

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

Reference	PA/22/00455
Site	Land Under The DLR Bounded By Scouler Street And Aspen Way And Prestage Way, Aspen Way, London
Ward	Poplar
Proposal	Erection of a part-30, part-20 and part-10 storey building to provide up to 169 residential units, eight workspace units, new bus loop/stand, new youth play area, and public realm works.

Summary Recommendation	Grant conditional planning permission subject to S106 agreement.
Applicant	Naval Row Freehold Limited
Architect/agent	Centro Planning
Case Officer	Victoria Coelho
Key dates	<ul style="list-style-type: none">- Application registered as valid on 17th March 2022- Public consultation finished on 9th May 2022- Amendments received on 14th February 2023

EXECUTIVE SUMMARY

The application comprises the erection of a part-30, part-20, part-10 storey building to provide 169 residential units. The scheme also includes 8 office space units (use class E) beneath the DLR viaduct, landscaping, the delivery of a large multi-functional youth play space and the provision of a bus loop through the site.

The proposal would 'drop in' to the 2012 Blackwall Reach Masterplan, replacing Blocks P and Q within Phase 4, whilst seeking to integrate seamlessly with the infrastructure and road network within the existing and emerging context.

In terms of land use, the principle of residential accommodation in this location has been established via the outline application (PA/12/00001) for the Masterplan. The scheme will deliver 169 residential units comprising 69 x 1 bed flats, 72 x 2 bed flats and 28 3 x bed flats. 35.9% of the total units would be for affordable housing based on habitable rooms, providing a tenure split of 75%/25% between Affordable Rent and Intermediate. This equates to 39 Affordable Rented units and 13 Intermediate units.

The provision of a large, high quality, youth play area will contribute positively towards the renewal of the area and will integrate with the obligations of Blackwall Reach, Phase 4. Similarly, the landscaping and regeneration of the existing car-park and removal of hot food takeaway pods is a considerable public benefit and will enhance legibility, safety and urban design within the locality.

The height, massing and design are considered to respond appropriately to its context within a Tall Building Zone and the Opportunity Area, while not resulting in harmful impacts on heritage assets in the locality.

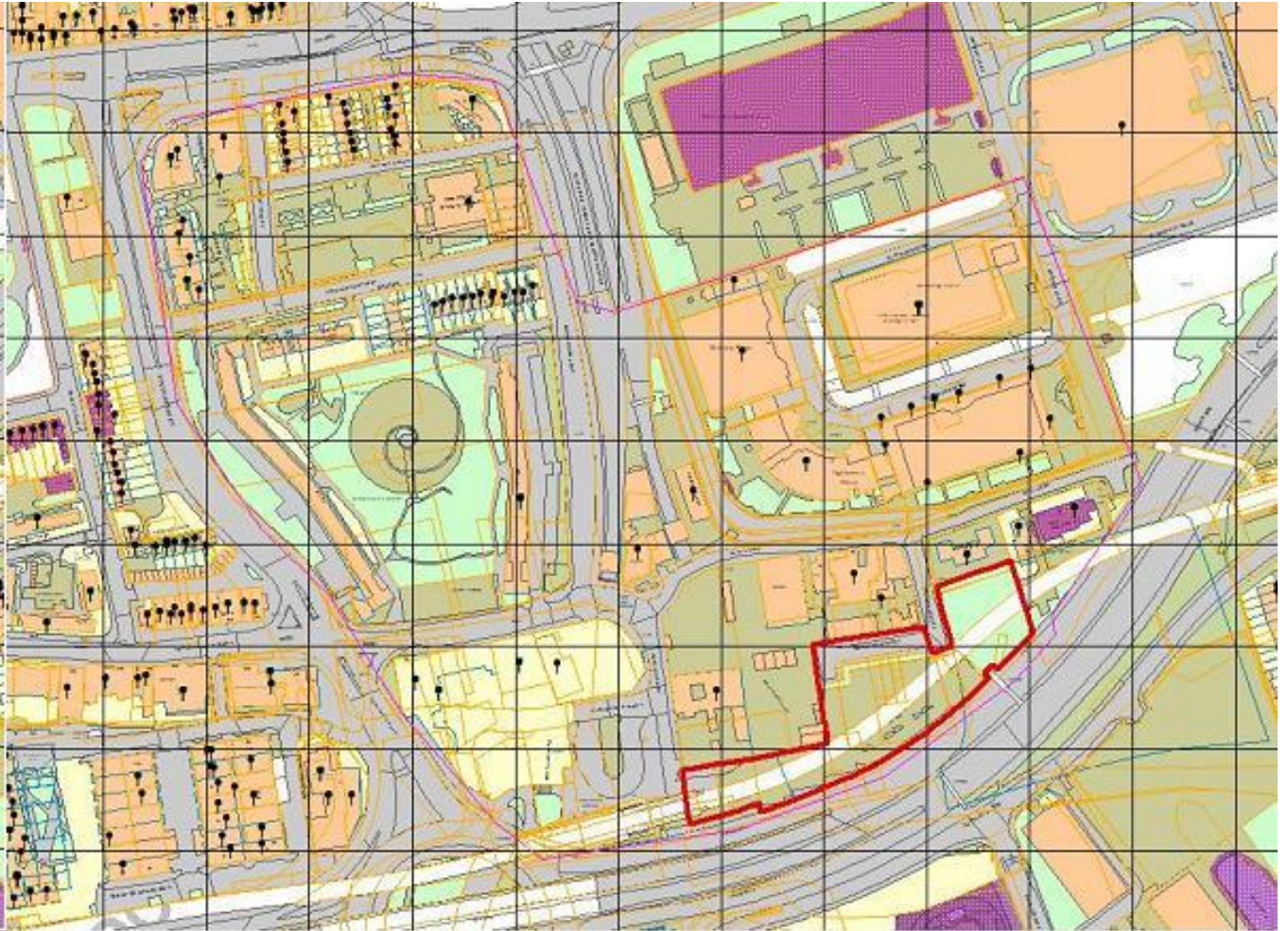
The impacts with regard to daylight and sunlight of existing residential accommodation is minor, with daylight and sunlight impacts to the envelopes of the consented parameter blocks of the Blackwall Reach Masterplan considered acceptable given the context and public benefits provided by the scheme.

