is supported by the parameter plans and Development Specification which identifies maximum building footprints and heights, minimum separation distances and indicative building typologies.

Townscape

- 7.123 Policy D9 of the London Plan is specific to tall buildings and sets a number of criteria against which tall buildings should be assessed. Policy D9 directs development proposals to address visual (long, mid and immediate views, spatial hierarchy and legibility, architectural quality, protection of heritage assets, water spaces, visual glare and light pollution), functional (construction, servicing, access, transport network, economic outputs, the protection of the aviation and telecommunications industry) and environmental impacts (wind, daylight, sunlight, enjoyment of water spaces, air and noise pollution) and any cumulative impacts.
- 7.124 Policy D.DH6 of the Local Plan sets out the criteria for assessing the appropriateness of a tall building. Part 1 of the policy set out a series of stringent design and spatial criteria which tall buildings must adhere to whilst Part 2 of the policy directs tall buildings towards the designated Tall Building ones (TBZ).

Site Layout

- 7.125 The site layout has been formed around the existing site constraints including the Listed Dock Wall and Office buildings. The scheme has sought to open up the transition between the centre

of the site and access through to the Dock Wall openings to Blackwall compared to the existing layout which is inward facing.

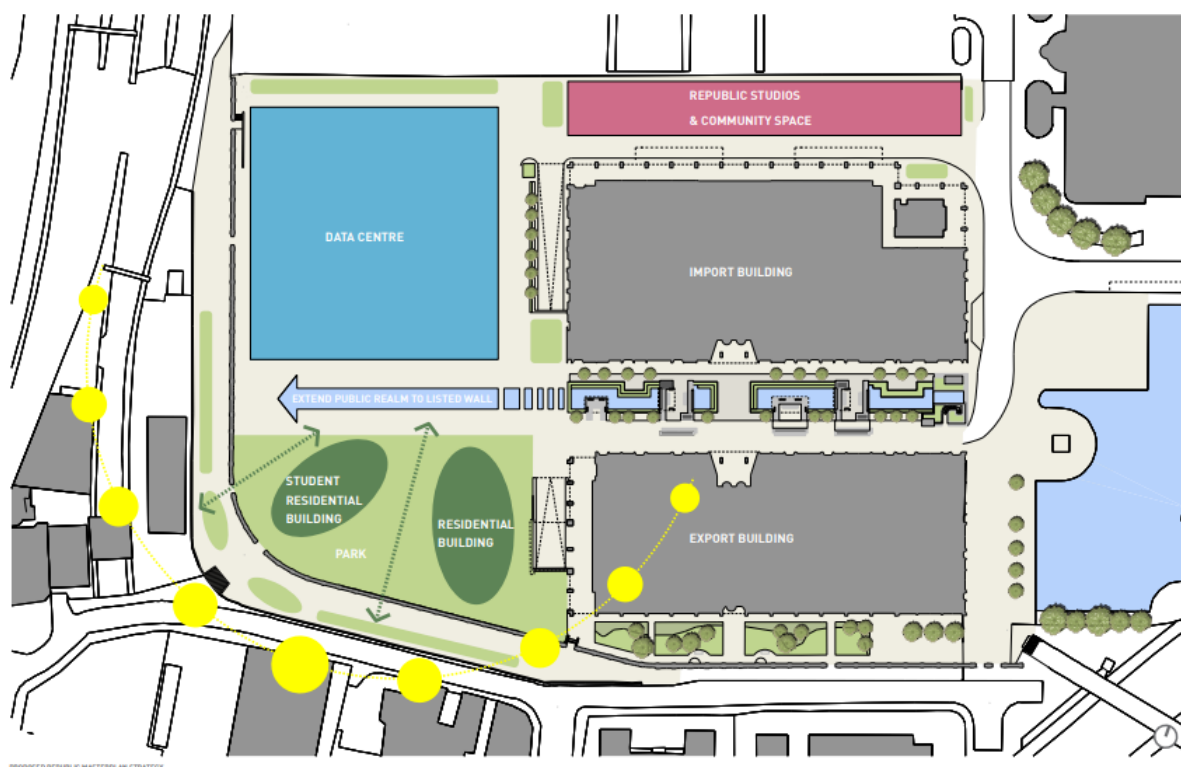


Figure 9 – Site Layout

- 7.126 The design approach of the residential buildings seeks to enhance permeability and legibility of the site and surrounds and opportunities to open up connections between the site and beyond the Listed Wall. The buildings will incorporate commercial uses on the ground floor to activate the public realm.
- 7.126 The layout of the outline component (Data Centre and Studios Buildings) will be a reserved matter, noting that given the nature of the use of the Data Centre, it is likely to require a level of security and controlled access. The detailed component demonstrates that the layout of the wider site can accommodate this.
- 7.127 Overall, the proposed layout arrangement is considered to respond appropriately to the site's context and constraints.

Massing, Height and Scale

7.128 The proposed development includes two buildings of 30 and 36 storeys and a maximum AOD height of 82.5m on the outline element of the scheme.



Figure 10 – Indicative Site Massing

7.129 According to Tower Hamlets' Local Plan, buildings of more than 30m or those which are more than twice the prevailing height of surrounding buildings are defined as tall buildings. Therefore, the scheme needs to be assessed against Tower Hamlet's tall building policy D.DH6.

7.130 The site falls within the Blackwall Tall Building Zone. The design principles for the Blackwall Tall Building Zone are as follows:

- a. Development heights should step down towards the edge of this cluster.
- b. The cluster must be subservient to and separate from the nearby Canary Wharf cluster and buildings should be of varying heights allowing sky views between them when viewed from the river or the Greenwich peninsula.

7.131 The application site is in the northern part of the tall building zone, with proposed plot 3 against the site's northern boundary and plots 1 and 2 to the immediate south of plot 3.. To the south of plots 1 and 2, toward the centre of the tall building zone and adjacent to the application site, a planning permission has been granted for buildings of up to 127.5 metres AOD as part of

the Blackwall Reach regeneration scheme. Plots 1 and 2 would reach heights of 113.7 and 102.3 metres AOD, while plot 3 would have a maximum height of 75.66 metres AOD.

- 7.132 In view of this, it is considered that the proposed buildings would step down toward the edge of the tall building zone.
- 7.134 The policy also states that the Blackwall Tall Building Zone must be subservient to and be separate from the nearby Canary Wharf cluster. View 1 [Greenwich Park/General Wolfe Statue], view 20 [Grey Crescent Bridge] and view 22 [Thames Barrier Open Space] in the supporting Heritage, Townscape and Visual Impact Assessment [HTVIA] provide examples of how the development would be viewed in the context of the Canary Wharf cluster. The views illustrates that the development would be sufficiently subservient and separate and would therefore comply with this aspect of the policy.
- 7.135 The policy also states that buildings in the zone should be of varying heights allowing sky views between them when viewed from the river or the Greenwich Peninsula. HTVIA view 17 [Olympian Way/O2 Arena] provides an illustration of how the development would be viewed from the Greenwich Peninsula. Plots 1, 2 and 3 visually coalesce in this view with no sky views between them. They would, however, leave sky views between them and existing buildings in this view. In the cumulative scenario, the proposed development would largely be obscured by consented development. On balance, the scheme is considered to comply with this aspect of the policy.

Townscape Views

- 7.136 The proposal would introduce a prominent visual addition to the immediate and local townscape having regard to its height, scale and massing. The application has been accompanied by the Heritage, Townscape and Visual Impact Assessment (HTVIA) that forms part of the ES and includes verified views that were agreed with Officers during the EIA Scoping and pre-application process. The HTVIA assesses the potential visual impacts of the proposed development on the character of the local and wider townscape, protected views, and the setting of heritage assets. The varying townscape impacts are considered throughout the HTVIA from sensitive close range views, to wider protected strategic views.
- 7.137 The townscape assessment has considered the proposed development within its urban context, including the buildings, the relationships between them, the different types of urban open spaces, including green spaces and the relationship between buildings and open spaces. Fourteen townscape character areas have been included in the townscape assessment.
- 7.138 During construction one minor adverse (not significant) townscape effect is reported on Townscape Character Area 02: Data Centre / Office village.
- 7.139 The proposed development has the potential to knit the townscape together, by improving the public realm and pedestrian links to the Blackwall DLR station. The redevelopment would deliver a residential-led scheme and a data centre which complements the existing data centres in the area. The proposals would be an improvement to the character, appearance and function to the area.
- 7.140 Once completed, there would be minor beneficial (not significant) townscape effects reported on four townscape character areas: River Thames; Transport Infrastructure; O2 Arena and Greenwich Peninsula and Industrial and brownfield townscape character areas. There would be four moderate beneficial (significant) townscape effects on Data Centre Village, Traditional housing, Tall residential buildings and Post-war housing estate townscape character areas.
- 7.141 Cumulative developments in the immediate townscape would not change the likely effects of the Proposed Development on the townscape character areas.

Appearance & Materials

Outline Plots

- 7.142 Within the outline part of the development the applicant has undertaken a detailed design process in order to develop a design concept which complements the sites historic character of the Naval Row Conservation Area, which is defined by the surviving structures associated with the historic port and shipbuilding activities of the 19th century and the emerging character of the site and its context which has undergone significant change and is now, in part, characterised by contemporary development.
- 7.143 It should be noted that details below which are included within the Design Code together with the parameter plans provide guidelines for the future development of the outline phases and provide the Council with certainty with regards the design concepts and quality. The detailed design of these phases will be assessed as part of Reserved Matters applications for each phase but will be guided by these documents.

Detailed Plots

- 7.144 The detailed design of Plots 1 and 2 of the development has been designed with the input of Council's design officer as part of the pre-application discussions and is considered to be a high quality and interesting design which complements the surrounding built context.
- 7.145 The facade design strategy was inspired by the appearance and expression of the listed dock wall. The design has also been informed by solar analysis of the buildings façades and uses a grid with series of horizontal and vertical fins, the depth of which varies in response to the need for solar shading. Overall, this approach produces a fine-grained appearance, with a warm tonal palette. As submitted, a warm tonal palette was selected for the anodised aluminium facades to Plots 1 and 2. This was derived from the range of tones and colours within the listed wall, to allow the buildings to complement the colours of the listed wall and nearby listed pumphouse in a contemporary way. The palette comprised a range of tones from dark bronze to lighter umbers. In order to provide visual contrast between the two buildings, whilst retaining a coherent visual language between them, the tones for the Plot 1 facade comprised dark bronze tones, and the tones for Plot 2 comprised lighter umber tones. The two palettes included a common mid umber tone.



7.146 LBTH Design Officer raised concerns that in certain views (such as HTVIA view 5 from Saffron Avenue), where the buildings are viewed directly adjacent to one another, the similarity in the tonal palette creates a lack of visual contrast and definition between the buildings, and therefore exaggerates the impression of their overall mass. In response to this point, the palettes for the two buildings have been adjusted to omit the common mid tones, and to increase the visual contrast between the two. This allows the buildings to be viewed as clearly distinct, whilst retaining the visual relationship of both to each other, and to their context which improves the visual contrast between the building from different viewing positions and distances. Additionally, the lighter tones proposed for Plot 1 improve its relationship to the listed dock wall.

Safety & Security

7.147 Policy D11 of the London Plan requires all forms of development to provide a safe and secure environment and reduce the fear of crime. This is similarly reflected in Local Plan Policy D.DH2 which requires new developments to incorporate the principles of 'secured by design' to improve safety and perception of safety for pedestrians and other users.

7.148 No objections to the proposal have been received from the Metropolitan Police: Designing Out Crime Officer and a condition will be imposed ensuring that the development is designed to Secure by Design standards and achieves accreditation

Fire Safety

7.149 Policy D12 of the London Plan requires all development proposals to achieve the highest standards of fire safety and requires all major proposals to be supported by a Fire Statement. Policy D5(B5) of the London Plan 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).

- 7.150 The application has been accompanied by a Fire Report which details how the development would achieve the highest standards of fire safety, including details of fire safety systems, means of escape, internal fire spread, external fire spread, access and facilities for firefighting and fire safety management.
- 7.151 The GLA and the Health and Safety Executive have both reviewed the proposal and the submitted Fire Report and find it to be satisfactory. A condition is recommended requiring the development to be implemented in accordance with the submitted Fire Report.

Design Conclusions

- 7.152 In conclusion, the scale, form, massing and height of the proposed buildings is acceptable. The proposed buildings in detailed form are of high-quality design, with an appropriate palette of materials, strong architectural expression and would provide a positive contribution to the skyline and townscape. The proposal would not have a detrimental impact on heritage assets or strategic or local views the proposal therefore accords with relevant Local Plan and National policies on matters concerning design and townscape

Landscaping, Public Realm & Biodiversity

- 7.153 Policy G1 of London Plan expects development proposals to incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network. Policy G5 of the London Plan requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. The policy also recommends that predominately residential developments should achieve an Urban Greening Factor (UGF) target score of 0.4. Policy G6 of the London Plan requires developments to amongst other things, manage impacts on biodiversity and aim to secure net biodiversity gain.
- 7.154 Policy D8 of the London Plan requires development proposals to amongst other things, ensure the public realm is well-designed, safe, accessible, inclusive, attractive, well-connected, related to the local and historic context, and easy to understand, service and maintain.
- 7.155 At the local level, Policy D.DH2 of the Local Plan promotes the use of using high quality paving slabs, bricks and pavers for footways, parking spaces and local streets to create attractive, accessible, comfortable, and useable development. Soft landscaping should be maximised to soften the streetscape and provide visual and environmental relief from hard landscaping, buildings, and traffic. Policy D.ES3 of the Local Plan seeks to protect and enhance biodiversity in developments by ensuring that new developments maximise the opportunity for biodiversity enhancements, proportionate to the development proposed.
- 7.156 The site in its current arrangement largely comprises the existing office buildings. The site sits within a dense urban context. In comparison to the wider site and the Import and Export buildings which benefit from strong landscaping and public realm, Mulberry Place and Lighterman house does not benefit from much meaningful soft landscaping. The area to the south of the site between the listed wall and Lighterman House is underutilised and visual separated from the wider estate. Beyond the wall, there are a number of trees (79 in total). The majority of the site however consists of hard surfacing. The site has the feel of inaccessibility to the public from the south and west (namely Naval Row) as a result of the listed wall provides a visual barrier.

7.157 The proposed landscape strategy seeks to create a high-quality landscaping and public realm which builds on the landscaping improvements that have already been implemented, and to integrate the current proposals to the remainder of the estate. Different areas are proposed for landscaping and public realm strategy which are detailed below:

West Water Garden - extension to the dock gardens, completed as part of the earlier site wide landscaping works.

Shared Public Service - the main road and service roads into the development are proposed to be resurfaced in articulated stone sett pavers.

Walled Garden - a dedicated mounded parkland; The green area is articulated with paths winding around the banked mounds which will create individual areas with seasonal large shrubbery.

Tunnel Gardens -. An area outside of the East India Dock Boundary Wall to the West and South-West. A green space and water feature/ play space.



Figure 11 – Landscaping Strategy

7.158 There are 79 trees located within the existing public realm. The proposals would involve the loss of 17 trees, however these will be replaced and a minimum of 30No. trees planted as part of the landscaping works. It should be noted that the Tree Survey submitted demonstrates that the existing trees comprise category A, B and C trees, and all the category A trees will be retained.

7.159 The two pieces of Public Art currently within the site, 'Domino's Players' and 'Shadow Play' will be required to be re-provided by the applicant within the proposed landscaping and public realm strategy.



Figure 12 – Indicative hard landscaping materials

Outline Component

7.160 The detail of the landscaping for the Outline components of the scheme would be considered within a Reserved Matters application.

7.161 Data centres typically require a high degree of security and do not allow public access onto their site. It is recognised that from a commercial perspective this is important and therefore a boundary fence would be required.

7.162 There is an opportunity to provide a range of soft landscaping, and this would be secured within the Reserved Matters application and any landscaping conditions.

Biodiversity

7.163 LBTH Biodiversity Officer notes that ecology was correctly scoped out of the EIA. There are, however, habitats of some biodiversity value on the site, and the proposals will cause minor adverse impacts on biodiversity.

7.164 The biggest impact on biodiversity is a net loss of 1260 square metres of water body. The existing water bodies to be lost (Waterbodies A and B) are, as stated in the Ecology Report, of low biodiversity value, with minimal aquatic vegetation and vertical concrete sides. As recommended in the Ecology Report, a fish rescue should be undertaken as these waterbodies are drained, this will be secured via condition.

7.165 The proposed new waterbody to the west of Waterbody C is much smaller than the waterbodies to be lost. However, it will have marginal vegetation, and hence be of far higher habitat quality. This is considered sufficient to ensure a net gain in aquatic habitat.

- 7.166 The terrestrial habitats to be lost are small areas and of very low quality. The proposed landscaping and green roofs will ensure a net gain in terrestrial habitat.
- 7.167 The proposals include many features which are likely to contribute to objectives in the Local Biodiversity Action Plan (LBAP). These include biodiverse roofs, nectar-rich planting, bird, bat and insect boxes, and possibly flower-rich grassland. . The proposed development presents a well-considered approach to integrating green infrastructure and urban greening across the masterplan.
- 7.168 The applicant has calculated the Urban Greening Factor (UGF) of the proposed development as 0.45, which exceeds the target set by Policy G5 of the London Plan.
- 7.169 Overall, officers welcome the landscaping, ecological and biodiversity enhancements proposed for the site. The proposal is considered to be compliant with Local Plan and national planning policies regarding matters concerning landscaping, public realm and biodiversity.

HERITAGE

- 7.170 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a general duty on decision-makers, when considering granting planning permission for development which would affect a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. S72(1) of the Act places a similar duty and requires that in the exercise of planning functions, with respect to any buildings or other land in a Conservation Area, to pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas.
- 7.171 The NPPF recognises that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance. Paragraph 199 of the NPPF emphasises that great weight should be given to the conservation of designated heritage assets (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Similarly paragraphs 200-204 of the NPPF sends comparable messages, however, emphasises that where a proposed development will lead to specifically substantial harm to (or total loss of significance of) a designated heritage asset, Local Planning Authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss.
- 7.172 Policy HC1 of the London Plan requires amongst other things, development proposals affecting heritage assets, and their settings, to conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. Policy HC2 of the London Plan requires amongst other things, that development proposals in World Heritage Sites and their settings, including any buffer zones, should conserve, promote, and enhance their Outstanding Universal Value (OUV), including the authenticity, integrity, and significance of their attributes, and support their management and protection. In particular, they should not compromise the ability to appreciate their OUV, or the authenticity and integrity of their attributes.
- 7.173 At the local level in Policy S.DH3 of the Local Plan requires proposals to preserve or, where appropriate, enhance the Borough's designated and non-designated heritage assets in a manner appropriate to their significance as key and distinctive elements of the borough's 24 places. Proposals to alter, extend or change the use of a heritage asset or proposals that would affect the setting of a heritage asset will only be permitted where amongst other things, they safeguard the significance of the heritage asset, including its setting, character, fabric or identity and they enhance or better reveal the significance of assets or their settings.

7.174 Policy S.DH5 of the Local Plan requires developments to ensure that it safeguards and does not have a detrimental impact upon the OUV of the UNESCO world heritage sites: The Tower of London and Maritime Greenwich, including their settings and buffer zones. Proposals affecting the wider setting of the Tower of London and Maritime Greenwich or those impinging upon strategic or other significant views to or from these sites will be required to demonstrate how they will conserve and enhance the outstanding universal value of the world heritage sites.

7.175 As highlighted earlier in this report, the application site contains the Grade II listed Dock Wall to which works are proposed, and part of the site is within the Naval Row Conservation Area. In addition, there are a number of heritage assets within the immediate vicinity.

Works to Dock Wall

7.176 The proposals include alterations to the Grade II listed East India Dock Boundary Wall, to improve pedestrian access and the reconfiguration of the public space along the adjoining embankment, also listed at Grade II, to introduce new landscaping. The application seeks listed building consent for these works.

7.177 The works comprise the provision of three new openings within the wall, which will match the style of the existing openings. These are to the South to allow more direct access to the stairs which lead into the development. An existing opening to the south will be infilled with reclaimed brick and a decorative gate.

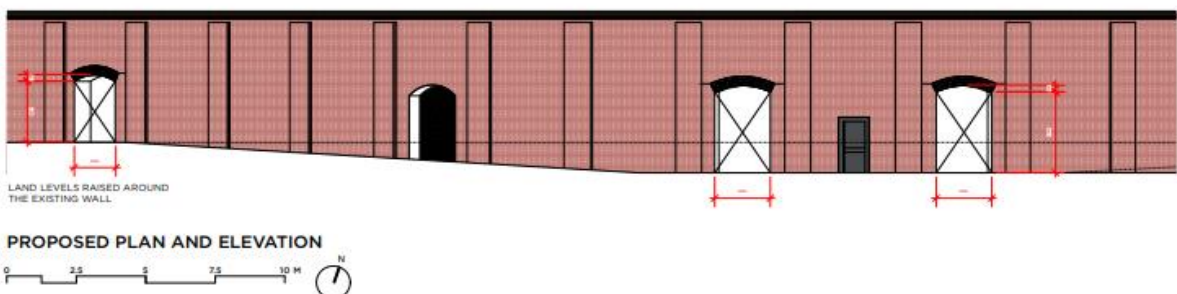


Figure 13 – Proposed Wall Openings

7.178 In addition to the works to the wall openings, an accessible lift is to be installed adjacent to the existing embankment steps, as well as general wall repairs and landscaping enhancements around the wall.

