

STRATEGIC DEVELOPMENT COMMITTEE

UPDATE REPORT OF THE DIRECTOR OF PLANNING AND BUILDING CONTROL

Agenda Item No.	Reference	Site
5.1	PA/21/02377	Aberfeldy Estate, Phase A, Land to the north of East India Dock Road (A13), east of the Blackwall tunnel Northern Approach Road (A12) and to the south west of Abbott Road.

1. CLARIFICATIONS AND CORRECTIONS

- 1.1 Para. 1.1 last sentence should state: Buildings across the historical estate range between 2-6 storeys in height and not 2-4 storeys as stated.
- 1.2 Para. 1.6 states that on completion of Phase 3, a total of 901 units (out of a maximum consented 1176) units would have been delivered. It is clarified that new homes in Phase 3 of the extant planning permission have now been completed and occupied.
- 1.3 Paras. 1.11, 7.203 and 7.612 refers to the PTAL (Public Transport Accessibility Level) rating of the site of between 1b-4. It should be clarified that this is based on the Transport for London online PTAL calculator. The applicant has undertaken a manual assessment which indicates that the PTAL of the site would range between 3-4. LBTH Transport Officers accept this assessment.
- 1.4 All references to 'Site Layout Planning for Daylight and Sunlight' (2011) is replaced by 'Site Layout Planning for Daylight and Sunlight: A guide to good practice' (2022).
- 1.5 Para.7.51 references various stakeholders including Culloden Primary School. It is clarified that the applicant has also engaged with Langdon Park School.
- 1.6 Para. 7.51 last sentence should state: Officers are therefore satisfied that this approach accords with the key principles set out in the Mayor of London's GPGER.
- 1.7 The reprovision percentage presented in para.7.61 should read **20%** reprovision and not 15.3%. For clarification, the 20% reprovision (880 habitable rooms) is calculated as a percentage against the total habitable rooms across the whole scheme (4405 habitable rooms).
- 1.8 The second mid-stage review referred to in para. 7.89 will be triggered upon submission of the Building Control Initial Notice for Phase C of the development.
- 1.9 The wheelchair unit split for Plot F as indicated in Table 16 should read: 5 x 1B2P M4(3)(2a) and 11 x 2B4P M4(3)(2a) and not 16 x 2B4P M4(3)(2a).
- 1.10 The wheelchair unit split for Plot I as indicated in Table 16 should read 2 x 1B2P M4(3)(2a) and not 2 x 2B4P M4(3)(2a).

- 1.11 Para.7.365 last sentence should state: Officer consider that a condition can be imposed on the application requiring that the development endeavours to achieve a minimum UGF score of 0.4 should planning permission be granted.
- 1.12 Para. 7.375 refers to the submitted TVIA. This should be taken to mean the submitted Built Heritage Assessment.
- 1.13 Para. 7.709 the second should read as follows: The Energy Strategy demonstrates that for Phase A, the residential element of the scheme is anticipated to achieve an overall on-site reduction in carbon dioxide emissions of 46.3% over Part L of the 2013 Building Regulations. Be Lean measures include passive and active design measures i.e., through significantly improving building fabric, smart meters and low energy lighting.
- 1.14 Para. 7.709 the third and fourth sentences should read as follows: Be Clean measures include connection to the existing site wide heating network provided at the north of Phase 3B under the extant planning permission for proposed Plots F and H. Be Green measures in Phase A include air-to-water heat pumps and water-to-water heat pumps for Plot I, air-to-water heat pumps, solar thermal and individual MVHR (Mechanical Ventilation with Heat Recovery) heat pumps for Plot J and the installation of photovoltaic panels on all plots within Phase A.
- 1.15 Para. 7.710. The carbon off-set contribution for Phase A should read £588.888.00 and not £588.810.00 and is calculated based on 206.627 tonnes per annum to be offset and not 206.6 tonnes per annum.
- 1.16 Para. 7.711. The baseline emission rate should read 587 tonnes per annum and not 5587 tonnes.
- 1.17 Para. 7.713. The first sentence should read as follows: In respect of the detailed component, the Energy Strategy confirms that for domestic element, the CIBSE compliance criteria are met in all rooms modelled for the 2020s DSY1 weather scenario (a moderately warm summer), and in a significant proportion of rooms for DSY2 (a year with a very intense single warm spell) and DSY3 (a year with a prolonged period of sustained warmth).
- 1.18 Informative No.8 (TfL Technical approval in principle for A12 bus gate and underpass works required) is to be removed and this is to be listed as an additional obligation under Para.8.3.