Highway improvement works, and a new bus loop and associated operational infrastructure have been developed in consultation with Transport for London, the GLA and Borough Highways Officers and will be provided within the proposal and secured in perpetuity by way of S106 legal agreement.

A strategy for minimising carbon dioxide emissions from the development is in compliance with policy requirements, with a substantive carbon offset contribution to be secured within the S106.

Biodiversity enhancements are also proposed which are considered sufficient to meet policy requirements, with the comprehensive landscaping of the site positively contributing towards ecology.

The scheme would be liable to both the Mayor of London's and the Borough's community infrastructure levy. In addition, it would provide a necessary and reasonable planning obligation to local employment and training.



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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/22/00455

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



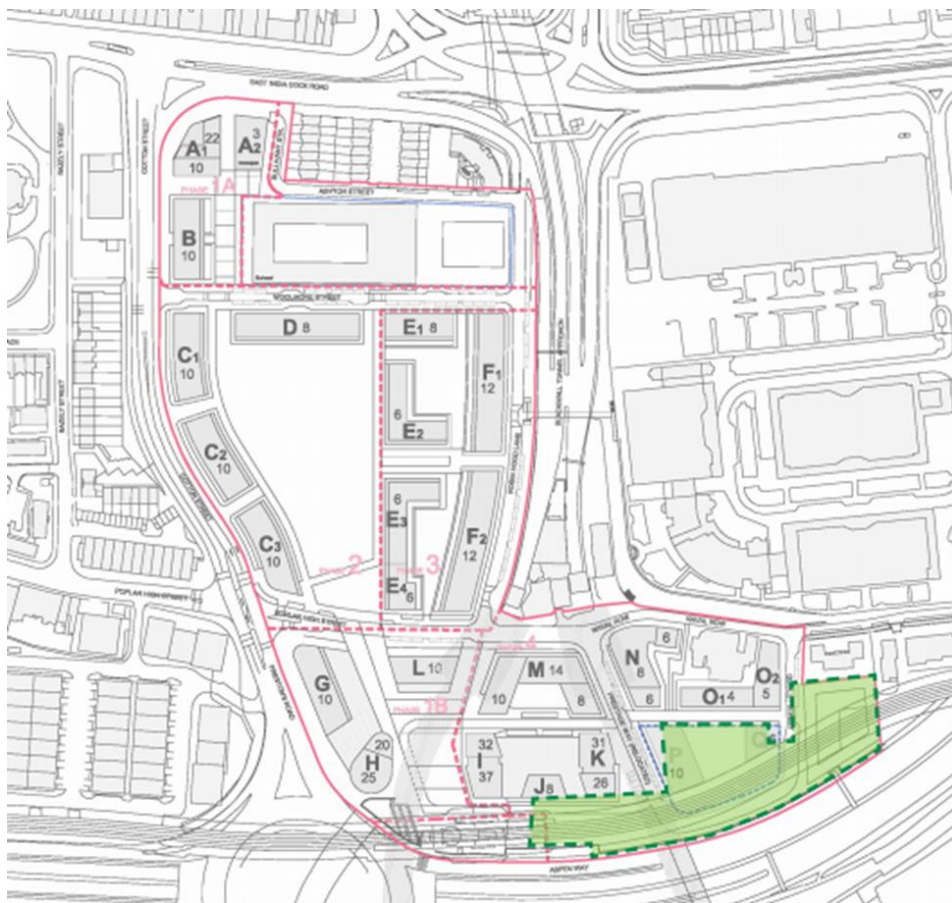
**London Borough
of Tower Hamlets**

Scale : 50m grid squares

Date: 28 March 2023

1. SITE AND SURROUNDINGS

- 1.1 The application site relates to land under and immediately surrounding the elevated Docklands Light Railway (DLR) track. The site is approximately 0.65 hectares in size and is predominantly in use as a pay and display carpark bounded by Prestage Way, Scouler Street, Quixley Street and Aspen Way, an eight lane freeway, to the south. A part of the site also operates and accommodates modular hot food takeaway container buildings which benefit from temporary planning consent. An open section of the eastern periphery of the site comprises heavily overgrown vegetation with no public access.
- 1.3 The site is heavily constrained due to the elevated section of DLR track connecting Blackwall and East India stations, running through the site and includes a portion of heavily vegetated land to the east of the site which abuts the boundary of nos. 32 – 62 Naval Row.
- 1.4 The prevailing character of the area is a mix of low density residential to the immediate north along Aspen Way, and larger scale commercial uses, education establishments and data centre campus within the site known as the Republic Estate. To the south of Aspen Way is a cluster of tall buildings comprising of mixed use residential development at New Providence Wharf which includes Ontario Tower and Charrington Tower, as well as a large scale data centre.
- 1.5 The application site lies on the periphery of the Poplar High Street Neighbourhood Centre and the Naval Row Conservation Area in fairly close proximity to the Grade II listed East India Dock Pumping Station. Notably, it is also located centrally within the Blackwall Tall Building Cluster and a part of Phase 4 of the consented Blackwall Reach Masterplan area pursuant to planning permission with reference PA/12/00001; the details of which are examined in the below sections.



Blackwall Reach Master Plan Area (application site in Green)

- 1.6 Due to its proximity immediately adjacent to Blackwall DLR station, and in close proximity to the associated bus services, the application site has a good PTAL rating of 4 which rises to 5

at the immediate periphery of the site. The site has access to Cycle Superhighway 3 (Barking to Tower Hill) via Naval Row, and 19 hire cycles at the junction of Prestage Way and Naval Row.

1.7 The application site is located within both the Lower Lea Valley and the Isle of Dogs and South Poplar Opportunity Areas, highlighting the strategic importance as a location with the potential for delivery of new housing, jobs, and infrastructure of all types.