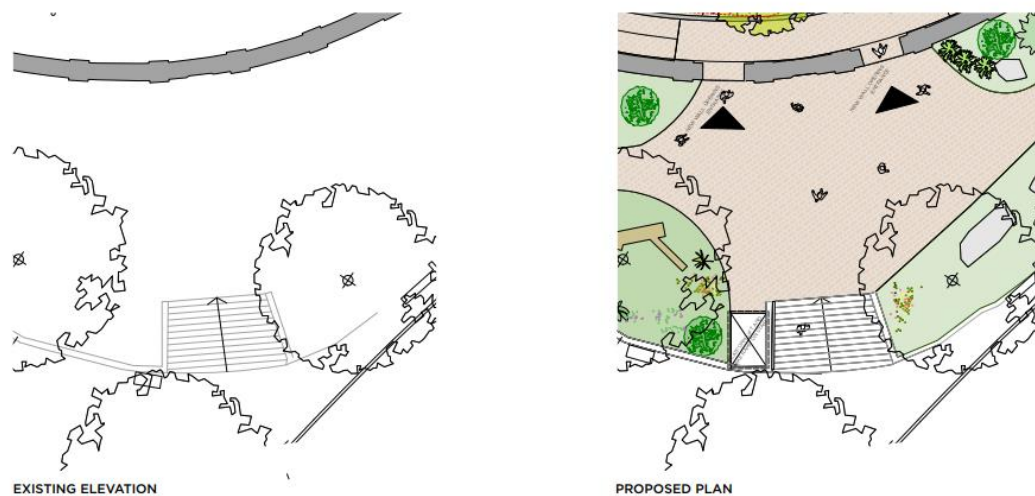


Figure 14 – Proposed Accessible Lift

7.179 The main heritage consideration is whether the proposed alterations to the wall and stairs would at least preserve the significance of the listed structures and preserve or enhance the character or appearance the Naval Row Conservation Area.

7.180 Overall, the heritage statement submitted with the application concludes that less than substantial harm to the listed boundary wall and no harm to the other assets including the Conservation Area as a result of the proposals and consider that, having due and proper regard to the statutory requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Proposed Development would comply with all relevant policies in the National Planning Policy Framework (and paragraphs 194, 197, 203 and 206), London Plan and Local Plan. The Council's heritage officer concurs with the assessment and level of harm attributed to the works.

Surrounding Heritage Assets

7.181 The submitted HTVIA has undertaken an assessment of the effects of the proposed development on the significance of a number of built heritage receptors, namely above-ground designated and non-designated heritage assets. The study area for the receptors identified in the HTVIA have been informed by site visits, desktop research of the immediate and wider context, map analysis and early studies of computer model view studies to consider settings of heritage assets. Statutory and local designations have also been considered. The heritage receptors identified within the wider vicinity of the site are indicated in the diagram below.

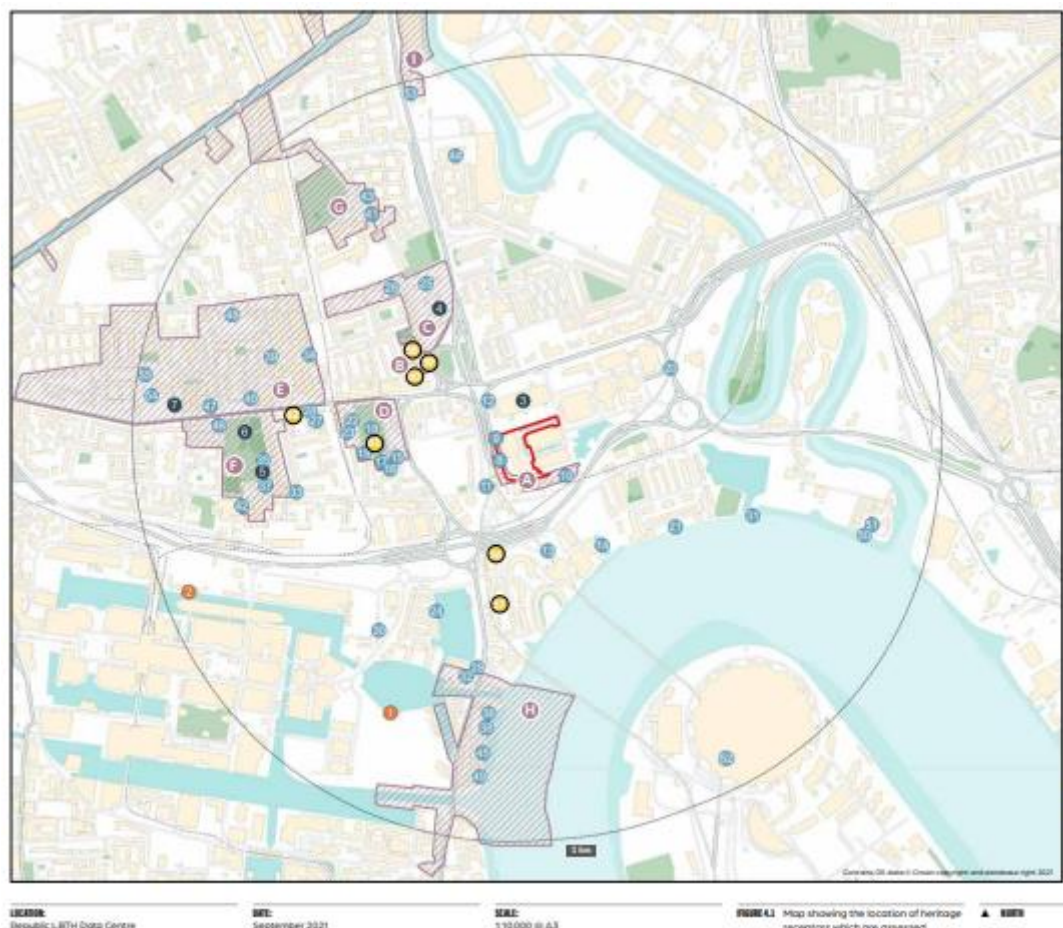


Figure 15 – Heritage Receptors Identified in Environmental Statement

7.182 The HTVIA assessment has considered the relevant heritage receptors under the following categories: World Heritage Sites, Conservation Areas, Listed Buildings and Non-designated heritage.

World Heritage Sites

Maritime Greenwich WHS

7.183 The northern boundary of the Maritime Greenwich World Heritage Site is located c.2.5km away from the Site at its closest point. The Site is located outside of the WHS Buffer Zone by c.2.18km. Notwithstanding, the Site may be visible from elevated positions within the WHS, albeit not readily discernible and over a considerable separating distance. Accordingly, it is considered to form part of the wider setting of the WHS.

7.184 The existing and proposed viewpoints of this view are below:



7.185 The Proposed Development is viewed as contextual development on the horizon which sits comfortably within the established heights in this part of view. The Proposed Development appears behind the taller buildings in the Blackwall Tall Building Zone. The cluster is separated from the Canary Wharf cluster further west.

7.186 The interposing distance means that the detail of elevation is not appreciated but the Proposed Development would be understood in the context of similar buildings. The magnitude of impact is Low on the visual amenity receptors. The principal focus of the view would remain the Grand Axis and the juxtaposition of this historic symmetrical composition to the taller development both existing and emerging in the Isle of Dogs.

7.187 The effect of the proposal on the setting of the World Heritage Site, is deemed to be an enhancement and in terms of the view as a whole, the contribution made by the development will be a positive one leading to a Minor and Beneficial effect.

Conservation Areas

- 7.188 As mentioned earlier in this report, the site falls partially within the Naval Row Conservation Area and is surrounded by a number of Conservation Areas within the wider context. Figure 4 identifies nine Conservation Areas
- 7.189 Due to the distance and the intervening townscape, the HTVIA only assesses the Conservation Areas which have the potential to be affected by the development. The relevant Conservation Areas considered and assessed are as follows; Naval Row Conservation Area, Balfron Tower Conservation Area and Coldharbour Conservation Area.

Naval Row Conservation Area

- 7.190 The character of the Naval Row CA is 'defined by the surviving structures associated with the historic port and shipbuilding activities of the 19th century' (Naval Row Conservation Area Character Appraisal, 2007). Its architectural and historical interest derives from these surviving remnants of the dock, and their important role in the engineering and functioning of the surrounding docklands.
- 7.191 The HTVIA concludes that the proposed development would be readily visible in views across the Conservation Area, in particular along Naval Row, above the historic boundary wall. However, given the height and its function, the boundary wall clearly demarcates the area within the conservation area and beyond and separates the Proposed Development from Naval Row. Where visible, the Proposed Development would be wholly congruent to the setting of the Conservation Area which falls within the Opportunity Area. The juxtaposition between modern development surrounding the conservation area and the historic buildings within it is established.
- 7.192 Given the separating nature of the boundary wall, the proposed development would have a low magnitude of impact to the value of the receptor and the ability of the observer to recognise or appreciate its significance.

Balfron Tower Conservation Area

- 7.193 The Balfron Conservation area is significant for its post-war architecture. The Balfron Tower Conservation Area Character Appraisal (2007) states that Balfron Tower is representative for post-war aspirations for good quality public housing. The tower is a significant realisation of many design concepts of the modern movement, expressing the social idealism of the time'.
- 7.194 The HTVIA concludes that the proposed development would have a minor beneficial effect on the Conservation Area. The site currently comprises offices buildings which make a neutral contribution to the setting of the Conservation Area, albeit this is limited due to the dock wall which sets a clear separation and the distance. It states that when looking for the Conservation Area towards the site, the proposed development would improve the setting due to the high-quality architecture.

Coldharbour Conservation Area

- 7.195 The Coldharbour Conservation Area is significant given it is one of the last remains of the old hamlet of Blackwall which survived next to the towers of Canary Wharf. The conservation area comprises a collection of 18th and 19th century building of which six are listed.
- 7.196 The HTVIA concludes that as the setting of the conservation area is characterised by the tall buildings in the Canary Wharf Tall Building Zone and Blackwall Tall Building Zone the proposed development, where visible, will be congruent to the setting of the conservation area.

Listed Buildings and Non-designated Heritage Assets

7.197 The HTVIA identifies a total of 62 Statutory and Locally listed buildings for assessment (Figure 4). It concludes that 56 of these will not be directly affected by the proposed development, and that whilst they may appear in some distant/wider setting, in all instances there would be no effect from the proposal on the significance of the heritage asset identified and the proposed development contribution to the cumulative effect would have no effect on the significance of the heritage assets or the ability to appreciate them.

7.198 The HTVIA identifies 5 listed building and 1 locally listed building which are likely to be directly affected by the proposed development. These are:

Listed Buildings

- East India Dock House
- Balfon Tower
- All Saints Church (Group)
- Embankment Wall, Railings and Steps and East India Dock Boundary Wall
- East India Dock Pumping Station

Locally Listed

- 31 Blackwall Way

Statutory Listed Buildings

East India Dock House

7.199 East India Dock House, the former Financial Times Print Works, is located approximately 75m north of the site. The building is Grade II* listed and of architectural interest as a high-quality example of High-Tech architecture.

The setting of this building is characterised by large footprint data centres and Office buildings. The proposed development would appear behind East India Dock House in views from East India Dock Road. The TVIA concludes that the proposed development would not impact the ability of observers to recognise and appreciate the value of the heritage asset. The architecture and slender form of the tall buildings in conjunction with the improvements to the public realm would have a minor beneficial effect once completed. It is noted that the ES identifies minor adverse (not significant) effects during the construction phase.

Balfon Tower Hamlets

7.200 Balfon Tower is grade II* listed and located approximately 420m to the north of the site. It is of special interest for its association with Goldfinger, a Modernist architect and for its design and high-rise form.

7.201 The proposed development would be visible in conjunction with Balfon Tower in views from north, albeit limited due to the separating distance, road junction, the Blackwall Tunnel and other developments in the foreground. The proposed development would introduce new high-quality architecture which will be seen against the tall buildings in the Blackwall Tall buildings Zone. It would not impact the ability of observers to recognise and appreciate the value of the heritage assets and is considered to have a minor beneficial effect.

All Saints Church (Group)

7.202 Group: All Saints Church with St Frideswide, railed wall and gate piers at All Saints Church with St Frideswide, All Saints rectory and gate piers at children's playground. These heritage assets have been grouped owing to their shared association with All Saints Church and their proximity to one another. The church itself was Grade II listed in 1950 whilst the Railed Wall

and Gate Piers, All Saints Rectory and Gate Piers at Children's Playground were all separately Grade II listed in 1973. The group is of shared architectural and historical interest as a collection of buildings and structures dating from the early 19th century.

- 7.203 The proposed development will be visible when looking from Newby Place towards the group and the site. The proposed development would mostly be obscured by mature trees in All Saints' Church Yard. It would be seen in conjunction with other modern development in the immediate setting of the church. The proposed development would be just perceivable at a distance from the churchyard. It is concluded that the proposals would have a negligible impact on the heritage value of the group.

East India Dock Wall, Embankment Wall, Railings and Steps

- 7.204 The Embankment Wall, Railings and Steps and the East India Dock Boundary Wall are Grade II Listed and fall within the application site boundary. The walls are of architectural and historic interest as remnants of the former docklands and in recognition of their importance as engineering structures.

- 7.205 In addition to the Listed Dock Wall, the buried dock wall has been considered given its relationship with the standing listed wall. Although undesignated itself, there is potential that it may merit preservation, however the information submitted in support of the application demonstrates that much of it was lost during the construction of Mulberry Place and it is unlikely that much remains. This is also discussed further in the Archaeology section of this report.

East India Dock Pumping Station

- 7.206 East India Dock Pumping Station is Grade II listed and is approximately 90m to the south of the site. The architectural interest of the building is as a result of its Italianate design and detailing, representing a good quality example of Victorian industrial design. It is also significant given its association with the infrastructure of the surrounding docklands and with the East India Dock Company.

- 7.207 The proposed development would be a major new townscape element in views west across the courtyard, where the height and scale of the new buildings would result in a significant change to the character of these views, albeit congruent to the established context of tall and large development in the Opportunity Area.

- 7.208 Intervisibility between the site and the heritage asset is limited given the dock wall and existing buildings. The visual impact of the proposed development would improve the visual amenity of the asset, given its high-quality design, albeit this would have a limited impact on its overall significance. It is noted that the ES identifies minor adverse (not significant) effects during the construction phase. The proposed development would overall have a minor beneficial effect.

Locally Listed Buildings

31 Blackwall Way

- 7.209 31 Blackwall Way is a non-designated heritage asset of local architectural and historical interest as a remnant of the former docklands and for its demonstration of Victorian engineering architecture. It is located to the south of the application site separated by Aspen Way road viaduct, the DLR and other developments.

- 7.210 The proposed development would be barely visible above the transport infrastructure as distance. It is concluded that there would be a minor beneficial effect on the heritage asset.

Strategic Views

- 7.211 Policy HC3 of the London Plan confirms the Mayor's list of designated Strategic Views that will be kept under review. These views are categorized as follows; London Panoramas, River Prospects and Townscape Views. The policy requires that development proposals must be assessed for their impact on a designated view if they fall within the foreground, middle ground or background of that view. Policy HC4 of the London Plan states development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements. The London View Management Framework SPD provides further guidance on the management of views designated in the London Plan.
- 7.212 At the local level, Policy D.DH4 requires development to demonstrate amongst other things, how it complies with the requirements of the London View Management Framework (LVMF) and World Heritage Site Management Plans (Tower of London and Maritime Greenwich).
- 7.213 The HTVIA includes the assessment of LVMF 5A.1 Greenwich Park: the General Wolfe statue
2. LVMF 11B.1 London Bridge: downstream.
- 7.214 In terms of LVMF view 5A.1 the proposed development would appear to the right of the cluster created by the tall buildings on the Isle of Dogs on the horizon of the view. The proposed development is viewed as contextual development on the horizon which sits comfortably within the established heights in this part of view. The proposed development appears behind the taller buildings in the Blackwall Tall Building Zone. The cluster is separated from the Canary Wharf cluster further west. The distance means that the detail of the elevation is not appreciated but the development would be understood in the context of similar buildings. The likely effect on visual receptors in this view is Minor Beneficial (not significant).
- 7.215 LVMF view 11B.1 The Proposed Development, would be obscured by interposing development and is entirely hidden from view. Therefore, there would be no effect.
- 7.216 Overall, the HTVIA demonstrates that the proposal would have limited to no impact on identified strategic views. and as such this is considered to be acceptable.

Archaeology

- 7.217 Policy S.DH3 of the Local plan requires development that lies in or adjacent to an archaeological priority area to include an archaeological evaluation report and will require any nationally important remains to be preserved permanently in situ.
- 7.218 The site lies within the Blackwall Archaeological Priority Area (Tier 2) which was designated for its Neolithic remains at Yabsley Street which are of at least regional significance and indicate the potential for further survival from the period nearby. The area preserves remains of Blackwall's significant industrial and commercial power from the Middle Ages until the 19th century. Important paleoenvironmental and geoarchaeological deposits are also expected.
- 7.219 Chapter 7 of the Environmental Statement (ES) identifies 'Moderate Adverse' (significant) effects upon previously unrecorded medieval agricultural remains as a result of piling and excavation of the basements. Major adverse (significant) effects are identified as a result of the excavation and piling of the basements upon the quayside dock wall, previously unrecorded paleoenvironmental, prehistoric, and post-medieval features relating to the East India Import Docks.
- 7.220 The ES identifies that further archaeological work to reduce the scale of effect should involve an archaeological watching brief to be carried out during demolition and basement excavation to determine the presence/absence and extent of any surviving archaeological remains dating to the prehistoric or medieval periods cutting into the underlying alluvial deposits and to determine the state of preservation of the quayside dock wall. This would ensure that any previously unrecorded assets are not removed without record and the programme of agreed

works, together with dissemination of the results will offset the impacts of the proposed development and reduced the effects to 'Minor Adverse' on unrecorded medieval agricultural remains and 'Moderate Adverse' the quayside dock wall, previously unrecorded paleoenvironmental, prehistoric, and post-medieval features relating to the East India Import Docks.

- 7.221 In terms of the Quayside Wall, should buried remains be found, there would be opportunity to disseminate the finds and fully record any remains. This may potentially take the form of public lectures, online dissemination of the archaeological finds found during the project, and information boards. The Greater London Archaeological Advisory Service (GLAAS) in their consultation response to the planning application advises that the development could cause harm to archaeological remains, however the significance of the asset and scale of harm to it is such that the effect can be managed by using a planning condition. Therefore, the GLAAS's suggested condition will be imposed on the planning consent.

Conclusions on Heritage

- 7.222 Officers have considered the submitted Heritage and Townscape Visual Impact Assessment (HTVIA) and Chapter 7 of the ES (Archaeology), and the conclusions drawn and agree with the findings of the HTVIA and ES that the proposed development would not result in harm to heritage assets assessed.
- 7.223 The ES has considered the Maritime Greenwich World Heritage Site, 9 nearby Conservation Areas, 5 Listed Buildings, 2 LVMF views and nearby non-designated heritage assets and in all instances, Officers concur with the assessment that the proposal would not have a detrimental impact on any of the affected heritage receptors. In addition, any potential harm to archaeological assets would be minimised through appropriately worded conditions.
- 7.224 The scheme has been carefully designed to ensure that it would have no adverse effects on the heritage significance of receptors analysed as a result of change in their setting. The high-quality design, scale and massing of the development, whilst visible in relation to the setting of listed buildings, views looking out of Conservation Areas and visible in the wider setting of assessed World Heritage Sites, the proposal does not cause harm to or detract from the significance of heritage assets identified or the ability to appreciate them.#
- 7.225 The works proposed to the dock wall, whilst would result in less than substantial harm given the removal of some historic fabric in order to provide new openings, would overall maintain the special historic interest of the listed asset.
- 7.226 In reaching this conclusion, Officers have paid special attention to the desirability of preserving features of special architectural or historic interest, and in particular Listed Buildings in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Officers have also paid special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Areas and the World Heritage Site identified in the above in accordance with Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990.

AMENITY

- 7.227 Paragraph 130 of the NPPF details that planning decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users,...'. Paragraph 185 of the NPPF outlines that development proposals should mitigate and reduce to a minimum, potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and quality of life.
- 7.228 Policy D3 of the London Plan requires development proposals to amongst other things, deliver appropriate outlook, privacy and amenity and help prevent or mitigate the impacts of noise

and poor air quality. Policy D14 of the London Plan requires development proposals to amongst other things, avoid significant adverse noise impacts on health and quality of life.

7.229 At the local level, Policy D.DH8 of the Local Plan requires new developments to protect and where possible enhance or increase the extent of the amenity of new and existing buildings and their occupants, as well as the amenity of the surrounding public realm. To this end development should maintain good levels of privacy and outlook, avoid unreasonable levels of overlooking, not result in any material deterioration of sunlight and daylight conditions of surrounding development. Development should also ensure that there are no unacceptable levels of overshadowing to surrounding open space, private outdoor space and not create unacceptable levels of artificial light, odour, noise, fume or dust pollution during the construction and life of the development.