2. ADDITIONAL REPRESENTATIONS

Objections

- 2.1 One objection has been submitted post publication of the report to Strategic Development Committee as summarised below.
- Disappointed with officer recommendation for the masterplan for the Aberfeldy Estate which includes the closure of the Abbott Road underpass for car access.
 - There are two other existing walking underpasses that are fully operational and can be developed further.
 - The Council should undertake a survey to see the impact of closing the Abbott Road underpass.
 - Lots of street car parking spaces will disappear.
 - Urge the Mayor and Councillors who represent the community to stop the closure for cars on the Abbott Road underpass.

Support

2.2 21 letters of support have been submitted post publication of the report to Strategic Development Committee. A number of these letters are resubmitted representations. The majority of the comments submitted reflect supporting comments as previously submitted and presented in the main report however they are summarised below.

- The masterplan is more than just about housing. The wider Poplar community will benefit from improved social infrastructure including the repurposing of the A12 vehicular underpass which will be safer and convenient, encourage walking and provide greater access to the rest of Tower Hamlets.
- The masterplan goes a long way in realising the Mayor of Tower Hamlet's ambition and pledge to deliver 4,000 social rent homes by 2026.
- Pleased that half of the social rent homes provided in the masterplan are for families. The masterplan will tackle existing issues of overcrowding.
- There is a need for bigger and better social homes.
- Understand that the strong affordable housing offer is predicated on £21m grant which would be lost if planning approval is not granted. This would cause great uncertainty and distress for those who have decanted from the area, but also have implications for the number of affordable homes provided and accompanying package of community benefits.
- The pandemic has highlighted the importance of open spaces. The masterplan will improve the existing green spaces as well as providing new spaces including Culloden Green, a new public square, play space and tree planting.
- The local community have been at the forefront of the design of these new spaces and have shared their experience of living on the estate.
- Welcome the provision of affordable workspace to support growth amongst small and start-up businesses.
- Support the investment in Aberfeldy Street which will be transformed into an exciting and vibrant destination with new shops, cafes and workshops for independent businesses.
- The masterplan will provide a replacement mosque, as well as address the lack of meeting and community space in the area.
- Have seen and felt the difference the regeneration carried out in Aberfeldy Village has already made to the community and has transformed the image of Aberfeldy.
- Existing dwellings have mould and damp issues and can only be remedied through regeneration.
- There will be long lasting economic, social, cultural and environmental benefits from the regeneration.
- Residents cannot wait any longer for changes to begin.
- Some residents have referred to their mental health being impacted as a result of living in current conditions and consider that the regeneration will help improve this.

2.3 The Aberfeldy Residents Steering Group have submitted a letter in support of the proposal and welcome the following aspects of the scheme:

- The right to return for all existing residents and the delivery of additional affordable homes.
- New shops and community facilities on Aberfeldy Street.
- New east-west walking and cycling route, making it easier and safer to get on and off Aberfeldy.
- Enhancements to existing open spaces and the creation of new ones with an emphasis on community health and wellbeing.

3. ADDITIONAL CONSULTEE RESPONSE

LBTH Housing

3.1 An additional consultation response has been received from LBTH Housing confirming review of the amended housing mix as per January 2023. The response factually sets out the revised affordable housing offer and does not raise any new additional comments that have not been addressed in the original report to the Strategic Development Committee.

4. PLANNING OBLIGATIONS

4.1 The following financial obligation should be amended under paragraph 8.2 as follows:

- £450,000.00 towards bus priority measures for TfL (final figure to be agreed between the developer and TfL and may result in a lower amount).

4.2 The following non-financial planning obligations should be amended and included under paragraph 8.3 as follows:

4.3 Under 8.3(1) (Housing); the following obligation should be included:

- 100% nomination rights for the Council.
- Affected decantee residents required to only move once.