1.8 The site is located within an Archaeological Priority Area, and Flood Zones 2/3.



2. PROPOSAL

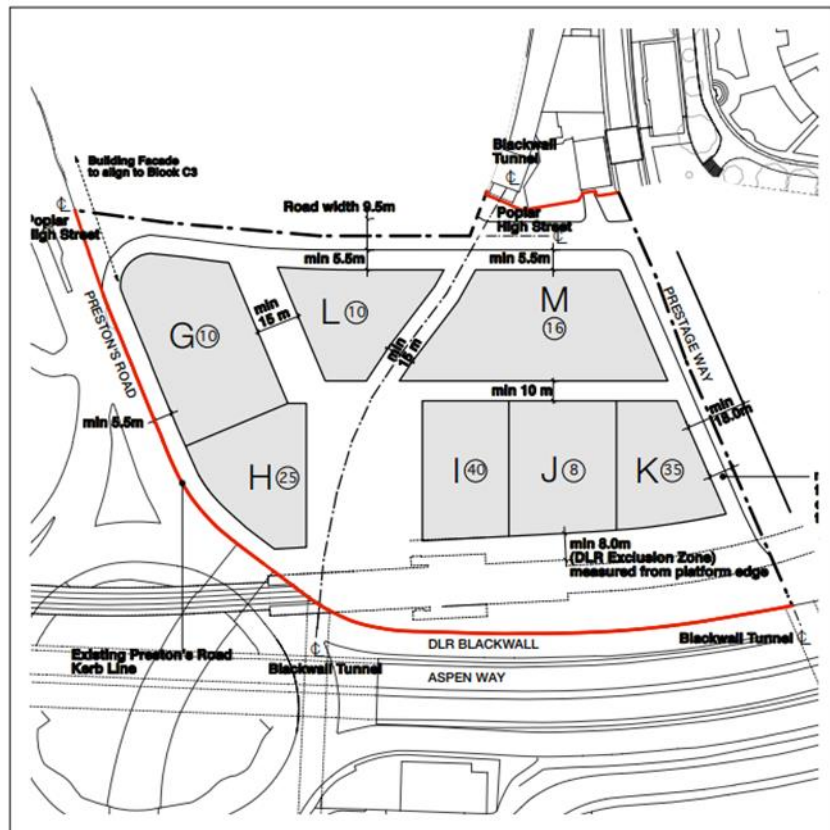
2.1 The application proposes the redevelopment of the site and the erection of a part-30, part-20 and part-10 storey building to provide 169 residential units, eight workspace units, a new bus loop/stand, a new youth play area, and public realm works. The development also includes the redevelopment of land beneath the DLR viaduct to include landscaping, public realm, youth play and the provision of a new bus loop linking into the Blackwall Reach Masterplan.

2.2 The application site overlaps part of the Blackwall Reach Masterplan area, a large scale residential led redevelopment secured by an Outline Planning Permission granted in 2012. Phases 1a, 1b, have been delivered, Phase 2 is currently being constructed and Phase 3 is to be built with the Reserve Matters application approved, however the final Phase, Phase 4 was subject to an unsuccessful Compulsory Purchase order (CPO) in 2015. As such, the proposed development would replace Blocks P and Q of this Phase with the ambition of the development to continue to bring forward the infrastructure requirements of this phase – particularly the bus loop and youth play area.

2.3 The development will slot in with the proposed arrangement of Phase 4 to the Outline consent, including the realignments of Scouler Street and Prestage Way and the redirection of the bus service along a new carriageway beneath the DLR viaduct. The proposal seeks to ensure that the remainder of Phase 4 can continue to be brought forward in absence of the application site, while ensuring the public benefits remain secured.

2.4 Due to the desire to create a development which integrates seamlessly with the Outline consent while ensuring a workable solution prior and following the build out of entire Phase 4, the proposed development will have interim and 'final' landscaping and highways arrangements. This deals with the site conditions prior to and following the realignment of Prestage Way to facilitate the new bus loop and the high density residential blocks of Phase

4 delivered at Blocks I, J and K while not prejudicing the delivery of the remaining housing blocks of the Phase.



- 2.5 The only pedestrian access at present is accessed via Prestage Way, which acts as the primary access for the private carpark and kitchen pods which occupy the bulk of the site at present. Due to the private operation of the kitchen pods and car park, the site is largely fenced in from all other frontages, despite having immediate access to Scouler and Quixley Streets to its northern boundary. As part of the proposal the site will be opened up, significantly increasing the pedestrian permeability through this area. Vehicle and pedestrian access will be managed through Scouler and Quixley Streets, as well as Prestage Way in the interim.
- 2.6 The development will be serviced from Scouler Street in both the interim and final highways arrangement, while buses will be rerouted along the proposed new carriageway beneath the viaduct in both arrangements. Bus stands will be installed within the red line boundary of the site in the interim arrangements, before being shifted onto the newly realigned Prestage Way in the final configuration.
- 2.7 In addition to the residential use provided on site, a small number of flexible and small scale commercial units will be provided at the interface to Aspen Way beneath the viaduct in order to enhance the vitality of the regenerated carpark landscaping.
- 2.8 The proposed youth play area will be linked by way of soft and hard landscaping, and delivers on the ambitions of the Outline consent which sought to incorporate active play at this location for use by future occupants. The nature of this play space is intended as an active youth space, with various sports accommodated including basketball, badminton and table tennis. In total, the development contributes the majority of the site towards landscape enhancement and play facilities.