Daylight & Sunlight

7. 230 Guidance relating to daylight and sunlight is contained in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight' (2011).

7.231 The application was submitted prior to the publication of the updated Building Research Establishment (BRE) daylight and sunlight guidance. The assessment has been carried out in accordance with BRE 2011 guidance, which was in place at the time of validation, as required by the Council's Local Validation Requirements and the supporting text to Local Plan policy D.DH8

7.232 The applicant has submitted a Daylight and Sunlight Assessment of the scheme, undertaken by GIA which is contained within Chapter 10 of the ES. The Assessment has been independently reviewed on behalf of the Council by Delve Patman Redler (DPR).

7.233 For calculating daylight to neighbouring properties affected by the proposed development, the BRE guidance contains two tests which measure diffuse daylight (light received from the sun which has been diffused through the sky). These tests measure whether buildings maintain most of the daylight they currently received. Test 1 is the vertical sky component (VSC) which is the percentage of the sky visible from the centre of a window. Test 2 is the No Sky Line (NSL)/Daylight Distribution (DD) assessment which measures the distribution of daylight at the 'working plane' within a room where internal room layouts are known or can be reasonably assumed.

7.234 In addition, Average Daylight Factor (ADF) is sometimes considered an appropriate metric. This method of assessment for daylight is ordinarily applied to new developments rather than existing neighbouring buildings unless the internal subdivision of the properties is known; whereby the ADF may be used to determine the light potential daylight availability. The submitted Daylight, Sunlight and Overshadowing Assessment that forms Chapter 10 of the Environmental Statement (ES) identifies that where the internal subdivisions of rooms within the surrounding sensitive receptors are known (Blackwall Reach), the ADF method of assessment has been used as a supplementary assessment for these receptors to all site-facing rooms as an additional measure of daylight.

7.235 In respect of VSC, daylight may be adversely affected if after a development the VSC measured at the centre of an existing main window is both less than 27% and less than 0.8 times its former value. The assessment is calculated from the centre of a window on the outward face and measures the amount of light available on a vertical wall or window following the introduction of visible barriers, such as buildings.

7.236 In terms of the NSL calculation, daylight may be adversely affected if, after the development, the area of the working plane in a room which can receive direct skylight is reduced to less than 0.8 times its former value. The 'working plane' is a horizontal plane 0.85m above the Finished Floor Level for residential properties.

7.237 The BRE guidance requires that sunlight tests should be applied to windows of main habitable rooms of neighbouring properties within 90° of due south. Sunlight availability may be adversely affected if the centre of the window receives less than 25% of annual probable sunlight hours or less than 5% of annual probable sunlight hours between 21 September and 21 March, receives less than 0.8 times its former sunlight hours during either period and has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

7.238 The submitted daylight/sunlight assessment identifies significance criteria against the assessment results. The following criteria has been used to determine the nature and scale of effect to the identified receptors in the application of VSC where VSC is reduced to less than 27%, to NSL, and to APSH where APSH is reduced to less than 25% and/or less than 5% in winter months.

Scale of Effect	Daylight Criteria
Negligible	0-19.9% alteration
Minor	20-29.9% alteration
Moderate	30-39.9% alteration
Major	≥ 40% alteration

Scale of Effect	Sunlight Criteria
Negligible	0-19.9% alteration
Minor	20-29.9% alteration
Moderate	30-39.9% alteration
Major	≥ 40% alteration

Figure 16 Significance of Effects Criteria for Daylight/Sunlight

7.239 It should be noted that the assessment identifies that where retained VSC levels are ≥ 27% and the NSL levels are >80%, the effects are considered negligible regardless of the alteration from the baseline. The assessment considers both the existing surroundings, cumulative surrounding development and the future baseline conditions given the extend of on-going development around the site.

Daylight

7.240 The daylight and sunlight assessment identifies 9 buildings as sensitive receptors. A total of 738 windows serving 357 rooms were assessed for daylight.

Effects of the development on the existing surroundings (Existing Baseline Scenario)

7.241 The below image demonstrates the existing baseline scenario. On this basis, the following have been identified as sensitive receptors for assessment in this scenario:

- 32-62 Naval Row;
- 24 Naval Row;
- 26 Naval Row;
- Woolmore Primary School;
- 1-214 Robin Hood Gardens;
- 1-4 Mackrow Walk.



Figure 17 – Baseline Scenario

7.242 The below table shows the ascribed significance effects of the proposed development as outlined in the accompanying ES. The Council’s Daylight and Sunlight consultant agrees with the significance affects ascribed to surrounding receptors.

Address	Significance of daylight effects	Significance of sunlight effects
32-62 Naval Row	Minor adverse	Negligible
24 Naval Row	Major adverse	N/A
26 Naval Row	Minor-Moderate adverse	Negligible
1-214 Robin Hood Gardens	Minor-Moderate adverse	Negligible
Woolmore Primary School	Negligible	Negligible
1 Mackrow Walk	Negligible	Negligible
2 Mackrow Walk	Negligible	Negligible
3 Mackrow Walk	Negligible	Negligible
4 Mackrow Walk	Negligible	Negligible

7.243 It should be noted that, although 1-214 Robin Hood Gardens and 1-4 Mackrow Walk are presented in the Baseline condition, there are planning permission for redevelopment for these sites, which propose the demolition of these buildings in place of future residential

accommodation. Therefore, these buildings are not included in the Cumulative and Future Baseline assessments, which are replaced by consented buildings.

- 7.244 The assessment highlights that for existing daylight baseline conditions, 524 of the 736 windows assessed for VSC and 320 of 357 rooms assessed for NLS meet BRE criteria for daylight of 27% VSC and 80% NLS.
- 7.245 Of the nine existing buildings assessed, the five buildings highlighted in green in Table would experience little to no impact (less than 20% alteration) and are therefore the effect is considered Negligible (not significant).

These are:

- Woolmore Primary School;
- 1 Mackrow Walk;
- 2 Mackrow Walk;
- 3 Mackrow Walk;
- 4 Mackrow Walk.

The remaining properties are considered further below:

32-62 Naval Row

- 7.246 This residential receptor is located south of the Proposed Development. The site facing windows and rooms of this building are located behind overhanging access decks, with a number of the windows and rooms tested having an oblique view of the Proposed Development.
- 7.247 A total of 48 windows serving 32 rooms were assessed for daylight within this building. The internal layouts of this building were available and therefore included in the assessment.
- 7.248 For VSC analysis, 35 of the 48 (72.9%) windows assessed would meet BRE's criteria and are therefore considered to experience a Negligible daylight effect.
- 7.249 Of the 13 affected windows, five would experience an alteration in VSC between 20-29.9% which is considered a Minor Adverse effect and one would experience an alteration between 30-39.9% which is considered a Moderate Adverse effect. The remaining seven windows would experience an alteration in excess of 40% which is considered a Major Adverse effect.
- 7.250 The moderate adverse effect occurs to a window, serving a living room, which has a second window not affected by the Proposed Development retaining 25% VSC. Therefore, the room would remain well daylit overall. The seven windows seeing major adverse alterations serve kitchens and bedrooms which may be considered to have a lower requirement for daylight. These windows have very low existing levels of light owing to obstructions in the baseline condition and therefore the alterations are unlikely to be noticeable, with an absolute loss of below 0.5% VSC occurring. Therefore, the major adverse effect to these windows is in percentage terms only, and the change is not considered significant.
- 7.251 For NSL analysis, 25 of the 32 (78.1%) rooms assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.
- 7.252 For the seven remaining affected rooms, one would experience an alteration in NSL between 30-39.9% which is considered a Moderate Adverse effect whilst six would experience an alteration in excess of 40% which is considered a Major Adverse effect.

- 7.253 All rooms experiencing alterations in NSL have very low existing levels of light owing to obstructions in the baseline condition.
- 7.254 Overall, whilst there are a number of moderate to major adverse effects, the absolute loss of light is below 0.5% VSC and unlikely to be noticeable where these impacts occur. Owing to the high level of compliance for NSL, with reductions occurring only where the baseline levels of sky visibility are low, the alterations are not considered significant. Therefore, the effect to this residential receptor is considered to be Minor Adverse (not significant).

24 Naval Row

- 7.255 This building is located south of the Proposed Development. The assessment notes that from external observation, the windows tested at this building appear to serve bedrooms, ancillary to a former pub which is now understood to be utilised as an arts and events venue. Whilst the use of the building is unknown and it was not possible to obtain layouts, council tax records and online research show that the upper levels were of commercial / hotel usage until 2015.
- 7.256 A total of eight windows serving four rooms were assessed for daylight within this building. It was not possible to obtain layouts for this building which have therefore been assumed for the purposes of this assessment.
- 7.257 For VSC, all eight windows assessed see losses greater than recommended by BRE.
- 7.258 Of the eight affected windows, all would experience an alteration in VSC greater than 40% which is considered a Major Adverse effect.
- 7.259 For NSL, all rooms assessed would meet BRE's criteria and so are considered to experience a Negligible effect.
- 7.260 Overall, the effect is considered to be Major Adverse (significant). The ES notes given that the tenure of the building is not clear, should it be of lower sensitivity (i.e. bedroom windows or not of permanent occupancy), based on professional judgement, the effect would lessen.
- 7.261 The current use is not as a primary residential building as such the effect is lessened, however there is an extant consent is on site for residential above the pub use. The impact on this as a future scenario are discussed later in this section of the report.

26 Naval Row

- 7.262 This residential receptor is located south of the site. The elevation directly overlooking the site as well as the west elevation with an oblique view of the site have been assessed.
- 7.263 A total of 10 windows serving four rooms were assessed for daylight within this building. The internal layouts of this building were available and therefore included in the assessment.
- 7.264 For VSC, six of the 10 (60%) windows assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.
- 7.265 Of the four affected windows, all would experience an alteration in VSC greater than 40% which is considered a Major Adverse effect.
- 7.266 These four windows directly face the site and do not meet the BRE Guidelines recommendations in the baseline condition. However, the two rooms these windows serve (a living room and living-kitchen-diner (LKD)) have a mitigating window unaffected by the proposed development and therefore the room retains good levels of daylight overall.
- 7.267 For NSL, all rooms assessed would meet BRE's criteria and so are considered to experience a Negligible effect.

7.268 Overall, whilst major adverse alterations can be seen, given the mitigating windows which are unaffected by the proposals, the overall effect Minor to Moderate Adverse (significant)

1-214 Robin Hood Gardens

7.269 This residential block is located east of the Site, with the front facing elevation directly overlooking the site. Whilst this building is currently part occupied, it is noted that a reserved matters application for the site has been consented which proposes the demolition of this building as part of the wider Blackwall Reach regeneration project.

7.270 A total of 643 windows serving 296 rooms were assessed for daylight within this building. It was not possible to obtain layouts for this building which have therefore been assumed for the purposes of this assessment.

7.271 For VSC, 353 of the 643 (54.9%) windows assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.

7.272 Of the 290 affected windows, 222 would experience an alteration in VSC between 20-29.9% which is considered a Minor Adverse effect and 27 would experience an alteration between 30-39.9% which is considered a Moderate Adverse Effect.

7.273 The remaining 41 windows would experience an alteration in excess of 40% which is considered a Major Adverse effect.

7.274 All the windows seeing major adverse impacts are located on access decks inset into the building and therefore are obstructed in the baseline condition, with existing levels of VSC between 8-10%. These windows see absolute losses of VSC ranging from 0.2-5% VSC. Therefore, given the absolute change in VSC, the alteration experienced by the occupant is disproportionate to the percentage change. Of the remaining windows seeing minor to moderate adverse reductions, 195 would retain very good levels of daylight (20-26% VSC).

7.275 The remaining 54 have low baseline levels of light owing to obstructions in the baseline condition, seeing an absolute loss no greater than 3.5% VSC.

7.276 For NSL, 293 of the 296 (99%) of the rooms assessed would meet BRE's criteria and so are considered to experience a Negligible effect.

7.277 Of the three affected rooms, one would experience an alteration in NSL between 20-29.9% which is considered a Minor Adverse effect and one would experience an alteration in NSL between 30-39.9% which is considered a Moderate Adverse effect.

7.278 The remaining room would experience an alteration greater than 40% which is considered a Major Adverse effect.

7.279 Overall, whilst major adverse alterations can be seen, these occur only to windows which are obstructed in the baseline condition, and the absolute loss of VSC would be between 0.2-5% VSC. The majority of affected windows would continue to receive very good levels of daylight. Additionally, there would be minimal NSL impacts. As such, the overall effect is considered to be Minor to Moderate Adverse (significant).

Effects of the development including cumulative surrounding development

7.280 The cumulative developments considered in close enough proximity and scale to potentially generate cumulative effects are:

- Blackwall Reach Phase 3 - Block F;
- Blackwall Reach Phase 3 - Block E;
- Blackwall Yard;
- 24 Naval Row

- 26 Naval Row;
- Global Switch.

7.281 In the cumulative scenario, the 1-214 Robin Hood Gardens and 1-4 Mackrow Walk receptors are demolished and replaced by Blackwall Reach Phase 3. Therefore, these properties are not assessed in the cumulative condition.

7.282 The below table shows the ascribed significance effects of the proposed development as outlined in the accompanying ES. The Council's Daylight and Sunlight consultant agrees with the significance affects ascribed to surrounding receptors.

Address	Significance of daylight effects	Significance of sunlight effects
32-62 Naval Row	Minor-Moderate adverse	Minor Adverse
24 Naval Row	Major adverse	N/A
26 Naval Row	Major adverse	Major adverse
Woolmore Primary School	Moderate- Major adverse	Major adverse

32-62 Naval Row

- 7.283 A total of 48 windows serving 32 rooms were assessed for daylight within this building.
- 7.284 For VSC, 24 of the 48 (50%) windows assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.
- 7.285 Of the 24 affected windows, 10 would experience an alteration in VSC between 20-29.9% which is considered a Minor Adverse effect and three would experience an alteration between 30-39.9% which is considered a Moderate Adverse effect. The remaining 11 windows would experience an alteration in excess of 40% which is considered a Major Adverse effect.
- 7.286 Seven of the windows seeing major adverse alterations, which serve kitchens and bedrooms, have very low existing levels of light owing to obstructions in the baseline condition and are therefore unlikely to be noticeable, with an absolute loss of below 0.5% VSC.
- 7.287 The remaining four windows seeing major adverse losses occur are located on the west facing elevation, with an oblique view of the Proposed Development and therefore the alteration can be attributed to the presence of cumulative scheme. These four windows retain 15% (or marginally below) and therefore may be considered to remain well daylight.
- 7.288 For NSL, 21 of the 32 (65.6%) rooms assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.
- 7.289 Of the 11 affected rooms, one would experience an alteration in NSL between 20-29.9% which is considered a Minor Adverse effect and two would experience an alteration between 30-39.9% which is considered a Moderate Adverse Effect. The remaining eight rooms would experience an alteration in excess of 40% which is considered a Major Adverse effect.
- 7.290 Seven of the rooms experiencing alterations in NSL have very low existing levels of light owing to obstructions in the baseline condition. The remaining four rooms are served by the west facing windows and therefore the alteration can be attributed to the cumulative schemes
- 7.291 Overall, whilst there are a number of moderate to major adverse alterations, these are partially considered to be in percentage terms only as the absolute loss of light is below 0.5% VSC and unlikely to be noticeable where these impacts occur. The additional effects beyond the Proposed Development in isolation occur as a result of cumulative schemes coming forward. The windows impacted by cumulative schemes retain levels of daylight which may be considered acceptable. Therefore, the effect to this residential receptor is Minor to Moderate

Adverse (significant), compared to Minor Adverse (not significant) in the Proposed Development scenario.

24 Naval Row

- 7.292 A total of eight windows serving four rooms were assessed for daylight within this building. For VSC, all eight windows assessed see losses greater than recommended by the BRE.
- 7.293 Of the eight affected windows, all would experience an alteration in VSC greater than 40% which is considered a Major Adverse effect. For NSL, all rooms assessed would meet BRE's criteria and so are considered to experience a Negligible effect.
- 7.294 Overall, the effect is considered Major Adverse (significant), however as discussed in the existing baseline scenario section, the existing lawful use of the upper floors of the pub is not residential and as such the effect lessens.

26 Naval Row

- 7.295 A total of 10 windows serving four rooms were assessed for daylight within this building. For VSC, all 10 windows assessed see losses greater than recommended by BRE.
- 7.296 Of the 10 affected windows, all would experience an alteration in VSC greater than 40% which is considered a Major Adverse effect.
- 7.297 Four windows of the affected directly face the site and do not meet the BRE Guidelines recommendations in the baseline condition. The remaining six windows are located on the west facing elevation, which face existing structures in the baseline condition. The alteration occurring at these windows, which are unaffected by the Proposed Development in isolation, can therefore be attributed to the presence of cumulative schemes.
- 7.298 For NSL, two of the four (50%) rooms assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.
- 7.299 Of the two affected rooms, both would experience an alteration in NSL greater than 40% which is considered a Major Adverse effect.
- 7.300 Both rooms affected are bedrooms on the west facing elevation. The BRE Guidelines places less significance in daylighting terms on bedrooms than main habitable rooms such as living rooms.
- 7.301 Overall, whilst major adverse effects can be seen, it is acknowledged that the affected rooms have mitigating windows which are unaffected by the Proposed Development.

Woolmore Primary School

- 7.302 This educational building is located west of the site. A total of six windows serving three rooms were assessed for daylight within this building. For VSC, all six windows assessed see losses greater than recommended by BRE.
- 7.303 Of the six affected windows, three would experience an alteration in VSC between 30-39.9% which is considered a Moderate Adverse effect whilst three would experience an alteration in excess of 40% which is considered a Major Adverse effect.
- 7.304 Three of the affected classrooms would retain between 17-20% VSC.
- 7.305 For NSL, one of the three (33.3%) rooms assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect. 10.10.42 Of the two affected rooms, both would experience an alteration in NSL greater than 40% which is considered a Major Adverse effect.

7.306 Overall, given that this building is unaffected the Proposed Development in isolation, the additional effects can be attributed to the presence of cumulative schemes coming forward. Therefore, the effect in the cumulative scenario is considered Local, Direct, Long Term and Moderate to Major Adverse (significant).

Effects of the development within the future baseline scenario

7.307 The site is within an area that is currently undergoing change, with several large scale developments consented and emerging. As such an assessment has been carried out to understand the effects of the proposed development on surrounding properties cumulatively with these other consented developments which include sensitive receptors. The below image demonstrate the future baseline scenario which includes the following:

- 32-62 Naval Row;
- 24 Naval Row;
- 26 Naval Row;
- Blackwall Reach Phase 3 Blocks E and F;
- Blackwall Reach Phase 4;
- Woolmore Primary School;
- Blackwall Yard.



Figure 18 – Future

Baseline Scenario

7.308 The below table shows the ascribed significance effects of the proposed development as outlined in the accompanying ES. The Council's Daylight and Sunlight consultant agrees with the significance affects ascribed to surrounding receptors.

Blackwall Yard

Address	Significance of daylight effects	Significance of sunlight effects
32-62 Naval Row	Minor Adverse	Negligible
24 Naval Row	Major adverse	N/A
26 Naval Row (including consented elements)	Moderate adverse	Negligible
Blackwall Reach Phase 3 – Block F	Moderate adverse	Negligible
Blackwall Reach Phase 3 – Block E	Moderate adverse	Minor Adverse
Woolmore Primary School	Minor Adverse	Negligible-Minor Adverse
Blackwall Yard	Negligible	N/A

7.309 There are no alterations in VSC beyond 20%, which would occur to the windows of Blackwall Yard as a result of the Proposed Development, so the effect is considered Negligible. As it has been possible to determine the likely significant effects to Blackwall Yard by testing the façades only, a numerical analysis is not considered necessary

Blackwall Reach Phase 4

7.310 Given that only outline consent has currently been granted for Blackwall Reach Phase 4, no details on the window locations are available. Therefore, daylight impact assessments have been undertaken on the massing's elevations.

7.311 These outline blocks are located south of the Site, overlooking the Proposed Development. The bottom floors (approximately 10 storeys) of those blocks closest to the Site would experience VSC reductions of 40% or above with the Proposed Development in place, which is considered Major Adverse (significant).

7.312 However, it should be noted that in the future baseline scenario this elevation sees VSC levels greater than 27% given the much lower obstruction caused by the existing building. Such levels of daylight potential are uncommon in an urban environment. The retained VSC levels on these floors are in line with those seen on the lowest storeys elsewhere in the Phase 4 development which are unaffected by the Proposed Development.

7.313 Although effects of Minor to Moderate Adverse significance would also occur, the affected areas primarily retain good levels of VSC. The upper floors of the building, as well as all other elevations of the masterplan, would see VSC alterations lower than 20%.

7.314 Overall, future baseline effects of the Proposed Development on the northernmost elevations are considered to be Major Adverse (significant), however giving weight to the fact that the detailed floor plans are unavailable and this is based on the maximum massing parameter plans.. The daylight effects on all other areas of the masterplan are considered Negligible (not significant).

7.315 The following six existing and consented buildings assessed as in the future condition would experience alterations beyond 20% and are therefore discussed below in further detail:

- 32-62 Naval Row;
- 24 Naval Row;
- 26 Naval Row;
- Blackwall Reach Phase 3 - Block F;
- Blackwall Reach Phase 3 - Block E;
- Woolmore Primary School.