4.4 Under 8.3(1) (Housing); the reference to the second mid-stage review trigger point is amended to submission of the Building Control Initial Notice for Phase C of the development.

4.5 Additional obligation under No.8 shall secure the provision of play strategy for each area showing location, types of space, proposed timings and access arrangements. The scheme should secure 10sqm of play per child.

4.6 Additional obligation number No.9 shall secure the delivery of the development to be linked to the delivery of retail floorspace.

4.7 Under 8.3(3) (Transport); the car club spaces and 3 years membership obligation is amended as follows:

- Car club contributions towards up to 4 car club spaces on a needs basis and 3 years car club membership.

4.8 Under 8.3(3) (Transport); a further obligation is added to secure TfL technical approval in principle for A12 bus gate and underpass works.

5. RECOMMENDATION

5.1 As per the original recommendation to GRANT planning permission, subject to the amended planning obligations heads of terms, listed in full below.

5.2 Changes from the original report are shown in italics.

5.3 Planning Obligations with financial contributions

- £610,244.00 towards construction phase employment and skills training.
- £116,668.81 towards end phase employment and skills training.
- £450,000.00 towards bus priority measures for TfL (*final figure to be agreed between the developer and TfL and may result in a lower amount*).
- £588,888.00 towards carbon offsetting for Phase A and submission of New Energy Strategy and calculation of carbon offsetting for future phases per Reserved Matter application.
- £100 per residential units and £1 per sqm of non-residential floorspace towards development Co-ordination and Integration.
- Monitoring Contribution

5.4 Non-Financial Planning Obligations

1. Housing

Affordable Housing across the Development:

- 38.8% Affordable Housing overall by habitable room.
- A minimum required distribution of affordable housing to be secured for each Outline phase.
- Affordable Housing Conformity Statement to be submitted with each Reserved Matters for each phase of the development.
- 89.2%:10.8% affordable housing split Affordable/Social Rent: Intermediate.
- A minimum of 1556 units (4405 habitable rooms) in accordance with the housing size mix as presented in Table 10 (Illustrative Affordable Housing Unit Mix) of this report.
- Details and implementation of London Affordable Rent/Tower Hamlets Living Rent 'wheelchair accessible' dwellings (to M4 (3)(2)(b) standard)
- Early Stage, 2 Mid-Stage (the first to be triggered on submission of the first Reserved Matter application and the second to be triggered on *submission of the Building Control Initial Notice for Phase C of the development*) and Late Stage viability review mechanisms.
- *100% nomination rights for the Council.*
- *Affected decantee residents required to only move once.*

Affordable Housing across Phase A of the Development:

- 49% Affordable Housing in Phase A (based on habitable rooms)
- 92.7%:7.8% affordable housing split Affordable/Social Rent: Intermediate
- 277 units within Phase A in accordance with the unit mix presented in Table 14 (Phase A Unit Mix) of this report.

2. Access to Employment

- 20% of goods, services and construction phase workforce to be secured locally.
- 91 construction phase apprenticeships.
- 1 end use phase apprenticeships.
- 10% Affordable Workspace at 25% discount for a 15-year period.

3. Transport Matters

- Funding strategy for delivery and maintenance for the proposed A12 bus gate, Abbott Road underpass works and A12/Zetland Street junction works.
- Restricted commencement of development within Phases B-D to the delivery of the underpass improvements and A12 bus-gate junction and Highland Place.
- Car and Permit Free development.
- Scheme of Highway Works to be secured under Section 278 of the Highways Act
- Travel Plan.
- *Car club contributions towards up to 4 car club spaces on a needs basis and 3 years car club membership.*
- *TfL technical approval in principle for A12 bus gate and underpass works.*

4. Open Spaces

- Public Realm Management Plan
- Specification and Delivery Programme for provision of enhancement works to Leven Road Open Space, Braithwaite Park and Millennium Green.

5. Compliance with Considerate Constructors Scheme.

6. Reprovision of Faith Centre.

7. Conversion of Marketing Suite to Use Class E.

8. Provision of Play Strategy

- *provision of play strategy for each area showing location, types of space, proposed timings and access arrangements. The scheme should secure 10sqm of play per child.*

9. Delivery of the Development to be Linked to the Delivery of Retail Floorspace.