3. RELEVANT PLANNING HISTORY

- 3.1 PA/19/02292 – Permitted 05/02/2021 Erection of 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
- 3.2 PA/17/03211 – Permitted 13/07/2018 Erection of nine Class B1c ‘commercial kitchen’ pod units, together with three ancillary pod units for storage and distribution, on a temporary basis for 3 years.
- 3.3 PA/16/03605 – Permitted 28/11/2016 Erection of seven Class B1c commercial kitchen pod units (on a temporary basis for 18 months)
- 3.4 PA/16/02913 – Permitted 05/09/2017 Submission of details pursuant to condition J1 (reprovision of multi-use games area) of planning permission PA/12/00001 dated 30/03/2012 Blackwall Reach Outline Consent
- 3.5 PA/12/00001 – 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, semibasement and basement areas plus on-street); and alterations to and creation of new vehicular and pedestrian access routes. 8 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

4. PUBLICITY AND ENGAGEMENT

- 4.1 A total of 604 planning notification letters were sent to nearby properties on 26/03/2022. Site notices were displayed around the site on 13/04/2022 and a press notice was advertised on 14/04/2022. In response, no representations were received.
- 4.2 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.
- 4.3 The applicants consultation included community newsletters sent to 2,026 surrounding residents and businesses, an online webinar and in-person event.

5. CONSULTATION RESPONSES

EXTERNAL

Canal and River Trust

- 5.1 No comments to make.

Crime Prevention Design Officer

5.2 No comments to date.

Crossrail Safeguarding

5.3 No comments to make.

Docklands Light Railway

5.4 No objection in principle, subject to conditions.

Environment Agency

5.5 No objection.

Greater London Authority

5.6 Land use principles: The residential-led mixed use development on this site is compliant with strategic land use principles within the Opportunity Area, and the intent of the original Blackwall Reach masterplan, and is supported.

5.7 Housing/affordable housing: The proposed affordable housing provision of 36% affordable housing by habitable room split 70% affordable rent and 30% shared ownership is eligible for the Fast-Track Route subject to confirmation and securing of affordability levels and early review mechanism.

5.8 Urban design and heritage: The tall building is proposed in a location identified as suitable, and subject to addressing the environmental impacts, the height and scale could be acceptable. No harm is considered to be caused to the setting and significance of the surrounding conservation areas and listed buildings.

5.9 Transport: On-going discussion is required between the applicant and GLA officers to secure details relating to the necessary impact assessment and protective provisions for the Blackwall Tunnel and DLR, which the site sits above and adjacent to respectively, in line with London Plan policy T3(B). Details regarding the design and operation of the bus stands and loop, alongside interface with the wider Blackwall Reach regeneration area. Conditions and obligations to ensure the timely delivery of transport infrastructure and protection of assets.

Historic England

5.10 No comments to make.

Historic England (GLAAS)

5.11 No objection subject to a two stage archaeological condition.

HSE (Planning Gateway One)

5.12 Some concern, the application relates to a development of a very tall building, with a height of 90 m. The proposed building contains a single staircase representing the escape stair as well as the firefighting stair.

Officer comment: The application has subsequently been amended to include 2 staircases.

Isle of Dogs Neighbourhood Planning Forum

5.13 No comments to date.

London City Airport

5.14 No objection subject to a condition to secure crane and scaffolding construction methodology.

National Air Traffic Services

5.15 No safeguarding objection.

Thames Water

- 5.16 No objection in relation to waste water capacity. Recommended condition ensure development doesn't outpace the delivery of essential infrastructure.