32-62 Naval Row

7.316 For VSC, 31 of the 48 (64.6%) windows assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.

7.317 Of the 17 affected windows, nine would experience an alteration in VSC between 20-29.9% which is considered a Minor Adverse effect and one would experience an alteration between 30-39.9% which is considered a Moderate Adverse Effect. The remaining seven windows would experience an alteration in excess of 40% which is considered a Major Adverse effect.

7.318 Three additional windows would experience minor adverse impacts from the Proposed Development in the future baseline condition, when compared to the existing baseline assessment of the Proposed Development. The moderate adverse impact occurs to a living room window which is served by a mitigating window, which retains 25% and therefore the room would remain well daylight overall. The seven windows seeing major adverse alterations, which serve kitchens and bedrooms, have very low existing levels of light owing to obstructions in the baseline condition and are therefore unlikely to be noticeable, with an absolute loss of below 0.5% VSC. Therefore, the major adverse impact is in percentage terms only.

7.319 For NSL, 25 of the 32 (78.1%) rooms assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.

7.320 Of the seven affected rooms, one would experience an alteration in NSL between 30-39.9% which is considered a Moderate Adverse effect whilst six would experience an alteration in excess of 40% which is considered a Major Adverse effect.

7.321 All rooms experiencing alterations in NSL have very low existing levels of light owing to obstructions in the baseline condition.

7.322 Overall, whilst there are a number of moderate to major adverse alterations, these are considered to be in percentage terms only as the absolute loss of light is below 0.5% VSC and unlikely to be noticeable where these impacts occur. Therefore, the effect to this residential receptor is Minor Adverse (not significant). The overall effect remains unchanged from the existing baseline assessment of the Proposed Development scenario.

24 Naval Row

7.323 For VSC, all eight windows assessed see losses greater than recommended by BRE.

7.324 Of the eight affected windows, all would experience an alteration in VSC greater than 40% which is considered a Major Adverse effect.

7.325 For NSL, all rooms assessed would meet BRE's criteria and so are considered to experience a Negligible effect. Overall, the effect is considered Major Adverse (significant), however, given that the use of the building is not lawfully residential as discussed previously, the effect would lessen.

7.326 The overall effect remains unchanged from the existing baseline assessment of the Proposed Development scenario.

26 Naval Row

- 7.327 This residential receptor is located south of the development site. In the future proposed condition, the existing building at this address remains, with new residential elements situated behind, comprising 31 additional windows and 11 additional rooms.
- 7.328 A total of 41 windows serving 15 rooms were assessed for daylight within this building. The internal layouts of this building were available and therefore included in the assessment.
- 7.329 For VSC, seven of the 41 (17.1%) windows assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.
- 7.340 Of the 34 affected windows, one would experience an alteration in VSC between 20-29.9% which is considered a Minor Adverse effect and three would experience an alteration between 30-39.9% which is a Moderate Adverse Effect. The remaining 30 windows would experience an alteration in excess of 40% which is considered a Major Adverse effect.
- 7.341 The impact to the four site facing windows on the 'existing portion' of this building remains unchanged from the Proposed Development assessment in the context of the existing baseline. A further three windows located on the west facing elevation of this building would experience alterations, which are unaffected by the Proposed Development in isolation.
- 7.342 Of the remaining 27 windows forming part of the proposed elements, nine serve bedrooms, which may be considered less sensitive to daylight alterations (BRE Guidelines 2.2.6). A further two serve kitchens. The remaining 16 windows serve seven living rooms and LKDs.
- 7.343 For NSL, five of the 15 (33.3%) rooms assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.
- 7.344 Of the ten affected rooms, three would experience an alteration in NSL between 20-29.9% which is considered a Minor Adverse effect and four would experience an alteration between 30-39.9% which is considered a Moderate Adverse Effect. The remaining four would experience effects greater than 40% which is considered a Major Adverse Effect.
- 7.345 When considering ADF, of the seven living rooms and LKDs served by windows seeing VSC impacts, two would meet the ADF criteria. The remaining five living rooms do not meet the recommended targets prior to the implementation of the Proposed Development, seeing losses between 0.5-0.7% ADF.
- 7.346 Overall, whilst major adverse alterations can be seen, given the number of bedrooms and kitchens being affected, with the living rooms and LKDs within the proposed elements at this address effect either meeting the ADF recommended levels with the Proposed Development in situ, or already below the recommended levels prior to the implementation of the Proposed Development, the effect in the future baseline condition is Moderate Adverse (significant).

Blackwall Reach Phase 3 - Block F

- 7.347 This proposed residential block is located west of the Proposed Development site. The site facing elevation of the taller elements are defined by recessed balconies with the central section set back from the building line.
- 7.348 A total of 210 windows serving 142 rooms were assessed for daylight within this building. The internal layouts of this building were available and therefore included in the assessment.
- 7.349 For VSC, 63 of the 210 (30.0%) windows assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.
- 7.350 Of the 147 affected windows, 34 would experience an alteration in VSC between 20-29.9% which is considered a Minor Adverse effect and 13 would experience an alteration between

30-39.9% which is considered a Moderate Adverse Effect. The remaining 100 windows would experience an alteration in excess of 40% which is considered a Major Adverse effect.

- 7.351 Of the 147 affected windows, 77 serve bedrooms and a further 23 serve kitchens, which may be considered less sensitive to daylight alterations. Of the remaining 47 windows serving living room and LKD uses, 42 have low baseline levels of daylight (ranging from 2.1-13.8% VSC) and therefore the percentage losses would be disproportionate to what the occupant is likely to experience. The remaining five windows which serve LKDs would retain 17-20% VSC following the implementation of the Proposed Development which may be considered well daylight.
- 7.352 For NSL, 96 of the 142 (67.6%) rooms assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.
- 7.353 Of the 46 affected rooms, 39 would experience an alteration in NSL between 20-29.9% which is considered a Minor Adverse effect whilst seven would experience an alteration between 30-39.9% which is considered a Moderate Adverse Effect.
- 7.354 All rooms affected for NSL are bedrooms and kitchens, which may be considered less sensitive.
- 7.355 When considering ADF, only six LKDs would experience alterations as a result of the Proposed Development. However, the alterations can be attributed to the design of the building itself as none of rooms meet the recommended targets in the baseline condition owing to their location beneath a recessed balcony.
- 7.356 Overall, whilst major adverse alterations can be seen, the majority of windows and rooms affected are bedrooms and kitchens, which may be considered less sensitive. Whilst alterations in VSC and NSL occur to living rooms and LKDs, when considering ADF, all living rooms and all but six LKDs meet the ADF recommended levels. Those six LKDs falling short do not meet the target in the future baseline condition and as such the effect is a Moderate Adverse (significant).

Blackwall Reach Phase 3 - Block E

- 7.357 This proposed residential block is located west of the Proposed Development site. The site facing elevation of the taller elements are defined by recessed balconies with the central section set back from the building line.
- 7.358 A total of 191 windows serving 133 rooms were assessed for daylight within this building. The internal layouts of this building were available and therefore included in the assessment.
- 7.359 For VSC, 55 of the 191 (28.8%) windows assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.
- 7.360 Of the 136 affected windows, 32 would experience an alteration in VSC between 20-29.9% which is considered a Minor Adverse effect and 24 would experience an alteration between 30-39.9% which is considered a Moderate Adverse Effect. The remaining 80 windows would experience an alteration in excess of 40% which is considered a Major Adverse effect.
- 7.361 Of the 136 affected windows, 80 serve bedrooms and a further ten serve kitchens, which may be considered less sensitive to daylight alterations. Of the remaining 46 windows serving living room and LKD uses, the baseline levels of daylight range from 3.8-16.2% VSC and therefore the percentage losses may be disproportionate to what the occupant is likely to experience.
- 7.362 For NSL, 49 of the 133 (36.8%) rooms assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect. 10.11.55 Of the 84 affected rooms, 19 would experience an alteration in NSL between 20-29.9% which is considered a Minor Adverse effect and 13 would experience an alteration between 30-39.9% which is considered a Moderate

Adverse Effect. The remaining 52 rooms would experience an alteration in excess of 40% which is considered a Major Adverse effect.

- 7.363 A total of 65 of the 84 rooms affected for NSL are bedrooms and kitchens, which may be considered less sensitive. The remaining 19 rooms serve living rooms and LKDs which are located beneath recessed balconies and therefore have a 'letter box' view of the sky.
- 7.364 When considering ADF, of the 44 living rooms and LKDs tested, 20 would experience alterations as a result of the Proposed Development. However, for 17 of these, the alterations can be attributed to the design of the building itself as they do not meet the recommended targets in the baseline condition owing to their location beneath a recessed balcony. The remaining three LKDs, experiencing alterations as a result of the Proposed Development but meeting the ADF target in the future baseline condition, fall only marginally below the recommendation of 2% with the Proposed Development in situ (1.8-1.9% ADF).
- 7.365 Overall, whilst major adverse alterations can be seen, the majority of windows and rooms affected are bedrooms and kitchens, which may be considered as having a lower requirement for daylight. Whilst alterations in VSC and NSL occur to living rooms and LKDs, when considering ADF, all but 20 living rooms and LKDs meet the recommended targets. Those falling short of the ADF target either do not meet the target in the future baseline condition, and were consented as such, or retain only marginally short of the recommended levels. As such the effect is Moderate Adverse (significant).

Woolmore Primary School

- 7.366 For VSC, four of the six (66.7%) windows assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.
- 7.367 The two affected windows would experience an alteration in VSC between 20-29.9% which is considered a Minor Adverse effect.
- 7.368 For NSL, two of the three (66.7%) rooms assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect. 10.11.64 The affected room would experience an alteration in NSL between 20-29.9% which is considered a Minor Adverse effect.
- 7.369 Overall, the alterations in VSC and NSL are only marginally above the criteria of what is considered to be a noticeable change and as such the effect is considered Local, Direct, Long Term and Minor Adverse (not significant) owing to the increased magnitude of impact from the Proposed Development. The overall effect remains unchanged from the existing baseline assessment of the Proposed Development scenario.

Sunlight:

- 7.370 For existing sunlight baseline conditions, 150 of the 190 rooms assessed meet BRE criteria of 25% total APSH and 5% winter APSH. All the buildings assessed would experience little to no impact (less than 20% alteration) or retain values in line with the BRE guidelines and therefore would experience a Negligible effect.

Effects of the development including cumulative surrounding development

- 7.371 In the cumulative scenario, three buildings would experience alterations beyond 20%. These are:
- 32-36 Naval Row
 - 26 Naval Row
 - Woolmore Primary School

32-62 Naval Row

- 7.372 A total of eight rooms were assessed for sunlight within this building of which 7 (87.5%) would meet the BRE's criteria for both Annual and Winter PSH. 10.10.48 For Annual PSH, all rooms assessed would meet BRE's criteria and so are considered to experience a Negligible effect.
- 7.373 For Winter PSH, seven of the eight (87.5%) rooms assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.
- 7.374 The remaining room sees a loss greater than 40% which is considered a Major Adverse effect. The affected room meets the BRE Guidelines criteria annually and has very low existing levels of winter sunlight in the baseline condition (1% WPSH) and therefore the alteration is not considered to be noticeable.
- 7.375 Overall, the additional effect can be attributed to the presence of cumulative schemes coming forward however the effect is considered to remain Minor Adverse (not significant) as the magnitude of impact is increased from the Proposed Development scenario, where the effect is Negligible. However, the overall effect remains not significant.

26 Naval Row

- 7.376 A total of four rooms were assessed for sunlight within this building of which none would meet the BRE's criteria for both Annual and Winter PSH. For Annual PSH, all four rooms assessed see losses greater than 40% which is considered a Major Adverse effect.
- 7.377 For Winter PSH, all four rooms assessed see losses greater than 40% which is considered a Major Adverse effect.
- 7.378 Overall, given that major adverse alterations can be seen to each room, the effect in the cumulative scenario is considered to be Major Adverse (significant). However, these additional impacts can be attributed to the presence of cumulative schemes, as the effect of Proposed Development in isolation is Negligible.

Woolmore Primary School

- 7.379 A total of three rooms were assessed for sunlight within this building of which 1 (33.3%) would meet the BRE's criteria for both Annual and Winter PSH.
- 7.380 For Annual PSH, all rooms assessed would meet BRE's criteria and so are considered to experience a Negligible effect. For Winter PSH, one of the three (33.3%) rooms assessed would meet BRE's criteria and is therefore considered to experience a Negligible effect. The remaining two see losses greater than 40% which is considered a Major Adverse effect.
- 7.381 Overall, given that moderate to major adverse alterations can be seen to each room, the effect in the cumulative scenario is considered Local, Direct, Long Term and Major Adverse (significant). However, these additional impacts can be attributed to the presence of cumulative schemes, as the effect of Proposed Development in isolation is Negligible.

Effects of the development within the future baseline scenario

- 7.382 In the future baseline scenario, of the five existing and future buildings assessed for sunlight, two would experience alterations more than 20% are therefore discussed in further detail below.

Blackwall Reach Phase 3 - Block E

- 7.383 A total of 27 rooms were assessed for sunlight within this building of which 18 (66.7%) would meet the BRE's criteria for both Annual and Winter PSH. For Annual PSH, 18 of the 27 (66.7%) rooms assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect.

- 7.384 Of the nine rooms affected annually, six would experience an alteration in Annual PSH between 20- 29.9% which is considered a Minor Adverse effect and two would experience an alteration between 30- 39.9% which is considered a Moderate Adverse Effect. The remaining room would experience an alteration in excess of 40% which is considered a Major Adverse effect.
- 7.385 For Winter PSH, 21 of the 27 (77.8%) rooms assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect. 10.11.81 Of the six rooms affected in the winter, five would experience an alteration in Winter PSH between 20- 29.9% which is considered a Minor Adverse effect whilst one would experience an alteration between 30- 39.9% which is considered a Moderate Adverse Effect.
- 7.386 Overall, given the level of compliance with BRE Guidelines recommendations and the retained levels of for sunlight, the effect Minor Adverse (not significant).

Woolmore Primary School

- 7.387 A total of three rooms were assessed for sunlight within this building of which 2 (66.7%) would meet the BRE's criteria for both Annual and Winter PSH. For Annual PSH, all rooms assessed would meet BRE's criteria and so are considered to experience a Negligible effect. 10.11.86 For Winter PSH, two of the three (66.7%) rooms assessed would meet BRE's criteria and are therefore considered to experience a Negligible effect. The remaining room sees a loss greater than 40% which is considered a Major Adverse effect. However, this room retains very good levels of sunlight annually (33% APSH).
- 7.388 Overall, given the level of compliance with BRE Guidelines recommendations, with the only effect occurring during winter, the effect is considered Local, Direct, Long Term and Negligible to Minor Adverse (not significant) and therefore seeing a marginally greater impact than the Proposed Development scenario

Overshadowing

- 7.389 In respect of overshadowing, the ES has adopted two methodologies to assess overshadowing of public and private amenity areas; Transient Overshadowing and Sun Hours on Ground.

Transient Overshadowing

- 7.390 For Transient Overshadowing, the assessment requires the plotting of a shadow plan to illustrate the location of shadows at different times of the day and year. The ES therefore mapped the hourly shadows for the following three key dates:
- 21st March (Spring Equinox)
 - 21st June (Summer Solstice)
 - 21st December (Winter Solstice)
- 7.391 The ES reports that 21st September (Autumn Solstice) provides the same overshadowing images as 21st March (Spring Equinox) as the sun follows the same path at these corresponding times of year. Therefore, the assessment results for 21st March would be the same for 21st September.
- 7.392 In relation to the Sun Hours on the Ground Test, the assessment requires that at least 50% of amenity areas should receive at least 2 hours of sunlight on 21st March to appear adequately sunlit throughout the year. If, as a result of new development, an existing amenity area does not meet the above, and the area that can receive 2 hours of sun on 21 March is less than 0.8 times its former value (i.e a 20% reduction), then the loss of sunlight is likely to be noticeable.

7.393 The ES identifies 5 amenity areas for assessment, these are:

- Robin Hood Gardens.
- 1-4 Macrow Walk Rear Gardens
- Woolmore School Yard
- Saffron Avenue Pond SINC
- Import/Export Buildings Amenity Space

7.394 The location of the amenity areas in relation to the site are shown below.



7.395 With the exception of the Import/Export Buildings Amenity Space which is discussed below, all areas would either retain at 2 hours on sun on at least 50% of their total area or not experience a reduction in the total amount of sunlight by more than 0.8 as a result of the Proposed Development as per BRE Guidelines recommendations. They would therefore experience a Negligible effect.

7.396 The amenity area between Import and Export buildings, would see a 35% reduction in the total area seeing at least 2 hours of sun, which is considered a moderate adverse impact. However, this area does not meet the BRE Guidelines criteria in the baseline condition, with only 17% of the total area receiving at least 2 hours of sun. Therefore, owing to the low baseline levels, the percentage reduction is disproportionate to the overall effect, which is considered to be Minor Adverse.

7.397 Overall, there is no significant change in effect at surrounding receptors in terms of the level of overshadowing in the Cumulative Scenario when compared to the Proposed Development in isolation nor is there a significant change in the future baseline scenario.

Sun Hours on the Ground

- 7.398 The receptors listed below would experience Negligible effects (not significant) as a result of the Proposed Development and Cumulative Developments. As described in the Transient Overshadowing assessment these areas would either retain at 2 hours on sun on at least 50% of their total area or not experience a reduction in the total amount of sunlight by more than 0.8 as a result of the Proposed Development as per BRE Guidelines recommendations.
- 7.399 These areas are:
- Robin Hood Gardens;
 - Woolmore School Yard;
 - The Saffron Avenue Pond SINC (ecological).
- 7.400 The remaining receptor, amenity area between Import and Export buildings, would see a 35% reduction in the total area seeing at least 2 hours of sun, which is considered a moderate adverse impact. However, this area does not meet the BRE Guidelines criteria in the baseline condition, with only 17% of the total area receiving at least 2 hours of sun. Therefore, owing to the low baseline levels, the percentage reduction is disproportionate to the overall effect, which is considered to be and Minor Adverse (not significant).
- 7.401 Overall, there is no significant change in effect at surrounding receptors in terms of the level of overshadowing in the Cumulative Scenario when compared to the Proposed Development in isolation.

Solar Glare

- 7.402 The ES has undertaken a full solar glare assessment from nearby road and rail locations for the potential of solar reflection to occur. The assessment has been undertaken from road junctions and pedestrian crossings nearby. The assessment shows only the residential buildings in detail and the Data Centre and Studios building are not included. Once detailed design of the outline consent comes forward at reserved matters stage, a solar glare assessment of the Data Centre will be undertaken.
- 7.403 A total of 57 locations have been assessed and the ES finds that there would be no effect at 15 of these viewpoints and negligible (not significant) effects occurring at 33 of these viewpoints.
- 7.404 Of the remaining 10 viewpoints, 9 viewpoints would experience minor adverse effects (not significant), solar reflections would be visible within 30° to 10° or between 10° to 5° of the driver's line of sight for a short period of time.
- 7.405 The remaining viewpoint, in which road users would be travelling in an easterly direction along Poplar High Street approaching the intersection with Robin Hood Lane, would experience a moderate adverse effect (significant). The potential for solar reflections is visible within 70 to 300 of a road user's line of sight, occurring throughout the day and year on the south and east facing façades of both towers. However, it should be noted that this represents a worst-case scenario because it assumes that any metal element of the facade would reflect at the same intensity as the glazed windows. Additionally, full sun disk would not be visible in the vast majority of the areas of the facade, which are broken up by solid fins and different metal and glazing materials. It should be noted that all reflections occur above the visor line, which would mitigate any effects when deployed.
- 7.406 The assessment concludes that whilst there are viewpoints that may, in worst case scenarios experience solar glare effects, no additional mitigation is deemed necessary. The reason being the short duration of reflections, the number of solar reflections which occur above the visor line and locations which include a potentially affected viewpoint including an unaffected viewpoint. The ES also highlights that the potential for solar glare has been considered throughout the design process and as such solar glare mitigation is embedded within the

design of the building. This includes considerations such as orientation of the reflective elements on the façade.

Conclusions on Daylight, Sunlight, Overshadowing and Solar Glare

- 7.407 In conclusion, the ES demonstrates that of nine buildings assessed for daylight in the baseline scenario, these, five buildings would experience a negligible effect, one would experience a minor adverse effect, two would experience a minor-moderate adverse effect and one would experience a major effect. In the cumulative scenario, for the buildings assessed there would be two buildings that experience a major adverse effect, three would experience a moderate to major adverse effect and one would experience a minor to moderate adverse effect. In the future baseline scenario one would experience a negligible effect, two would experience a minor adverse effect, three would experience a moderate adverse effect and there would be one building with major adverse effect.
- 7.408 Due to orientation, a total of 8 properties have been assessed for sunlight in the baseline scenario of which all experience negligible effects.
- 7.409 There will be a negligible effect on sunlight to the amenity spaces which include Robin Hood Gardens, 1-4 Mackrow Walk rear gardens, Woolmore School Yard and Saffron Avenue Pond SINC and a minor adverse effect on the amenity space located between Import and Export buildings. Solar glare effects will be negligible or minor adverse with one instance of a moderate adverse effect. Light pollution effects will be negligible to major adverse.
- 7.410 In the cumulative scenario, there would be further effects beyond those occurring of the proposed development in isolation however, the Mayor's 'Housing' SPG states that an appropriate degree of flexibility needs to be applied when using Building Research Establishment (BRE) guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in accessible locations, and should consider local circumstances, the need to optimise housing capacity, and the scope for the character and form of an area to change over time.
- 7.411 In taking all the above into account and the wider benefits of the proposal, the proposal is not considered to result in any unduly detrimental impacts in terms of daylight, sunlight, overshadowing and solar glare to the living standards and amenities enjoyed by neighbouring occupiers and as such the development is considered to be acceptable on matters relating to daylight, sunlight, solar glare and overshadowing.

Overlooking, Loss of Privacy, Sense of Enclosure and Outlook

- 7.412 Policy D.DH8 of the Local Plan sets a guide of an approximate distance of 18 metres between habitable room windows as being appropriate to maintain privacy and overlooking levels to an acceptable degree. However, this figure will be applied as a guideline depending upon the design and layout of the development.
- 7.413 In respect of the proposed development, particular adjacent residential blocks of note are:
- 124 Robin Hood Gardens (Blackwall Reach Blocks E/F) (87m)
 - 32-36 Naval Row (50m)
 - 26 Naval Row (30m)
 - 24 Naval Row (30m)
- 7.414 There would be a separation distance of approximately 30m between the residential block and the properties at 24 and 26 Naval Row, noting as suggested within the Daylight and Sunlight section of this report that the lawful use of No. 24 Naval Row is unclear. In terms of 32-36 Naval Row, this sits beyond 30m from this block.

- 7.415 In terms of Robin Hood Gardens, which has consent for redevelopment to form Blackwall Reach Blocks E and F, the portion of the site closest is approximately 87m west of the site.
- 7.416 Given the separation distances between the site and surrounding neighbours, it is not considered that the proposals would result in any loss of privacy, overlooking, outlook or sense of enclosure to the occupiers of the surrounding developments.
- 7.417 Other nearby residential developments are sited at greater distances than the residential blocks identified above and therefore are not considered to be impacted upon in terms of any material loss of privacy, overlooking, outlook and sense of enclosure to residential occupiers as a result of the proposed development.
- 7.418 The relationship between the proposed resident and student residential blocks is such that there would not be undue overlooking between buildings with sufficient distance between them to provide adequate privacy for all occupiers.
- 7.419 In summary, it is considered that the proposed development has been designed having regard to neighbouring residential buildings and the amenities enjoyed by neighbouring residential occupiers. Sufficient separation distances would be maintained between the proposed development and neighbouring buildings to ensure that the development does not result in any material loss of privacy, overlooking and outlook detrimental to the living standards and amenities enjoyed by neighbouring residential occupiers.

Noise & Vibration

- 7.420 The application has been accompanied by an Environmental Noise Assessment forming chapter 13 of the Environmental Statement (ES).

Demolition and Construction Phase

- 7.421 The assessment adopts three categories or levels as set out in the Defra Noise Policy Statement for England (NPSE) (2010) which describes the presence or absence of noise effects but does not quantify these categories.

- 7.422 These categories are as follows:

- NOEL – No Observed Effect Level: This is the level below which no effect can be detected and therefore there would be no detectable effect on health and quality of life due to noise.
- LOAEL – Lowest Observed Adverse Effect Level: This is the level above which adverse effects on health and quality of life can be detected.
- SOAEL – Significant Observed Adverse Effect Level: This is the level above which significant adverse effects on health and quality of life occur.

- 7.423 The Local Plan in Appendix 6 defines the LOAEL and SOAEL threshold levels for external noise levels (expressed as ranges), 1m from the façade of a proposed noise sensitive development. This has been reproduced in the ES as follows:

Assessment Location	Design Period	LOAEL	LOAEL to SOAEL	SOAEL
Noise at 1 metre from noise sensitive facade / free field	Day	<50 dB LAeq,16hr*	50 dB to 69 dB LAeq,16hr*	>69 dB LAeq,16hr*
	Night	<45 dB LAeq,8hr <40 dB LAeq,8hr**	Between 45 dB and 60 dB LAeq,8hr	>60 dB LAeq,8hr >45 dB LAFmax

- 7.424 The ES identifies the nearest noise and vibration sensitive receptors as the existing commercial properties on Clove Crescent, residential dwellings on Naval Row, Industrial unit on Naval Row. Other noise and vibration sensitive properties are identified as the Data Centre on Nutmeg Lane, Residential properties at Blackwall Reach, and Woolmore Primary School.
- 7.425 The commercial properties at Clove Crescent which are likely to be exposed to excess construction noise which would result in Minor to Moderate Adverse effects (not significant to significant) during enabling and demolition and substructure works.
- 7.426 The residential properties on Naval Row are likely to be exposed to excess construction noise which would result in Minor to Moderate Adverse effects (not significant to significant) during enabling and demolition and superstructure works and Moderate to Major Adverse effects (significant) during substructure works.
- 7.427 Noise management measures set out in the CEMP and Code of Construction Practice, including planned hours of working, equipment specification and maintenance requirements site hoardings, local community liaison and a suitable noise and vibration monitoring system to continuously monitors works affecting the nearest sensitive receptors, and measures in Paragraph 13.6.4 of the ES. A Demolition and Construction Logistics Plan (DCLP) will be secured via condition to set out the principles to ensure that the effects of demolition and construction on the surrounding transport network are minimised

Noise and Vibration impact from proposed development

- 7.428 As part of the noise assessment, the suitability of the site for residential development have been assessed, including the modelling of noise levels experienced at various building facades. All residential areas are to be provided with a ventilation system that does not rely on the use of opening windows and glazing performances are to be achieved in order for internal noise levels within the proposed development to be within the relevant noise level criteria.
- 7.429 The Noise Assessment also considers noise and vibration generated as a result of the proposed development and concludes that the proposed development would not have an unacceptable impact on nearby residential dwellings. A condition is recommended to restrict noise levels to within the criteria.
- 7.430 The assessments have identified a low-probability of adverse impact in terms of vibration and that ground-borne noise is not predicted to exceed the relevant criteria for the residential element of the proposal.

Conclusions on Noise and Vibration

- 7.431 In conclusions, the relevant ES chapter demonstrates that broadly speaking technical compliance is achieved with regards to relevant planning policies to ensure that future residents will enjoy a satisfactory standard of accommodation within the proposed dwellings, whilst also safeguarding existing background noise levels.
- 7.432 No objections have been received from the Environmental Health Noise Team. Conditions are recommended to ensure that a suitable noise environment is maintained to neighbouring occupiers during construction and operation.

Construction Impacts

- 7.433 The Council's Code of Construction Practice Guidance requires major developments to operate a Construction Environmental Management Plan (CEMP) that outlines how the Code of Construction Practice would be met and requires the CEMP to outline how environmental, traffic and amenity impacts attributed to construction traffic will be minimised. The application is supported by an Outline Construction Environmental Management Plan in the form of an Appendix to the Environmental Statement.

- 7.434 It is acknowledged that demolition and construction activities are likely to cause some additional noise and disturbance, additional traffic generation and dust. However, the ES assumes that several measures are in place to manage potential environmental effects associated with demolition and construction, including as mentioned above the outline CEMP. In accordance with relevant Development Plan policies, a number of conditions are recommended to minimise these impacts. These will control working hours and require the approval and implementation of an updated and detailed CEMP and Construction Management Plan and that a planning obligation secures compliance with the Considerate Contractor Scheme.
- 7.435 In addition to the above, the Council's Planning Obligations SPD seeks a contribution of £1 per square metre of non-residential floorspace and £100 per residential unit towards Development Co-ordination and Integration. This would assist the Council in managing construction activity both on-site and within the surrounding streets and spaces proactively and strategically across the Borough. The Applicant has agreed to pay the required contribution, and this would be secure through the S106 legal agreement.

Transport and Servicing

- 7.436 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development by promoting walking, cycling and public transport use but also contributing to wider health and environmental objectives to reduce congestion and emissions, and improve air quality and public health. It is expected that new development will not give rise to conflicts between vehicular traffic and pedestrians.
- 7.437 Policies T1 to T6.1 of the London Plan seek to ensure that impacts on transport capacity and the transport network, at local, network-wide and strategic level, are fully assessed. Furthermore, development should not adversely affect safety on the transport network. Policy T7 (Part G) of the London Plan requires development proposals to facilitate safe, clean, and efficient deliveries and servicing.
- 7.438 The above strategic messages are similarly echoed in Local Plan Policies S.TR1, D.TR2, D.TR3 and D.TR4 which require proposals to have consideration to the local environment and accessibility of the site, on-street parking availability, access and amenity impacts and road network capacity constraints while supporting the Council's commitment to reduce the need to travel and encourage modal shift away from the private car towards healthy and sustainable transport initiatives and choices, notably walking and cycling. Policy S.TR1 particularly promotes the need to prioritise pedestrians and cyclists as well as access to public transport, including river transport, before vehicular modes of transport.

Vehicular, pedestrian and cycle access

- 7.439 The site has a Public Transport Accessibility Level (PTAL) of 3-4 on a scale of 1 to 6 where 6b is considered excellent with a PTAL of 3-4 reflecting Moderate-Good. East India Dock Docklands Light Railway (DLR) Station is located within 300m walking distance (within 5 minutes walking distance) and accessible via Aspen Way footbridge. Blackwall Docklands Light Railway (DLR) station is location within 300m walking distance of the site, and serves the same branch as East India Dock (Tower Gateway/Bank to Beckton/Woolwich Arsenal). Canary Wharf Station which serves the DLR, Jubilee Line and the Elizabeth Line (Crossrail) is located 960m walking distance (within 20 minutes walking distance) to the South West of the site and accessed via Aspen Way underpass.
- 7.440 The site also lies within close proximity to local bus stop stops at Blackwall Station within 300m of the site and Poplar High Street within 400m of the site which provide access to a number of bus routes including; route D3 (Bethnal Green Chest Hospital – Crossharbour), route D7 (Mile End – Poplar) and route D8 (Crossharbour – Stratford City Bus Station).

- 7.441 The site lies within the privately managed Republic Estate, with vehicular access via Clove Crescent which is primarily served by Saffron Avenue to the east and a secondary access on Nutmeg Lane to the north. Security gates are located on both Saffron and Nutmeg Lane. There is also a pedestrian access from Naval Row to the southwest of the site.
- 7.442 To the east of Naval Row is a footbridge that provides access over Aspen Way (A1261) to East India DLR and Blackwall Way. To the western end of Naval Row, the road connects with Prestage Way which provides access to Blackwall Bus Station and Blackwall DLR. The footways on the western section of Naval Row are narrow, in particular on the northern side.
- 7.443 In terms of Cyclists, Cycle Superhighway 3 (CS3), which runs between Lancaster Gate and Barking, passes along Naval Row, Nutmeg Lane and Saffron Avenue, typically sharing the carriageway with other vehicles in this area before reverting to predominately a mixture of shared footway / cycleway or blue surfaced dedicated carriageway from Sorrel Lane and onwards to the east. To the west, CS3 is a mixture of shared carriageway and marked cycle lane along Poplar High Street. This section of the route also forms a part of National Cycle Route 13 which connects London and Dereham.
- 7.444 The site currently benefits from good pedestrian and cycle accessibility with continuous footway provision north and east along Clove Crescent, Saffron Avenue and Nutmeg Lane, pedestrian and cycle access can also be gained from Naval Row, however it is noted that the entry points through the listed walls means that routes can be indirect and the grade changes mean that the mobility impaired and cyclists are disadvantaged.
- 7.445 The proposed development seeks to maximise pedestrian and cycle connectivity. A new landscaped public space between the residential and student accommodation buildings will provide increased permeability and connectivity towards Poplar High Street. Improvements will be made to the southwest access, including landscaping and a platform lift to allow for more direct step-free access to the site. Landscaping improvements will extend along the western end of the site, improving the pedestrian environment between the site and the southern approach to the Blackwall Tunnel.
- 7.446 The site is accessible by all modes with networks of footpaths, cycle facilities and access to public transport facilities mentioned above within close proximity of the site. Overall, the access arrangements to the site are considered to be satisfactory.

Car Parking

- 7.447 The existing buildings currently share basement car parking with the wider estate. The proposed development will be car-free, with the exception of blue badge space provisions and operational car parking/loading provision. Blue badge parking spaces will be provided both at street level and within the existing basement car park under import/export building. A lift will be provided to access the basement parking. The 'car free' nature of the proposed development is supported in policy terms and the occupiers of the development would be required to enter into a 'permit-free' agreement preventing residents from obtaining a parking permit for on-street parking within the Borough. This will be secured via condition.
- 7.448 Policy T6.1(G) of the London Plan seeks to ensure that blue badge parking spaces are provided for 3% (7 spaces required) of the total number of units from the onset of the development. The scheme proposes 17 blue badge spaces. LBTH Highways note that accessible parking spaces are provided for both residential and student residential uses. Seven spaces are proposed (five in the basement and two at grade), between the uses. This equates to 3% of the potential demand. The 12 additional spaces are proposed to be repurposed general parking bays with the existing basement as and when required.
- 7.449 The applicant has clarified the additional 12 blue badge parking provision (equivalent to 7%) are currently used as standard, permit controlled parking bays by users of the Import and Export Buildings. They will remain as standard, permit controlled parking bays associated with

Import and Export Buildings until demand has been monitored and a requirement for additional blue badge spaces has been identified. Users of the proposed scheme will not be able to apply for a standard parking permit within the Annex car park. The Applicant is required to demonstrate via a Car Parking Management Plan how these spaces will be allocated based on an assessment of needs and that the lease of these bays are only to residents of the development and whom are in receipt of a registered blue badge. This will be secured via the imposition of a suitable condition.

- 7.450 In accordance with Policy T6.1(C), 20% (2 parking spaces) of the total spaces are required to be fitted with an electric vehicle charging point with passive provision for all remaining spaces. This will be secured by way of S106 Obligation.

Cycle Parking and Facilities

- 7.451 Policy T5 of the London Plan and Policy D.TR3 of the Local Plan requires adequate cycle parking provision to be provided for the development. In this regard, Table 10.2 of the London Plan requires the proposals to provide the residential components with 287 long stay parking spaces and 6 short stay spaces and the student component will be provided with 537 long stay parking spaces and 18 short stay spaces.

- 7.452 Long stay cycle parking will be provided within dedicated facilities in the basement of each building plot, with lift access provided. Short-stay cycle parking will be provided in a cycle hub area to the south-east of the residential building. The quantum of residential cycle parking is inline with the minimum level required by the London Plan. The submitted Transport Assessment confirms that up to 5% of cycle spaces will be in the form of accessible cycle spaces, again in line with the LP requirements.

- 7.453 In terms of the outline permission which contains non-residential uses, the Transport Assessment outlines that the Studios Building will be supported by long-stay and short-stay cycle parking provided in line with London Plan standards, with the numbers to be confirmed at Reserved Matters (RM) stage based on the mix of uses. It is envisaged that long-stay provision will be accommodated within a dedicated store at ground floor level and short-stay cycle parking provided at different locations to the south, east and west of the building.

- 7.454 Based on the London Plan standards, the Data Centre would be required to provide a minimum of 70 long-stay and 35 short-stay cycle parking spaces, based on a building of 35,000sqm. This is considered to be a significant overprovision given the anticipated number of staff likely to be present on a given day (approximately 69) and minimal visitor demand. An indicative provision of 24 long-stay and 8 short stay spaces has been identified, however this provision will be confirmed at RM stage.

- 7.455 A condition is recommended to secure full details of the cycle parking provision for all components of the scheme.

Healthy Streets and Vision Zero

- 7.456 Policy T2 of the London Plan requires Development Plans to promote the Mayor's Healthy Streets Approach and directs development proposals to deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Part C of the policy states that in Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport.

- 7.457 The Healthy Streets approach seeks to improve health and reduce inequalities. The aims of the strategy is to improve air quality, reduce congestion and make attractive places to live, work and do business. The approach seeks to encourage all Londoners to do at least 20 minutes of active travel each day by 2041 to stay healthy. To this end TfL has defined 20-minute walking and cycling distances as an Active Travel Zone (ATZ). There are ten Healthy Streets indicators, which put people and their health at the heart of decision making and aim

to result in a more inclusive city where people choose to walk, cycle and use public transport. Alongside the Healthy Streets Approach, the Mayor's Vision Zero aspiration, which aims to eliminate death or serious injury on London's roads, supports changes to road networks to improve the safety of vulnerable road users.

7.458 The Transport Assessment (TA) has undertaken an Active Travel Zone (ATZ) assessment that covers active travels routes to and from five local locations and destinations that would likely be used by future residents in order to identify deficiencies and appropriate improvements along these routes against the healthy streets criteria. The routes are:

- Route 1 – From Site to Chrisp Street Market
- Route 2 – From Site to Canary Wharf
- Route 3 – From Site to Blackwall Yard Jetty
- Route 4 – From Site to Canning Town station
- Route 5 – From Site to Poplar Gas Works Development

7.459 Following the comments of TFL, the applicant further expanded on how the proposals interface between the shared public surface and the existing walking and cycle connections through the public realm. Overall, the ATZ assessment is acceptable, noting that there are no required financial or non-financial contributions required by TFL as a result of the assessment.

Deliveries & Servicing (including waste)

7.460 The submitted TA includes a Delivery and Servicing Strategy which outlines the indicative strategy for servicing and delivery. The residential, student and retail activity delivery and servicing will take place between the residential and student buildings with space to accommodate a minimum of two vehicles in this area of to the north of the student accommodation building without blocking the Blue Badge spaces. Waste collection will take place in the area to the north of the student block with facilities management transferring bins from the waste stores to presentation area on collection days. TFL consider the draft Delivery and Servicing plan to be broadly acceptable.

7.461 In terms of the proposed Waste Management Strategy, a standalone Operation Waste and Recycling Management strategy has been submitted and reviewed by LBTH Waste Officers who again consider the strategy broadly acceptable.

7.462 Overall, the servicing, deliveries and waste strategies for the proposal are considered to be acceptable in principle and are supported by the Highways Officer and the Waste Team. Full details and implementation of the strategies will be secured by condition.

Travel Plan

7.463 The application has been accompanied by an indicative Travel Plan forming Appendix F of the TA. The Travel Plan identifies that all residents of the development will be provided with a Travel Pack upon occupation which will contain details of the cycling, walking and public transport routes to key local facilities, plus current timetables for local bus and rail services. A key role of the Travel Pack will also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including the promotion of key services and facilities, promotion of membership to the London Cycling Campaign, promotion of web based working from home and the promotion of car share clubs and car clubs. Community notice boards providing travel and community information to residents will also be placed in prominent locations and will include maps of the immediate local area identifying locations of cycle parking, car club bays and public transport service access points.

7.464 The draft Travel Plan is considered acceptable in principle, it is recommended that a condition is imposed securing full details of the Travel Plan for each use via S106 Obligation.

Demolition and Construction Traffic

- 7.465 The Construction Environmental Management Plan secured via a planning condition will be required to consider the impact on pedestrians, cyclists and vehicles as well as fully considering the impact on other developments in close proximity.

Summary

- 7.466 In summary, subject to securing relevant conditions identified above, the proposal is supported in terms of transport matters and promotes sustainable modes of transport. No significant effects are reported in the traffic and transport chapter of the ES.
- 7.467 The proposal is not considered to have any material impact on pedestrian or vehicular safety or result in undue pressure on the local highway network in accordance with Policies S.TR1, D.TR2, D.TR3 and D.TR4 of the Local Plan (2020) and policies contained in the London Plan.

Environment

Environmental Impact Assessment

- 7.468 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) coordinated by AECOM.
- 7.469 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.
- 7.470 The Council issued an EIA Scoping Opinion (PA/21/01304) on 07/07/2021. The submitted Environmental Statement (ES) accords with this Opinion and assesses the environmental impacts of the development under the following topics,
- Air Quality;
 - Archaeology;
 - Climate Change;
 - Daylight, Sunlight, Overshadowing and Solar Glare;
 - Ground Conditions;
 - Heritage, Townscape and Visual Impact;
 - Health
 - Major accidents
 - Noise and Vibration;
 - Socio-economics;
 - Traffic and Transport;
 - Water Environment; and
 - Wind Microclimate
- 7.471 It should be noted that health and major accidents were scoped into the ES albeit these are considered within the relevant chapters rather than as a standalone assessment and that all ground condition effects are negligible following mitigation.
- 7.472 The ES has been reviewed in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the EIA Regulations).
- 7.473 The Council has 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 24th November 2021 identified clarifications and potential 'further information' required under Regulation 25. Clarifications were sought across a broad range of topics, with potential Regulation 25 'further information' identified within the following topics, ES Scope; Air Quality; Climate Change; Built Heritage.