INTERNAL

Biodiversity

- 5.17 The application site contains areas of scrub and tall ruderal vegetation. While not high value habitats, these will provide habitat for common birds and invertebrates, and their loss will be a minor adverse impact on biodiversity. The scrub is likely to support nesting birds, and should be cleared outside the nesting season, or a survey for nesting birds must be conducted immediately before clearance. This should be secured by a condition.
- 5.18 The landscape proposals are clearly biodiversity-led, and include native woodland-style planting, wildflower meadows and species-rich lawns, all of which will contribute to LBAP targets. The ornamental planting includes an excellent diversity of nectar-rich perennials, climbers and shrubs. Biodiverse roofs are proposed, though it is not clear from the plans the area of biodiverse roof. Log piles, insect boxes and bird nest boxes are also proposed. Overall, these features will ensure a net gain in biodiversity, as required by D.ES3. Full details of the biodiversity enhancements should be subject to a condition.

Energy & Sustainability

- 5.19 We offset the emissions left after application of lean/clean/green measures, which in this case is 52.1 tonnes CO₂. Carbon offset contribution = 52.1(tonnes/CO₂) x 95 (£/t/CO₂) x 30(years) = £148,485

5.20 Environmental Health (Air Quality)

- 5.21 Recommended conditions relating to the follow;
- Dust Management Plan and PM10 Monitoring
 - Air Quality Neutral Assessment
 - Air Quality Standards for Boilers
 - Air Quality Mechanical Ventilation

Environmental Health (Contamination)

- 5.22 No objection, subject to conditions.

Environmental Health (Noise)

- 5.23 No objection subject to conditions relating to noise insulation verification report for new residential units and restriction of demolition and construction activities.

Surface Water Run Off

- 5.24 No comments.

Transport and Highways

- 5.25 No comments.

Waste

- 5.26 No comments.

6. RELEVANT PLANNING POLICIES AND DOCUMENTS

6.1 Legislation requires that decisions on planning applications must be taken in accordance with the Development Plan unless there are material considerations that indicate otherwise.

6.2 In this case the Development Plan comprises:

- The London Plan 2021 (LP)
- Tower Hamlets Local Plan 2031

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

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
S1 – Developing London’s social infrastructure
S4 – Play and informal recreation
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
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
 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. Design & Heritage
- iv. Neighbour Amenity
- v. Transport
- vi. Environment
- vii. Infrastructure
- viii. Local Finance Considerations
- ix. Equalities and Human Rights

Land Use

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

- The principle of development
- The acceptability of the loss of the Naval Row NCP Car Park.
- The acceptability of the proposed land uses: Residential (C3) and Commercial (B1)

Principle of Development

7.3 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.

7.4 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.

7.5 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.

7.6 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.

7.7 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.

- 7.8 It should be noted that land acquisition through Compulsory Purchase Order (CPO) in 2015 required to comprehensively deliver Phase 4 of the 2012 Blackwall Reach Outline Consent was unsuccessful, meaning that the Phase remains in fragmented land ownership. While the 2012 Masterplan is a live permission, no Reserved Matters have been submitted or approved with regard to Phase 4 in the intervening 8 years post-consent, and it is noted that due to the constraints of land ownership the applicant for the subject application cannot bring forward either of the consented Blocks P or Q in isolation.
- 7.9 The proposed residential development would align with the land use aspirations of the Opportunity Area and contribute towards the growth of the area is supported in principle subject to all other relevant material planning considerations addressed throughout. It should also be noted that the application site benefits from planning permission for a hotel use (Council's ref: PA/19/02292) and therefore, the re-introduction of residential use on this site would optimise the growth for this opportunity area.
- 7.10 Given the above, this application would serve to 'drop in' to the Blackwall Reach Outline Consent.

Loss of Car Parking

- 7.11 The loss of the NCP Car Park has been established through the previous consents on site.
- 7.12 The reduction of the quantum of car parking on site is supported and contributes towards encouraging sustainable travel. In terms of land use, the loss of parking is acceptable and consistent with policies S.TR1 of the Local Plan.



7.13 Proposed Land Uses

Residential C3 Use

- 7.14 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.

- 7.15 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.
- 7.16 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.
- 7.17 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.
- 7.18 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 principle of residential accommodation in this location has been established through the Blackwall Reach Masterplan, the re-introduction of a residential use is deemed appropriate. The provision of 169 dwellings of which 52 would be affordable would positively contribute to the Borough's housing stock, noting that there is an acute local and national demand for housing.