- 7.474 In response to the IRR, the Applicant submitted on the 14th December 2021 an Interim Review Report Response. Subsequently a consultation under Regulation 25 of the EIA regulations commenced on 30th December 2021. A further response was submitted in relation to IRR 43 on the 6th January 2022 which was missing from the original response in error, it was not considered that this further submission constituted further information and therefore was not directly consulted on. On the 19th January 2022, Temple issued a Final Review Report (FRR) that took account of the Applicant's Interim Review Report Responses which identified that clarifications sought and Potential Regulation 25 requests remained unacceptable in relation to the description of the Scheme and Site Information and the topic of Built Heritage.
- 7.475 In response to the FRR, the Applicant submitted on the 11th February 2022 an ES Clarifications and Potential Regulation 25 Request Response, together with an updated Non-technical Summary and an amended ES Chapter 7 (Archaeology). Subsequently a consultation under Regulation 25 of the EIA regulations commenced on 17th February 2022. On the 3rd March 2022, Temple issued a FRR 002 that took account of the Applicant's Final Review Report Response, which confirmed all matters of clarification and potential Regulation 25 requests were resolved.
- 7.476 As a result of changes to the Proposed Development, an ES Addendum and updated Non-Technical Summary were submitted in August 2022. On the 19th August 2022, Temple issued a review of the submission which confirmed the submission was adequate
- 7.477 The Council's EIA Officer and the Council's Appointed EIA Consultants have confirmed that the submitted ES (including the subsequent ES submissions as set out above) meets the requirements of the EIA Regulations.
- 7.478 The 'environmental information' has been fully examined by the Council and has been taken into consideration by Officers to reach a reasoned conclusion of the significant effects of the proposed development, which forms the basis of the assessment presented in this report.
- 7.479 Appropriate mitigation/monitoring measures as proposed in the ES will be secured through planning conditions and/or planning obligations.

Health Impact Assessment

- 7.480 Policy D.SG3 of the Local Plan requires developments that are referable to the Mayor to be supported by a Health Impact Assessment (HIA). A detailed HIA, given the scale of the application is required and has been submitted and forms and Appendix to the Socio-Economic chapter of the ES.
- 7.481 The submitted HIA considers the potential health impacts (during the demolition and construction phase, and occupation following completion) arising from the development. The HIA is structured around the following key themes: delivering healthy layouts, promoting neighbourhood cohesion, enabling active living and creating the healthiest of environments.
- 7.482 In consideration of the above themes, the HIA concludes that the proposed development is likely to have an overall positive impact on health. The identified positive health impacts under each theme include but not limited to the following (it should be noted that some of these themes are also discussed elsewhere in this report under relevant sections):
- 7.483 *Delivering Healthy Layouts:* As set out previously, all homes will be designed to part M4(2) (wheelchair adaptable) of the Building Regulations, in excessive of 10% of the residential units

will be designed to part M4(3) (wheelchair user dwellings). Windows to residential units have been designed to maximise daylight, views and reduce heat gains and keep heat loss to a minimum. The layout has been designed to minimise negative environmental factors.

7.484 *Promoting Neighbourhood Cohesion:* The proposed development is expected to create a net gain of employment opportunities on site, nothing that work can make it easier to pursue a healthy lifestyle, with unemployment often related to a multitude of elevated health risks. The scheme also provides new public realm, amenity space and community space including new planting, water gardens, seating, lighting and play spaces which will be publicly accessible enabling residents from different groups to benefits from physical activity as well as supporting social cohesion.

7.485 *Enabling Active Living:* The scheme would provide access to child play space which would encourage physical activity among children. Open space and public realm improvements, including increasing permeability through the site via pedestrian routes improve the active opportunities for residents of the site. The development would encourage active travel through the provision of a policy compliant level of cycle parking.

7.486 *Creating the Healthiest Environment:* The HIA identifies that poor air quality (from factors such as dust and emissions from transport and construction processes) is associated with negative health outcomes (such as chronic lung disease, heart conditions and asthma). The demolition and construction phase of the development may result in some air quality impacts. These have been assessed in detail in the Air Quality chapter of the ES. The assessment finds that the demolition and construction phase of the development without mitigation could have a low risk to human health. However, a number of measures have been put into place to ensure that the development reduces any potential impacts and maximises air quality improvements were possible including sourcing materials locally where possible to minimise transport impacts and in turn emissions, adopting a Construction Environmental Management Plan along with other required Management Plans (Dust, Construction Logistics Plan and Site Waste Management Plan) to minimise environmental impacts of the construction works. Other measures towards creating a healthy environment identified in the HIA include biodiversity and ecological enhancements and urban greening, a sustainable energy strategy that seeks to reduce carbon dioxide emissions and the recycling of materials.

Energy

7.487 At the national level, the NPPF sets the direction of travel for the planning system to support the transition to a low carbon future in a changing climate. In this regard, the planning system should help to amongst other things, shape places in ways that contribute to radical reductions in greenhouse gas emissions and support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts.

7.488 At the strategic level, Chapter 9 of the London Plan requires development to contribute to mitigation and adaptation to climate change. Specifically, Policy SI2 requires development proposal to make the fullest contribution to minimising carbon dioxide emissions and directing that major developments should be net zero-carbon. This means reducing greenhouse gas emissions and minimising energy demand in accordance with the following hierarchy:

1. Be Lean: Use Less Energy
2. Be Clean: Supply Energy Efficiently
3. Be Green: Use Renewable Energy
4. Be Seen: Monitor and Report

7.489 At the local level, the national and strategic messages are similarly echoed in Policies S.ES1 and D.ES7 of the Local Plan. Policy D.ES7 specifically requires that for residential

developments, zero carbon should be achieved through a minimum of 45% reduction in regulated carbon dioxide emissions on-site and the remaining regulated carbon dioxide emissions to 100% are to be off-set through a cash in lieu contribution

- 7.490 The application has been accompanied by an Energy Strategy prepared by Hoare Lea which demonstrates that the development is anticipated to achieve a site-wide reduction in carbon dioxide emissions of 57.4% for the detailed component and 73.7% for the outline component.
- 7.491 The detailed component of the proposal has a baseline of 836 tonnes of regulated CO₂, with 483 tonnes of regulated CO₂ savings on-site with remaining 354 tonnes to be off-set through a carbon offsetting contribution of £1,009,676. In terms of the outline component, the proposals have a baseline of 3,529, with 2,558 tonnes of regulated CO₂ savings on-site with the remaining 941 tonnes offset by a payment of £2,680,954. A carbon off-setting payment of £3,690,630 will be secured by S106 obligation to achieve net zero carbon for the development and deliver a policy compliant scheme.

Overheating

- 7.492 In terms of overheating, the Energy Strategy confirms that a range of overheating studies have been undertaken to the detailed application buildings (residential BTR and student accommodation) in line with guidance contained in industry documents CIBSE (The Chartered Institution of Building Services Engineers) TM52 and TM59 as required by Policy SI4 of the London Plan.
- 7.493 This study confirms that through passive measures, both buildings are complying with TM59 criteria. Comfort cooling is proposed to the residential BTR building and MVHR with tempered air is proposed to the student accommodation building. The cooling demand has been minimised as much as possible, in line with the cooling hierarch outlined in the Policy SI4 of the London Plan.

BREEAM

- 7.494 Policy D.ES7 of the Local Plan also requires all new non-residential development over 500sqm floorspace to meet or exceed BREEAM 'excellent' rating.
- 7.495 The submitted BREEAM Pre-Assessment Report indicates that the residential buildings will achieve a BREEAM rating of 'Excellent' and the Data Centre will achieve a BREEAM rating of 'Excellent'. This is considered acceptable.

Circular Economy

- 7.496 The application has been accompanied with a detailed Circular Economy Statement that sets out key circular economy commitments for the proposed development which include but not limited to as summarised below:
- 7.497 *Minimising the quantities of materials used:* It is anticipated that materials arising from the demolition, can be re-used on site to fill voids below other new buildings where necessary, or if materials such as second-hand bricks are in good condition following the demolition, they may be reused within the landscape proposal and in filling the canals. The design of the proposed development will consider opportunities to reduce material demand and conserve resources.
- 7.498 *Minimising the quantities of other resources used (energy, water, land):* Building footprint areas are minimised to provide an extensive new high-quality public realm and enhanced landscaped area for use by both the development's residents and the public. The use of standard size components will be considered throughout the design in order to eliminate waste at source. Just-in-time delivery will also be considered where practical throughout the scheme, ensuring the materials and goods required for the development are provided when requested.

- 7.499 *Specifying and sourcing materials responsibly and sustainably:* A sustainable procurement plan will be developed for the scheme which sets out a clear framework for the responsible sourcing of materials to guide procurement throughout a project and by all involved in the specification and procurement of construction materials. This will ensure that materials are sourced responsibly and sustainably.
- 7.500 *Design for longevity, adaptability or flexibility and reusability or recoverability:* The building structure, façade, communal internal spaces and landscape will be designed with robust materials for longevity and easy maintenance. Key consideration will be made throughout the development, ensuring spaces are capable of providing multiple or alternative building uses where practical, can facilitate the replacement of major plant and ensure ease of access to local services.
- 7.501 *Designing out construction, demolition, excavation, industrial and municipal waste:* Demolition of existing buildings and hard landscaping is proposed which gives the opportunity for reusing existing materials on site. Throughout the design and construction phases of the Proposed Development, emphasis will be made on preassembly and pre-fabrication of elements wherever practicable to minimise on-site waste generation and packaging waste.

Likely Significant Climate Change Effects

- 7.502 A greenhouse gas emissions assessment has been undertaken as part of the ES to assess the potential greenhouse gas emissions from the construction and operation of the proposed development. The ES concludes a moderate adverse (significant) effect on carbon emissions in terms of construction works, embodied carbon, and from building emissions.
- 7.503 A number of proposed mitigation measures are identified to reduce and avoid greenhouse gas emissions during construction which include the implementation of a Construction Environmental Management Plan which shall include measures to reuse material on site where possible, minimising waste to landfill and good practice measures to minimise energy use from construction activities.
- 7.504 The design of the proposed development has also incorporated a number of measures to minimise the creation of greenhouse gases, including the type of materials proposed, construction site management, low carbon technologies and the provision of bicycle storage facilities. Further measures such as Electric Vehicle Charging Points, Travel Plan, the proposed Energy Strategy, carbon offsetting and BREEAM 'Very Good' standard would all contribute to mitigating against greenhouse gas emissions during the operational stage of the development.

Summary

- 7.505 It is considered that the proposals are in accordance with adopted policies for sustainability and CO2 emission reductions and it is recommended they are secured through appropriate conditions to deliver:
- Submission of a Zero Carbon Futureproofing Statement.
 - Submission of post construction energy assessment including 'as-built' calculations to demonstrate the reductions in CO2 emissions have been delivered on-site.
 - Implementation of the submitted Energy Strategy, including a minimum of 57.4% for the detailed component and 73.7% for the outline component carbon reduction compared to the baseline.
 - BREEAM rating of 'Excellent' for the non-residential units.
 - Further assessment of Waste Water Heat Reuse for the Student Residential Building and Swimming Pool

- Further assessment of opportunities for heat export to District Heating Network.
- A carbon off-setting contribution of deliver a policy compliant net zero carbon development and this would be secured via the S106 agreement.

Air Quality

- 7.506 Policy S11 of the London Plan requires amongst other things that development proposals must be at least Air Quality Neutral. At the local level, Policy D.ES2 of the Local Plan requires development to meet or exceed the 'air quality neutral' standard.
- 7.507 The Air Quality Assessment forms a chapter in the Environmental Statement and has considered the potential of both the construction phase and operational phase of the development, to result in air quality impacts. The site is within the borough-wide Air Quality Management Area (AQMA) (NO₂ objective and 24-hour mean PM₁₀ objective).
- 7.508 The assessment finds that during the demolition and construction phase of the development, the effects of dust emissions would be adverse, however with the application of recommended dust mitigation measures, the effects will be Not Significant. Similarly, emissions from construction traffic would be Negligible and Not Significant. Construction Logistics Management and Construction Environmental Management Plans will manage vehicle and delivery movements to and from the site to minimise construction traffic where possible and potential air quality impacts arising from dust during construction works.
- 7.509 The ES finds that the air quality effects without mitigation once the development is completed and operational are judged to be Not Significant. It is noted that whilst there is likely to be effects to surrounding receptors, namely Woolmore School and the proposed Blackwall Yard as a result of testing of backup diesel generators for the Data Centre building, the degree of the effect is considered to be negligible. Emissions from data centre generator testing will be managed by the operator.
- 7.510 In relation to the occupiers of the proposed development, pollutant concentrations at worst-case locations within the proposed development will all be below the air quality objectives, thus future residents will experience acceptable air quality. Similarly, within the proposed play space, pollutant concentrations will be below air quality objectives. Notwithstanding this, the applicant proposes mechanical ventilation with the inclusion of NO_x and Particulate filtration as the main form of ventilation with both active cooling and passive cooling in the form of opening panels when external air quality allows.
- 7.511 In terms of Air Quality Neutral, the Proposed Development design incorporates Air Source Heat Pumps (ASHP) to provide heat and hot water to the student accommodation and the residential building, therefore there will be no emissions from these buildings. The Data Centre requires a back-up source of power in the form of 18 diesel fuelled generators of 3.3 MW. The total building related emissions for the Proposed Development are predicted to be 992 kg/annum, which is below the Buildings Emissions Benchmark. There is expected to be a net reduction in traffic associated with the Proposed Development when compared to existing uses, therefore it is expected to be air quality neutral.
- 7.512 The ES has been reviewed by Temple and the Council's Air Quality Team. Temple have sought a number of clarifications through the assessment process which have all now been addressed. The Council's Air Quality Team concur with the findings of the ES. No objections have been raised subject to conditions relating to mechanical ventilation for the residential units, extraction and filtration systems for the commercial units and details of construction plants and machinery.

Wind/Microclimate

- 7.513 Policies D3, D8 and D9 of the London Plan requires developments, particularly those with tall buildings, to be considerate of microclimate impacts associated with their scale and mass. Similarly, Local Plan Policies S.DH1 and D.DH6 seeks to ensure that new developments do not adversely impact on the microclimate and amenity of the application site and the surrounding area.
- 7.514 Chapter 16 of the Environmental Statement reports the findings of the wind and microclimate study. The assessment has been based on wind tunnel testing in order to conduct a quantitative assessment of the expected suitability of wind conditions based on the industry standard Lawson criteria for pedestrian comfort and safety.
- 7.515 The assessment has considered various configurations of the proposed development, in the event that the detailed component of the consent came forward and was occupied, whilst site clearance had been carried out for the outline proportion.

Pedestrian Safety

- 7.516 In terms of pedestrian safety, the relevant criteria are generally met. The exceptions are as follows:

Configuration 3: Proposed Development (Detailed with Outline Site cleared) with Existing Surrounding Buildings and Proposed Landscaping (Without Wind Mitigation Measures) – The southeast corner of detailed plot 02 (location 108). With the Detailed Proposed Development built out in the existing context and the outline areas of the site cleared, there would be a single location (measurement location 108) at the south-east corner of Detailed Plot 02 with strong winds exceeding 15m/s for more than 1.9 hours per year (Figure 16-18). This location would require mitigation measures to ensure a safe pedestrian wind environment.

Configuration 4: Proposed Development (Detailed and Outline) with Existing Surrounding Buildings and Proposed Landscaping (Without Wind Mitigation Measures) – northwest corner of detailed plot 1 (locations 59 and 61). With the Detailed and Outline Proposed Development built out in the existing context, there would be two locations (measurement locations 59 and 61) at the north-west corner of Detailed Plot 01 with strong winds exceeding 15m/s for more than 1.9 hours per year (Figure 16-24). Both of these locations would require mitigation measures to ensure a safe pedestrian wind environment.

- 7.517 All other locations within and around the Proposed Development would not have strong winds exceeding 15m/s for more than 1.9 hours per year and would not require mitigation measures.

Pedestrian Comfort

- 7.518 In terms of pedestrian comfort, the wind conditions in and around the proposed development generally satisfy the comfort criteria. The exceptions are:

Configuration 4 – ground level amenity (dedicated seating) and ground level amenity (mixed use) in the 'Birds and the Bee's amenity space. These areas would experience a minor adverse (significant) effect and would require mitigation measures.

- 7.519 However it should be noted that the wind conditions are expected to change as the outline plots progress to reserved matters stage. As such potential mitigation measures for this space will be required to form part of the reserved matters applications. Wind conditions will be required to be re-assessed at the reserved matters stage, with suitable mitigation measures developed if required. The measures will need to be verified via further testing.

7.520 The ES identifies a number of wind mitigation measures these are:

- Changing the balustrades at the level 9 terraces of Detailed Plots 01 and 02 from solid to 50% porous.
- The addition of the proposed landscaping scheme to the level 9 terraces of Detailed Plots 01 and 02. The implementation of 1.5m tall 'mounds' below the rows of trees in the Bees and Birds amenity space as per the proposed landscaping scheme.
- The addition of 1m tall dense hedging/shrubs on top of the 1.5m tall 'mounds' underneath the three north eastern most rows of trees in the Bees and Birds amenity space. Changing the three northern most trees in the Bees and Birds amenity space from deciduous species to evergreen.
- The addition of 1.5m tall dense hedging/shrubs at the sides and rear of the bench to the northeast of Detailed Plot 01.
- The addition 1.5m tall dense hedging/shrubs in the water garden area, surrounding the dedicated seating, to the north of Detailed Plot 02.
- The addition of a 3m tall solid wall to the north of the water garden, along the southern façade of the Outline Plot 03 Data Centre building. The addition of 1.5m tall dense hedging/shrubs along the western façade of Detailed Plot 02.
- The removal of nine deciduous trees, running along the southern side of the water garden to the north of Detailed Plot 02, from the proposed landscaping scheme.
- The addition of a 3m tall, 50% porous security fence at the northern side of the Outline Plot 03 Data Centre building.
- The addition of a 5m tall deciduous tree at the northern end of the row of existing trees to the west of the Import building.
- The addition of a 1.8m tall, 50% porous screen along the western side of the entrance/exit ramp to the car park underneath the Import building.

7.521 With the above mitigation measures in place, the majority of locations within and around the site would be suitable with the significance of impact being negligible (not significant), however there would remain three areas that experience a minor adverse (significant) effect. The three areas are within the Outline component and as such a condition is recommended to require reassessment and further mitigation measures if required at reserved matters stage once the detailed design has been developed.

Flood Risk & Drainage

7.522 Policies SI12 and SI13 of the London Plan seek to ensure that flood risk is minimised and mitigated, should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the drainage hierarchy set out within the London Plan. The policy aspirations are also reiterated at the local level in Policies D.ES4 and D.ES5 which seek to reduce the risk of flooding.

7.523 An assessment of Water Resources and Flood Risk has been undertaken as part of the ES (Chapter 15) and includes a Flood Risk Assessment (FRA) prepared by AECOM.

7.524 The site is located in Flood Zone 3a 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.

- 7.525 The Outline Drainage Strategy submitted with the application has been designed in line with the most recent EA Climate Change Guidance to consider and manage the impact of a 1:100 year plus climate change rainfall event and is presented within this report. The surface water drainage strategy considers surface water runoff management: the solutions proposed ensure that for the 100 year plus 40% climate change allowance event, surface water will be accommodated within the Site and therefore prevent potential exceedance flows off-site.
- 7.526 The Outline Drainage Strategy incorporates sustainable drainage systems (SuDS) features such as green and blue roofs at roof level and above basements, lined permeable paving on parking spaces, and rain gardens where space permits, in combination with below ground attenuation storage. These would be secured by condition.
7. 527 Subject to conditions the proposal would be acceptable with regards to flooding, surface water run-off and drainage.

Land Contamination

- 7.528 The application has been reviewed by the Council's Environmental Health Land Contamination Officer and subject to standard conditions, the proposals would be acceptable. Any contamination that is identified can be addressed within the condition approval process and will ensure that the site is made safe prior to any construction or demolition works taking place.

Infrastructure Impact

- 7.529 It is estimated that the proposed development would be liable for Tower Hamlets Community Infrastructure Levy (CIL) payments of approximately £8,457,750 and Mayor of London CIL of approximately £3,716,820.
- 7.530 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.
- 7.531 The applicant has agreed to meet all of the financial contributions that are sought by the Council's Planning Obligations SPD, as follows:
- a. £321,731 towards construction phase employment skills training
 - b. £125,664 towards end-user phase employment skills training
 - c. £3,690,630 toward carbon emission off-setting
 - d. £78,010 towards Development Co-ordination

Human Rights & Equalities

- 7.532 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.
- 7.533 The proposed new residential accommodation meets inclusive design standards and a minimum of 10% (15 dwellings) of the new homes will be wheelchair accessible with 11 dwellings allocated to the Affordable Rented tenure. 5% of the student accommodation will be accessible. The proposal will also provide 17 blue badge spaces which will be allocated based according to need. The development will also secure cycle parking in accordance with the London Design Cycling Standards to enable cycle parking for different user groups i.e., wider cycle parking spaces to accommodate non-standard sized cycles.

7.534 The application has undergone the appropriate level of consultation with the public and Council consultees. The Applicant has also carried out engagement with nearby residents and occupiers prior to the submission of the planning application.

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

8. RECOMMENDATION

8.1 That **conditional Listed Building consent is GRANTED.**

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

8.3 Financial obligations

- a. £321,731 towards construction phase employment skills training
- b. £125,664 towards end-user phase employment skills training
- c. £3,690,630 toward carbon emission off-setting
- d. £78,010 towards Development Co-ordination
- e. £76,160.35 monitoring fee

8.4 Non-financial obligations:

- a. Affordable housing (C3 Residential 37.7% by habitable room, Sui Generis Student 35%)
 - 17 units (58 habitable rooms) at London Affordable Rent
 - 16 units (53 habitable rooms) at Tower Hamlets Living Rent
 - 17 units (57 habitable rooms) as Discount Market Rent
 - Early Stage Review
 - Details and implementation of London Affordable Rent/Tower Hamlets Living Rent 'wheelchair accessible' dwellings (to M4 (3)(2)(b) standard)
- b. Access to employment
 - 20% local procurement
 - 20% local labour in construction
 - 18 construction phase apprenticeships
 - 2 end-user phase apprenticeships
- c. Transport matters:
 - Car Free development (residential)
 - Blue Badge parking
 - Approval and implementation of Car Park Management Plan (including spaces at grade and within the basement annex)
 - Residential, Student Residential and Workspace Travel Plans
 - EV Charging 20% Active and 20% Passive provision
- d. Compliance with Considerate Constructors Scheme
- e. Design Certification
- f. Green Grid Signage and Wayfinding
- g. Affordable workspace

h. Student Nominations Agreement

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

8.7 Planning Conditions

The conditions apply to each plot of the proposed development, insofar as they are relevant to that plot.

Compliance

1. 3 years deadline for commencement of development.
2. Submission of Reserved Matters (prior to commencement of each of the Outline phases of the development): Scale, Access, Layout, Appearance and Landscaping.
3. Development in accordance with approved plans.
4. Development in accordance with Environmental Statement Mitigation Measures.
5. Restriction of PD rights of Studios building to Class E(g) and F2
6. Restrictions on demolition and construction activities:
 - a. All works in accordance with Tower Hamlets Code of Construction Practice;
 - b. Standard hours of construction and demolition;
 - c. Air quality standards for construction machinery;
 - d. Ground-borne vibration limits; and
 - e. Noise pollution limits.
7. Thames Water – no works within 5m of strategic water mains.
8. Inclusive Access Standards
9. Noise from plant (restriction on noise levels)
10. Minimum Employment floorspace provision of 32,113 sqm
11. No Plant on Roof
12. No Pipes on Building Face

Pre-commencement

13. Phasing Plan
14. CIL Phasing Plan
 - Outline Phases only*
 13. Updated daylight/sunlight report to accompany reserved matters
 14. Updated wind assessment and mitigation measures where appropriate
- All phases*
15. Code of Construction Practice
16. Construction Waste Management Plan
17. Construction and Demolition Plan
18. Construction Environmental Management Plan and Construction Logistics Plan (including construction methodology re. cranes in consultation with London City Airport)
19. Details of Construction Plant and Machinery

20. Land Contamination Remediation Scheme, including post completion verification.
21. Written Scheme of Investigation (WSI) (Archaeology).
22. Piling Method Statement
23. Air Quality (Submission of a Dust Management Construction Plan)
24. Air Quality (Details of all plant and machinery to be submitted and all NRMM and plant to be registered).
25. Air Quality – Details of mechanical ventilation
26. Scheme of window insulation and ventilation
27. Updated Energy Strategy

Prior to above ground works for each plot

28. Details of external facing materials and architectural detailing.
29. Details of hard and soft landscaping of all public realm, open spaces, communal amenity space and child play space, including play equipment, street furniture, wind mitigation measures and lighting.
30. Inclusive Communal Amenity and Play Space Plan
31. Details of Shop Frontages
32. Fire Strategy
33. Details of internal and external plant equipment
34. Water Efficiency (Part G calculation)
35. Biodiversity Mitigation and Enhancements (biodiverse roof, nectar rich planting, bat boxes, insect boxes, nest boxes, fish refuge)
36. SUDS (Submission of SUDs Scheme)
37. Secure by Design Standards (Details of measures to be incorporated)
38. Cycle Parking (details of cycle parking provision for both residential and non-residential)
39. Fish rescue strategy
40. Noise insulation verification report for residential units

Prior to Occupation

41. Car parking management plan
42. Delivering, Servicing and Waste Management Plan
43. Energy and Efficiency and Circular Economy Verification

Conditions (Listed Building Consent)

1. 3 year time limit for implementation
2. Works in accordance with approved plans
3. Submission of details of materials

8.8 Informatives

1. Permission subject to legal agreement.
2. Development is CIL liable.
3. Thames Water – Groundwater Risk Management Permit
4. Updated reports for Reserved Matters.

APPENDIX 1

LIST OF APPLICATION PLANS AND DRAWINGS FOR APPROVAL

Existing Drawings

Application Drawing No:	Revision No:	Description
10373-SHP-Z0-A-B5D9-G100-XS-CC-001	P01	Existing Typical Site Section C-C
10373-SHP-Z0-A-B5D9-G100-XS-BB-001	P01	Existing Typical Site Section B-B
10373-SHP-Z0-A-B5D9-G100-XS-AA-001	P01	Existing Typical Site Section A-A
10373-SHP-Z0-A-B5D9-G100-XS-XX-001	P01	Existing Site Location Plan
10373-SHP-Z0-A-B5D9-G100-XS-RF-001	P01	Existing Site Roof Plan
10373-SHP-Z0-A-B5D9-G100-XS-B1-001	P01	Existing Basement Site Plan
10373-SHP-Z0-A-B5D9-G100-XS-00-001	P01	Existing Ground Site Floor Plan
10373-SHP-Z0-A-B5D9-G100-XS-EW-001	P01	Existing Typical Site West Elevation
10373-SHP-Z0-A-B5D9-G100-XS-ES-001	P01	Existing Typical Site East Elevation
10373-SHP-Z0-A-B5D9-G100-XS-EN-001	P01	Existing Typical Site North Elevation
10373-SHP-Z0-A-B5D9-G100-XS-EE-001	P01	Existing Typical Site East Elevation
201	P01	Existing Dock Wall Elevation 01
217	P01	Existing Dock Wall Elevation 02

Site Wide Plans

Application Drawing No:	Revision No:	Description
10373-SHP-Z0-A-B5D9-G100-PL-XX-001	P01	Proposed Site Planning Boundaries
10373-SHP-Z0-A-B5D9-G100-PL-XX-002	P01	Proposed Site Phasing Plan
10373-SHP-Z0-A-B5D9-G100-PL-XX-003	P01	Proposed Site Development Plots Plan
10373-SHP-Z0-A-B5D9-JC20-XP-00-001	P01	Proposed Demolition Plan
100	P02	Proposed Landscape Masterplan
104	P02	Proposed Lighting Plan
106	P02	Proposed Tree Layout Plan
108	P02	Urban Greening Factor

Outline Parameter Plans

Application Drawing No:	Revision No:	Description
308	June 2021	Studio Outline Phase - Parameter Plan Vertical Extent
310	June 2021	Studios Outline Phase - Parameter Plan Horizontal Extent
0467 P-210	PL01	Data Centre Horizontal Extent
0467 P-215	PL01	Data Centre Vertical Extent

Outline Scheme – Illustrative Drawings

Application Drawing No:	Revision:	Description
300	June 2021	Studios Outline Phase - Illustrative Scheme Lower Levels
301	June 2021	Studios Outline Phase - Illustrative Scheme Upper Levels
302	June 2021	Studios Outline Phase - Illustrative Scheme Section C-C
303	June 2021	Studios Outline Phase - Illustrative Scheme Section B-B
305	June 2021	Studios Outline Phase - Illustrative Scheme External Elevations
0467 P-120	PL01	Plot 03 – Data Centre – Illustrative Scheme Ground Level Floor Plan

0467 P-140	PL01	Plot 03 – Data Centre – Illustrative Scheme Data Hall Level Floor Plan
0467 P-170	PL01	Plot 03 – Data Centre – Illustrative Scheme Roof Level Plan
0467 P-190	PL01	Plot 03 – Data Centre – Illustrative Scheme Cross Section B
0467 P-200	PL01	Plot 03 – Data Centre – Illustrative Scheme Site Layout

Detailed Phase Drawings

Application Drawing No:	Revision No:	Description
10373-SHP-Z0-A-B5D9-G100-PL-00-001	P02	Proposed Ground Floor Site Plan
10373-SHP-Z0-A-B5D9-G100-PL-02-001	P02	Proposed Typical Lower Site Plan (L02)
10373-SHP-Z0-A-B5D9-G100-PL-09-001	P02	Proposed Typical Mid Site Plan (L09)
10373-SHP-Z0-A-B5D9-G100-PL-25-001	P02	Proposed Typical Upper Site Plan (L25)
10373-SHP-Z0-A-B5D9-G100-PL-B1-001	P02	Proposed Basement Site Plan
10373-SHP-Z0-A-B5D9-G100-PL-RF-001	P02	Proposed Typical Site Roof Plan
10373-SHP-Z0-A-B5D9-G100-SE-AA-001	P02	Proposed Typical Site Section A-A
10373-SHP-Z0-A-B5D9-G100-SE-BB-001	P02	Proposed Typical Site Section B-B
10373-SHP-Z0-A-B5D9-G100-SE-CC-001	P01	Proposed Typical Site Section C-C
10373-SHP-Z0-A-B5D9-G100-EL-EE-001	P02	Proposed East Elevation
10373-SHP-Z0-A-B5D9-G100-EL-EN-001	P02	Proposed North Elevation
10373-SHP-Z0-A-B5D9-G100-EL-ES-001	P02	Proposed South Elevation
10373-SHP-Z0-A-B5D9-G100-EL-EW-001	P02	Proposed West Elevation
10373-SHP-Z1-A-B5D9-F200-PL-TY-001	P02	Proposed Typical Lower M4(3) Units – C3
10373-SHP-Z1-A-B5D9-F200-PL-TY-002	P02	Proposed Typical Upper M4(3) Units – C3
10373-SHP-Z0-A-B5D9-G200-EL-EW-001	P02	BTR Proposed West Elevation
10373-SHP-Z1-A-B5D9-G200-PL-00-001	P02	BTR Proposed Ground Floor Plan
10373-SHP-Z1-A-B5D9-G200-PL-01-001	P02	BTR Proposed Level 1 Plan
10373-SHP-Z1-A-B5D9-G200-PL-09-001	P02	BTR Proposed Level 9 Plan
10373-SHP-Z1-A-B5D9-G200-PL-B1-001	P02	BTR Proposed Basement Plan
10373-SHP-Z1-A-B5D9-G200-PL-RF-001	P02	BTR Proposed Roof Plan
10373-SHP-Z1-A-B5D9-G200-PL-TY-001	P02	BTR Typical Plan Level 02-06
10373-SHP-Z1-A-B5D9-G200-PL-TY-002	P02	BTR Typical Plan Level 07-08
10373-SHP-Z1-A-B5D9-G200-PL-TY-003	P02	BTR Typical Plan Level 10-20
10373-SHP-Z1-A-B5D9-G200-PL-TY-004	P02	BTR Typical Plan Level 21-25
10373-SHP-Z1-A-B5D9-G200-PL-TY-005	P01	BTR Typical Plan Level 26-29
10373-SHP-Z1-A-B5D9-G200-SE-DD-001	P02	BTR Proposed Section D-D
10373-SHP-Z1-A-B5D9-G251-DE-TY-001	P02	Details – External Walls Ground Floor (Market/Intermediate)
10373-SHP-Z1-A-B5D9-G251-DE-TY-002	P02	Details – External Walls Ground Floor (Social)
10373-SHP-Z1-A-B5D9-G251-DE-TY-003	P01	Details – External Walls Typical Façade Bay Levels 02-08
10373-SHP-Z1-A-B5D9-G251-DE-TY-004	P01	Details – External Walls Typical Façade Bay Levels 02-08
10373-SHP-Z1-A-B5D9-G251-DE-TY-005	P01	Details – External Walls Typical Façade Bay Level 9 Amenity
10373-SHP-Z1-A-B5D9-G251-DE-TY-006	P01	Details – External Walls Typical Winter Garden Façade Bay Levels 10-29
10373-SHP-Z1-A-B5D9-G251-DE-TY-007	P01	Details – External Walls Typical Winter Garden Façade Bay Levels 10-29
10373-SHP-Z2-A-B5D9-G200-EL-EE-001	P01	Student – Proposed East Elevation
10373-SHP-Z2-A-B5D9-G200-PL-00-001	P01	Student – Proposed Ground Floor Plan

10373-SHP-Z2-A-B5D9-G200-PL-01-001	P01	Student – Proposed Level 1 Plan
10373-SHP-Z2-A-B5D9-G200-PL-09-001	P01	Student – Proposed Level 9 Plan
10373-SHP-Z2-A-B5D9-G200-PL-B1-001	P01	Student – Proposed Basement Plan
10373-SHP-Z2-A-B5D9-G200-PL-RF-001	P01	Student – Proposed Roof Plan
10373-SHP-Z2-A-B5D9-G200-PL-TY-001	P01	Student – Proposed Standard Units Floor Plan 1
10373-SHP-Z2-A-B5D9-G200-PL-TY-002	P01	Student – Proposed Standard Units Floor Plan 2
10373-SHP-Z2-A-B5D9-G200-PL-TY-003	P01	Student – Proposed Standard Units Floor Plan 3
10373-SHP-Z2-A-B5D9-G200-PL-TY-004	P01	Student – Proposed Standard Units Floor Plan 4
10373-SHP-Z2-A-B5D9-G200-PL-TY-005	P01	Student – Proposed Studio Units Floor Plan 5
10373-SHP-Z2-A-B5D9-G200-PL-TY-006	P01	Student – Proposed Studio Units Floor Plan 6
10373-SHP-Z2-A-B5D9-G200-SE-EE-001	P01	Student – Proposed Section E-E
10373-SHP-Z2-A-B5D9-G251-DE-TY-001	P01	Student – Typical Details External Walls Ground Floor Entrance
10373-SHP-Z2-A-B5D9-G251-DE-TY-002	P01	Student – Typical Details External Walls Cycle Store and Commercial Unit Entrance
10373-SHP-Z2-A-B5D9-G251-DE-TY-003	P01	Student – Typical Details External Walls Typical Façade Bay Level 02-08
10373-SHP-Z2-A-B5D9-G251-DE-TY-004	P01	Student – Typical Details External Walls Typical Façade Bay Level 02-08
10373-SHP-Z2-A-B5D9-G251-DE-TY-005	P01	Student – Typical Details External Walls Typical Façade Bay Level 09 Amenity
10373-SHP-Z2-A-B5D9-G251-DE-TY-006	P01	Student – Typical Details External Walls Typical Façade Bay Level 10-29
10373-SHP-Z2-A-B5D9-G251-DE-TY-007	P01	Student – Typical Details External Walls Typical Façade Bay Level 10-29
101	P02	Proposed Landscaping Plan – Detailed Component
107	P02	Proposed Playscape Plan
202	P01	Proposed Water Garden Section
203	P01	Proposed Pavilion Seating Section
210	/	Tunnel Garden – Water Garden
210	/	Proposed Walled Garden Section
211	/	Proposed Water Garden View
213	/	Proposed Wind Mitigation Scheme
214	/	Proposed Tunnel Garden Section
215	/	Proposed Dock Wall Elevation 01
216	/	Existing & Proposed Embankment Steps
218	P01	Proposed Dock Wall Elevation 02
219	P01	Proposed Screen Infills

Other application documents

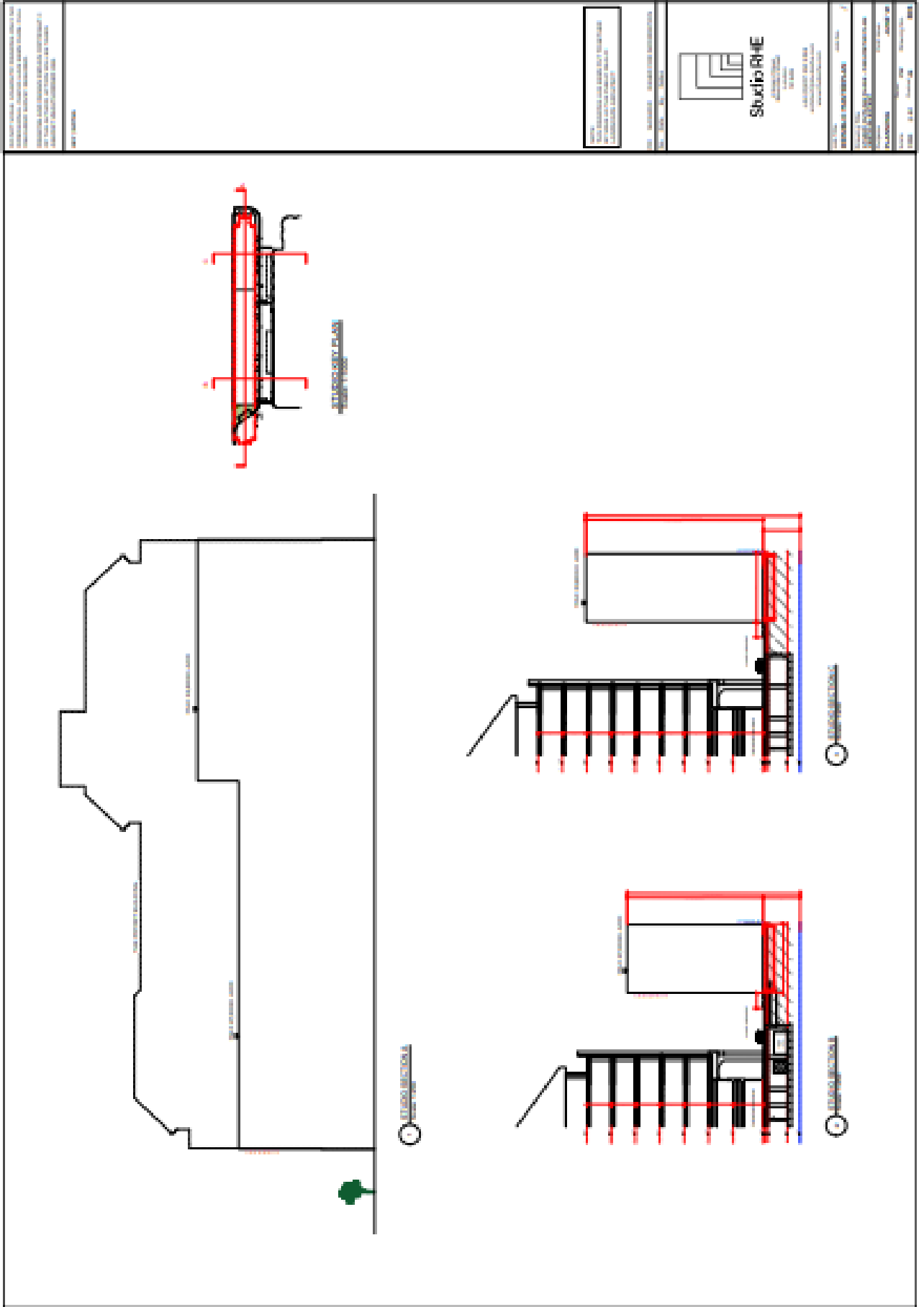
DOCUMENT TITLE	PREPARED BY
Arboricultural Addendum Note AIA/MF/0119/21/AAN01	Marcus Foster

Daylight & Sunlight Response to Clarifications 14/02/2022 17547	GIA
Energy & Sustainability Statement of Conformity 26/06/2022	Hoare Lea
Fire Statement Form	Karl Wallasch
ES Final Review Report 001	Temple
ES Final Review Report 002	Temple
ES Interim Review Report	Temple
Planning Addendum Letter 01/08/22	Savills
Response to Comments Letter 17/02/22	Savills
Transport Statement of Conformity 60659704	AECOM
Daylight & Sunlight Internal Assessment 29/09/21	GIA
Daylight & Sunlight Internal Assessment 01/08/22	GIA
Planning & Affordable Housing Statement September 2021	Savills
Design and Access Statement	SimpsonHaugh
Heritage Statement September 2021	Montagu Evans
Heritage Statement Addendum 08/2/22	Montagu Evans
Environmental Statement Addendum August 2022	AECOM
Circular Economy Statement Revision D 28/09/21	Hoare Lea
Independent Review of Daylight/Sunlight Assessment 31/01/2022	Delva Patman Redler
Demand Study: Purpose Built Student Accommodation	Knight Frank
Development Specification September 2021	Savills
Energy Strategy Revision D 27/09/21	Hoare Lea
Estate Management Plan September 2021	Republic (EID LLP)
Fire Strategy Report 11/07/22	Trigon
Foul Sewerage & Utilities Statement Revision 2 27/01/22	Hoare Lea
Landscape Statement September 2021	Studio RHE
Landscape Addendum July 2022	Studio RHE
Operational Waste and Recycling Management Strategy 10/09/21	AECOM
Outline Construction and Resource Management Plan September 2021	AECOM
Transport Assessment September 2021	AECOM
Framework Travel Plan September 2021	AECOM
Data Centre Outline Phase Design Code September 2021	Nicholas Webb Architects
Statement of Community Involvement 09/21	Kanda
Studios Outline Phase Design Code Rev C 28/09/21	Studio RHE
Sustainability Statement Rev D 28/09/21	Hoare Lea