Commercial 'E(g)' Use

- 7.19 The application includes the provision of eight flexible workspaces, comprising of 'container units' along the periphery of the site at its interface with Aspen Way which total 220sqm of Class E use.
- 7.20 With regard to Policy, D.EMP2 of the Tower Hamlets Local Plan encourages the development of new employment space within designated employment locations, Tower Hamlets Activity Areas and identified site allocations. Where outside these designated areas, new employment floorspace must meet a series of tests as below:
- a) it can be demonstrated that there is a reasonable prospect of occupancy
 - b) the employment use would contribute towards integrated place making
 - c) the area forms part of a cluster of similar employment uses, or
 - d) the employment space is being provided as part of a temporary use
- 7.21 It is noted that while the site was located within the Blackwall Reach Site Allocation within the now superseded Tower Hamlets Managing Development Document (2013), this Site Allocation is no longer designated within the Tower Hamlets Local Plan.
- 7.22 While the site is located at the very periphery of the Poplar High Street Neighbourhood Centre and Blackwall Local Employment Location (LEL), it is noted that the application site therefore falls outside of a designated employment centre and as such is subject to the above tests.
- 7.23 It is expected by virtue of their scale and nature that the office 'pods' would provide an opportunity for small and medium enterprise (SME) and start-up businesses which will benefit from the adjacency to short stay accommodation.
- 7.24 It is noted that the Blackwall LEL seeks to provide "smaller units suitable for small-to-medium enterprises". With regard to this, it is considered that while on the outside periphery of the LEL

it would contribute towards this location aspiration. It is expected that due to the small scale and flexible nature of the office pods that it would foster local start-ups and small businesses within the Borough.

- 7.25 With regard to place making, it is considered that further activation and footfall beneath the DLR viaduct will enhance the vibrancy of the area and contribute towards the successful regeneration of a site with considerable anti-social behaviour pressures.
- 7.26 On balance it is considered the flexible workspaces within the development will contribute towards place making within the locality, and will complement the proposed and delivered uses within the Blackwall Reach Masterplan and the Blackwall LEL in accordance with the aims of part 3 to D.EMP2.

Housing

- 7.27 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.
- 7.28 The proposed development would deliver 169 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.
- 7.29 Had Blocks P & Q of the Blackwall Reach Masterplan been delivered, it would have been expected to provide 74 residential units. The Outline consent sets the maximum quantum of residential floorspace that can be delivered by the Masterplan at 191,510sqm GEA or 1,575 units whichever is greater. Although this scheme would provide more residential units than originally envisaged for Blocks P & Q, there is some flexibility in the unit numbers that can be provided overall, as the ES which accompanied the outline consent equated the maximum GEA to approx. 1,700 units overall.
- 7.30 The additional units provided, would not prejudice the delivery of the remaining parts of Phase 4 of the Masterplan.
- 7.31

Dwelling Mix

- 7.32 Policy H10 of the London Plan promotes the provision of the range of unit mix and sizes having regard to robust local evidence of need where available, to deliver mixed and inclusive neighbourhoods.
- 7.33 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.
- 7.34 The proposed unit mix and tenure of the development is set out below as an assessment against policy D.H2;

		Market Housing			Intermediate			Affordable Rent		
Unit Size	Total Units	Units	Policy Target %	As a %	Units	Policy Target %	As a %	Units	Policy Target %	As a %
1-bed	69	64	30	54.7	2	15	15.4	3	25	7.7
2-bed	72	49	50	41.9	5	40	38.5	18	30	46.2
3-bed	28	4	20	3.4	6	45	46.1	18	30	46.2

4-bed	0	0			0			0	15	0
Total	169	117	100%	100%	13	100%	100%	39	100%	100%

- 7.35 With regards to the Market housing mix, there would be an over provision of the policy target of 30% for 1 bed units at 54.7%. There would be an under provision of 2 bed units at 45% against a policy target of 50% and an under provision of 3-bed and 4-bed units at 3.4%. The applicant has sought to justify the under provision through the over provision of family sized units within the intermediate and affordable rented tenures.
- 7.36 In the intermediate tenure, there would be a nominal overall provision of 1 bed units; 15.4% against a target of 15% (+0.4%), a marginal under provision of 2-bed units (-1.5%) provision 38.5% against a policy target of 40% and an over provision of 3-bed units (+1.1%) providing 46.1% against a policy target of 45%.
- 7.37 In the affordable rented tenure, whilst the scheme under provides in terms of 1 bed units, there will be an over-provision of both 2-bed and 3-bed units with both being provided at a quantum of 46.2% against a policy target of 30%.
- 7.38 The unit mix of the scheme is broadly in compliance with the requirements of the Local Plan. The deviations from policy in relation to the larger units in the market tenure is acknowledged, however taking into consideration the mix as a whole, for which there is an acute local need, these shortfalls are considered acceptable and the housing mix overall is supported.