ENVIRONMENTAL STATEMENT DOCUMENTS

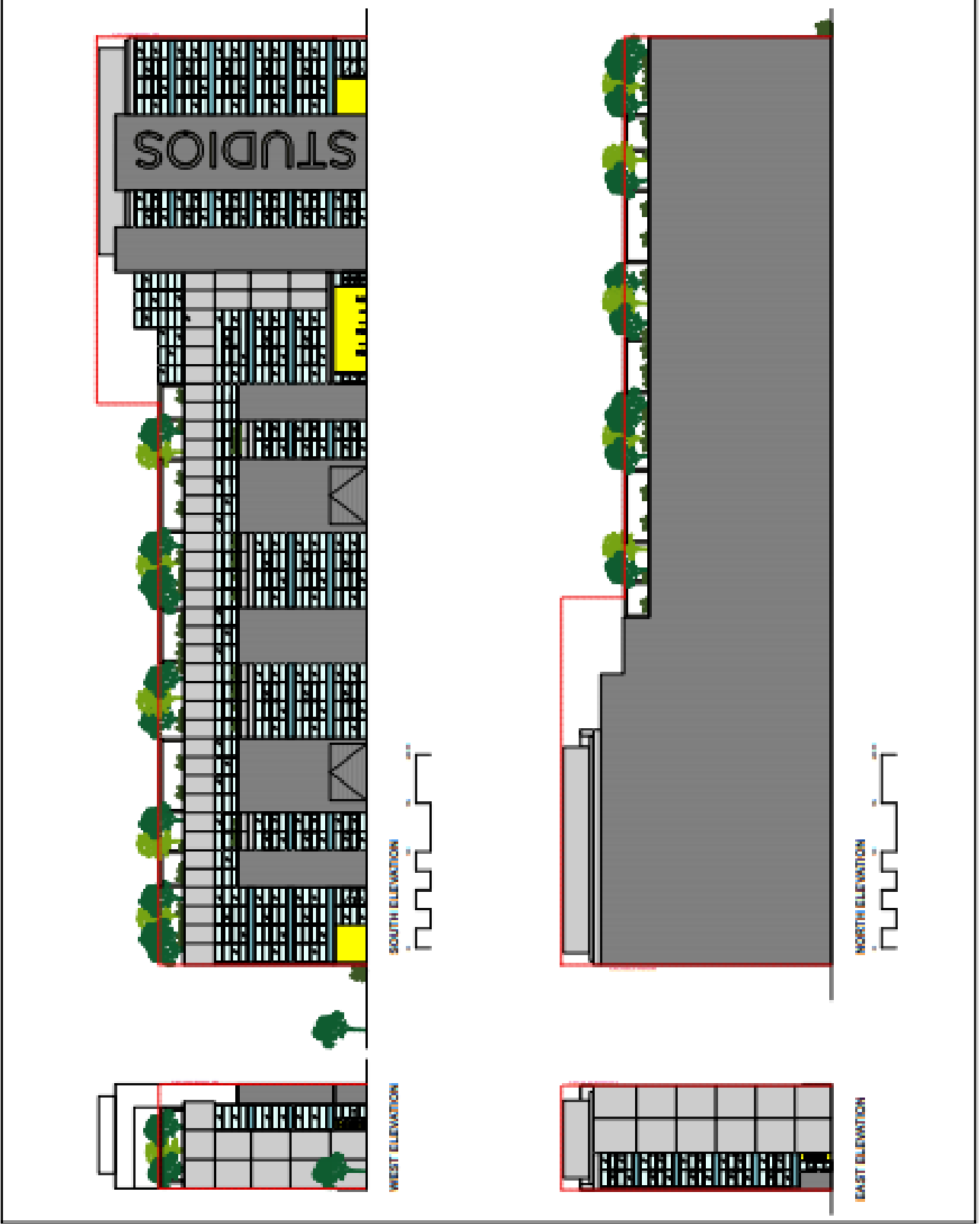
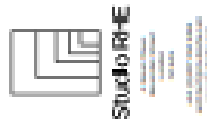
VOLUME/REPORT	DOCUMENT	PREPARED BY
	Non-Technical Summary (NTS)	AECOM
VOLUME I	Chapter 1: Introduction	
	Chapter 2: EIA Methodology	
	Chapter 3: Existing Site and Surroundings	
	Chapter 4: Alternatives and Design Evolution	
	Chapter 5: The Proposed Development	
	Chapter 6: Demolition and Construction	
	Chapter 7: Archaeology	
	Chapter 8: Air Quality	
	Chapter 9: Climate Change	
	Chapter 10: Daylight, Sunlight and Overshadowing	
	Chapter 11: Ground Conditions	
	Chapter 12: Socio-economics	
	Chapter 13: Noise and Vibration	
	Chapter 14: Traffic and Transport	
	Chapter 15: Water Resources and Flood Risk	
	Chapter 16: Wind Microclimate	
	Chapter 17: Effect Interactions	
	Chapter 18: Summary of Mitigation	
	Chapter 19: Residual Effects and Conclusions	
VOLUME II	Heritage, Townscape and Visual Impact Assessment	
VOLUME III	EIA Technical Appendices	
	Appendix 1.1 Table of competence	
	Appendix 2.1 Scoping Report	
	Appendix 2.2 Scoping Opinion	
	Appendix 2.3 Health Impact Assessment	
	Appendix 2.4 Ecology and Biodiversity Report	
	Appendix 2.5 Airport Safeguarding Memo	
	Appendix 2.6 Electronic Interference	
	Appendix 4.1 Mulberry Place Data Centre – Whole Life Carbon Study	
	Appendix 7.1 Archaeological Desk Based Assessment	
	Appendix 8.1 to 8.6 Air Quality appendices (including Construction Dust Assessment and Air Quality Neutral Assessment)	
	Appendix 10.1 to Appendix 10.5 Daylight Sunlight and Overshadowing appendices (including drawings)	
	Appendix 11.1 to 11.5 Ground Conditions appendices	
	Appendix 13.1 to 13.2 Noise and Vibration assessment (including environmental noise survey)	

	Appendix 15.1 Flood Risk Assessment and Drainage Strategy	
	Appendix 16.1 Wind Microclimate technical appendices	
ES FURTHER/OTHER INFO	ES Interim Review Report Response (December 2021)	
	Volume I – Chapter 9 – Climate Change (December 2021, superseded October submission)	
	Volume I – Chapter 16 – Wind Microclimate (December 2021, superseded October submission)	
	Volume I – Chapter 19 – Residual Effects and Conclusions (December 2021, superseded October submission)	
	Volume II – Heritage Townscape and Visual Assessment (December 2021, superseded October submission)	
	Non-Technical Summary (December 2021, superseded October submission)	
	ES Final Review Report Response (February 2022)	
	Volume III – Appendix 7.1 – Archaeological Desk Based Assessment (February 2022, superseded October submission)	
	Volume I - Chapter 7 – Archaeology (February 2022, superseded October submission)	
	Non-Technical Summary (February 2022, superseded by August submission)	
OTHER ES SUBMISSIONS	ES Interim Review Report Response – IRR 43 (January 2022)	
	ES Addendum (August 2022)	
	Non-Technical Summary – Updated (August 2022)	



<p>ALL WORK SHALL BE ACCORDING TO THE REQUIREMENTS OF THE LOCAL AUTHORITY AND THE REQUIREMENTS OF THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.</p>	<p>THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.</p>	<p>DATE: 10/10/2023 DRAWN BY: [Name] CHECKED BY: [Name] APPROVED BY: [Name]</p>	<p>STUDIO RHE ARCHITECTS 10/10/2023 10/10/2023</p>	<p>PROJECT: [Name] LOCATION: [Name] SCALE: 1:100</p>	<p>NO. OF SHEETS: [Number] SHEET NO.: [Number]</p>

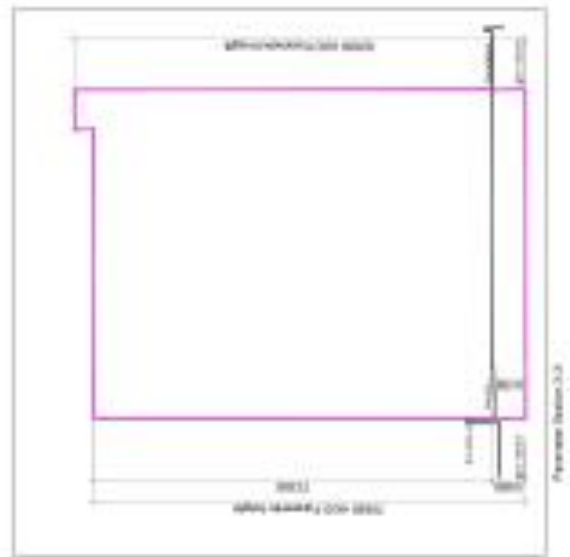
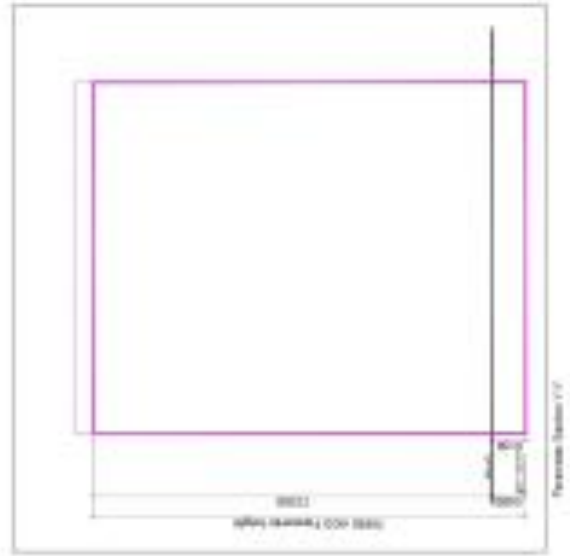
PLOT 4 PARAMETER PLAN VERTICAL EXTENT



PLOT 4 ILLUSTRATIVE SCHEME



PLOT 4 CGI ILLUSTRATIVE SCHEME



Project Name	Plot 3 Parameter Plan Vertical Extent
Client	Plot 3 Parameter Plan Vertical Extent
Scale	1:1000
Author	Plot 3 Parameter Plan Vertical Extent
Check	Plot 3 Parameter Plan Vertical Extent
Date	Plot 3 Parameter Plan Vertical Extent
Sheet No.	Plot 3 Parameter Plan Vertical Extent
Sheet Total	Plot 3 Parameter Plan Vertical Extent

Plot 3 Parameter Plan Vertical Extent

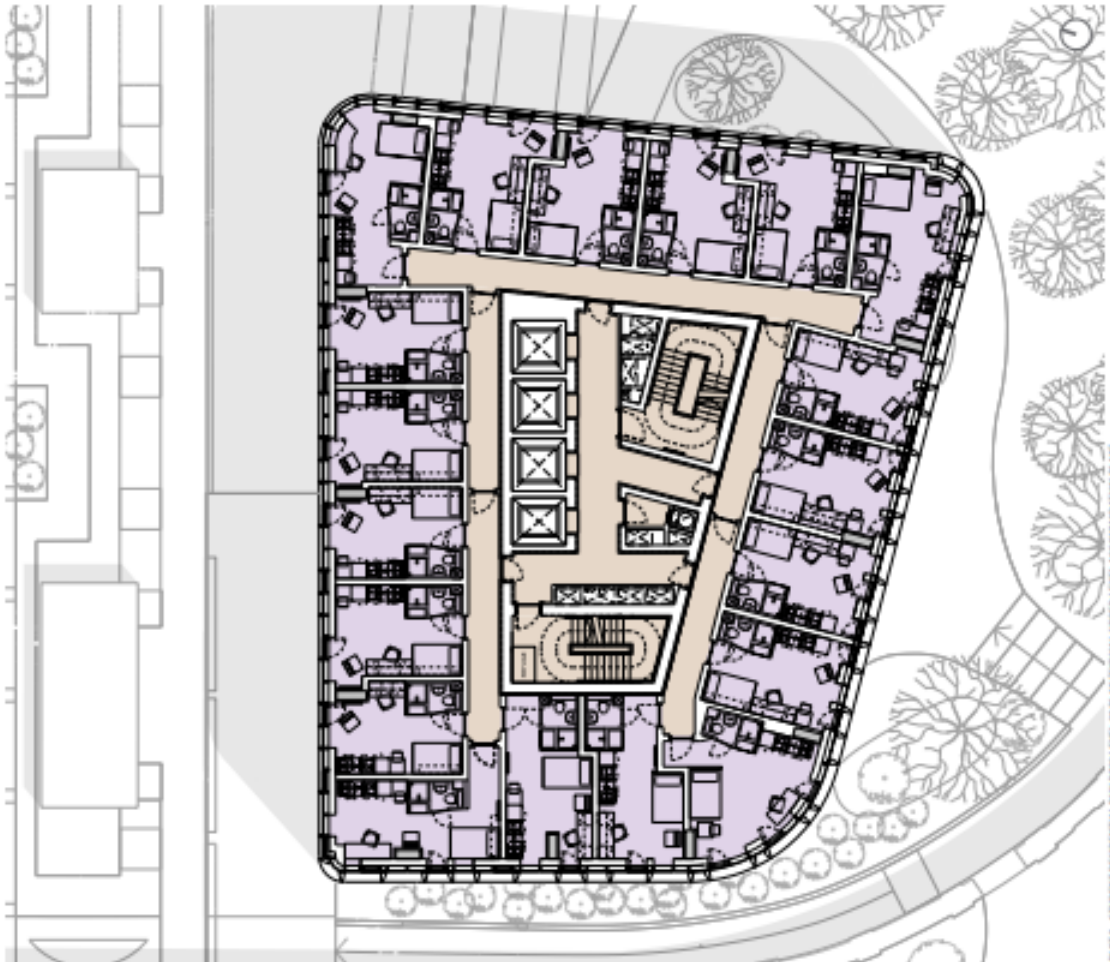
PLOT 3 PARAMETER PLAN VERTICAL EXTENT



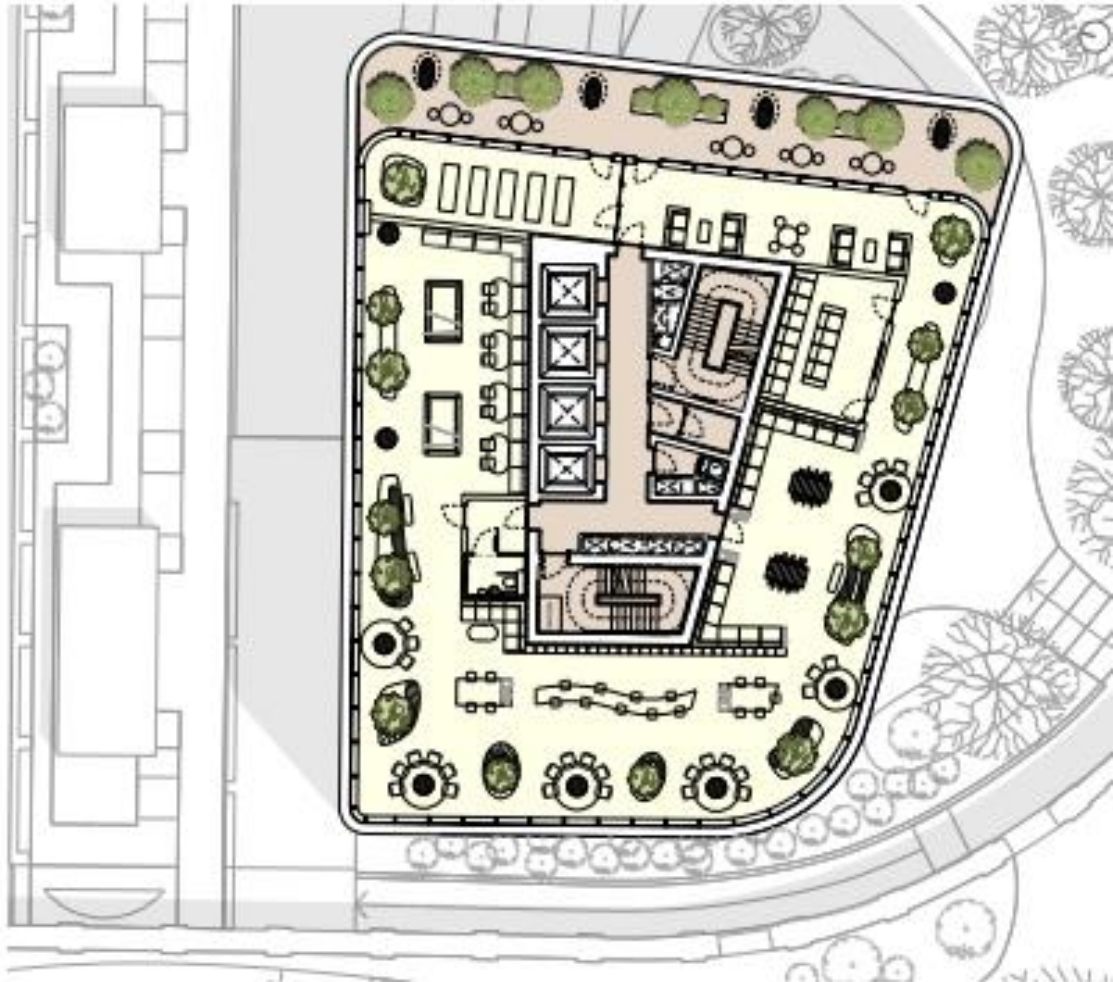
PLOT 3 CGI ILLUSTRATIVE SCHEME (View East from East India Dock Road)



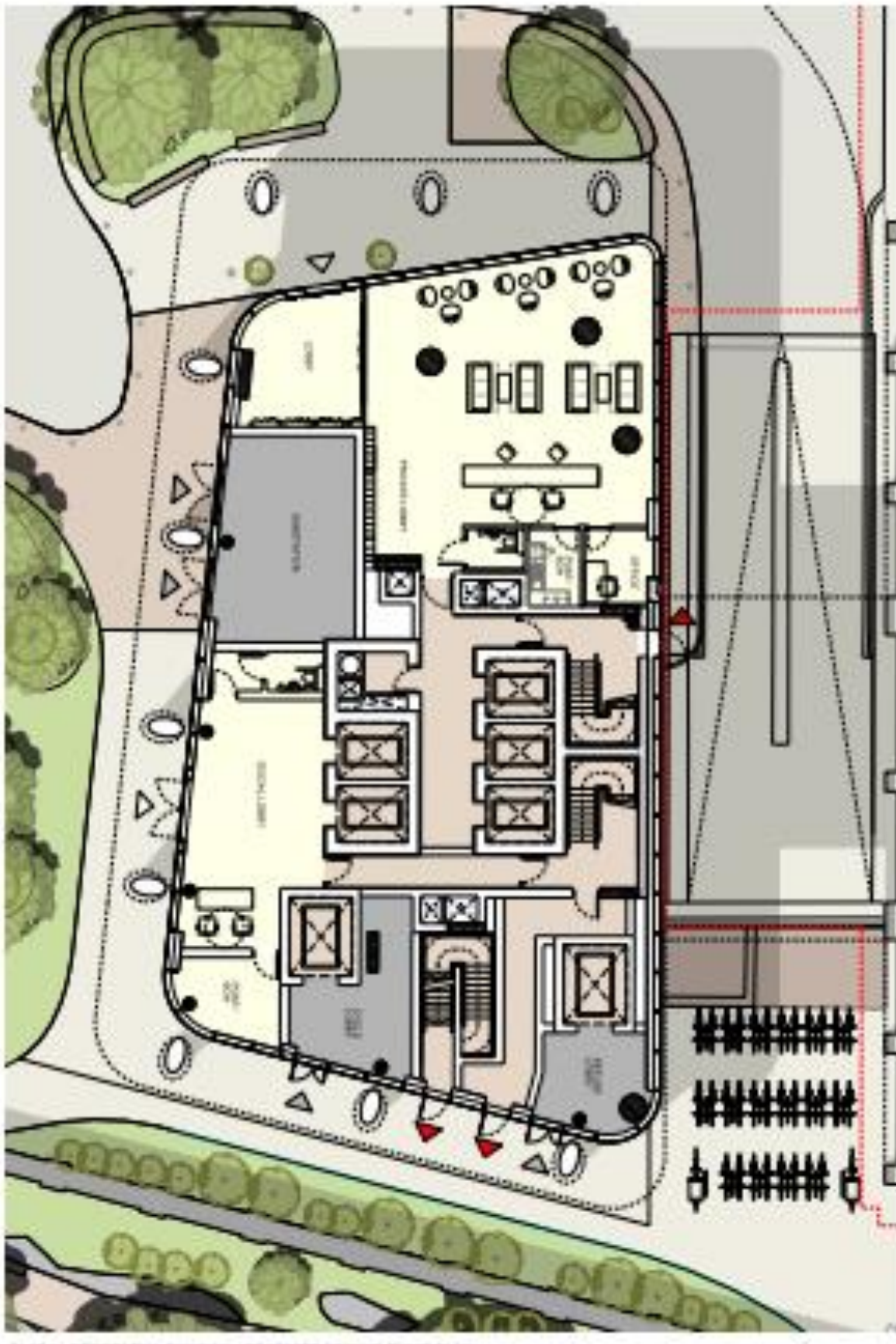
PLOTS 1 & 2 CGI (AERIAL DUSK VIEW LOOKING NORTH FROM BLACKWALL DLR STATION)



PLOT 2 TYPICAL STUDENT RESIDENTIAL LAYOUTS



PLOT 2 GROUND AND LEVEL NINE (AMENITY)



PLOT 1 GROUND FLOOR



PLOT 1 LEVEL NINE