Affordable Housing

- 7.39 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.
- 7.40 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.
- 7.41 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.
- 7.42 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.
- 7.43 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).

- 7.44 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.
- 7.45 The scheme provides 487 habitable rooms in total (169 units) of which 175 habitable rooms (52 units) would be affordable representing 35.9% (30.7% based on units) with the remaining 312 habitable rooms being for market sale representing 64.1% and as such meets the policy requirement to provide at least 35% affordable housing provision on site.
- 7.46 The tenure split of the affordable housing would be 75%:25% in favour of Affordable Rented units (132 habitable rooms/39 units) to Intermediate (43 habitable rooms/13 units) and therefore broadly provides a policy compliant tenure split in the affordable element albeit with a +5% weighting towards affordable rent against the policy requirement of 70/30. The detailed affordable housing breakdown is set out in the table below;

	Tower Hamlets Living Rent Units	London Affordable Rent Units	Intermediate	Total
1 Bed (2hab)	0	3	2	5
2 Bed (3hab)	6	12	5	23
3 Bed (4hab)	12	6	6	24
Total Units	18	21	13	52
Total Habitable Rooms	66	66	43	175

- 7.47 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:

<u>Number of Bed Rooms</u>	<u>London Affordable Rent (LAR)22/23 Published by the GLA £per week</u>	<u>Tower Hamlets Living Rent (THLR) 22/23 (Inclusive of service charges) £per week</u>
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

- 7.48 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.
- 7.49 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.

STANDARD OF ACCOMODATION

- 7.50 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.

- 7.51 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.
- 7.52 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.
- 7.53 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

- 7.54 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.
- 7.55 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

- 7.56 All of the proposed residential units meeting the minimum space standards.
- 7.57 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 85% dual 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.

- 7.58 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.
- 7.59 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

- 7.60 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 (up to 90%) which meet requirement M4(2) (accessible and adaptable dwellings) of the Building Regulations Approved Document M: Access to and use of buildings.
- 7.61 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.
- 7.62 All proposed homes would meet the 'accessible and adaptable dwellings' standard and 10% of homes (17 units) would meet the 'wheelchair user dwellings' standard. The scheme provides 9 x 2 bed units and 3 x 3 bed units in the affordable tenure, 2 x 2 bed and 2 x 3 bed in the intermediate tenure and 1 x 2 bed in the market tenure. The dwellings are located across levels 1 to 10 and whilst it is recognised that the Local Plan has a preference for wheelchair user dwellings to be provided below the fifth floor, it is noted that the affordable wheelchair user dwellings have been prioritised on the lower floors, 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

- 7.63 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 209sqm of communal amenity space.
- 7.64 The development proposes two communal roof terraces, and ground floor internal amenity space. The combined area of the spaces totals 512m² which is in excess of the policy target.



7.65 In addition to the amenity space within the building, residents will have access to the wider public realm and landscaping within the site, which further enhances the amenity space available for residents.

Child Play Space

7.66 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 of London’s Supplementary Planning Guidance Providing for Children and Young People’s Play and Recreation sets out guidance to assist in this process.

7.67 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 72 children.

7.68 The Child Yield requires the development to provide 716sqm of play space. Child play space will be provided within both of the rooftop amenity areas, as well as noting the delivery of the multifunctional play area provided on site which totals 1,789m². Whilst it is noted that the primary function of the MUGA is to ensure the delivery of the aspirations of the Blackwall Reach Masterplan, it will also provide sufficient space for all surrounding families and residents.

- 7.69 Overall, the child play space provision is acceptable. Full details of the rooftop play areas and MUGA will be secured via condition.



Daylight & Sunlight for Proposed Development

- 7.70 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.
- 7.72 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.
- 7.73 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.

- 7.74 The Applicant has submitted an Internal Daylight and Sunlight report prepared by CPMC chartered surveyors. The assessment has been reviewed independently by Delva Patman Redler (DPR).

Assessment of Daylight/Sunlight against BRE Guidance

- 7.75 The assessment of the proposed dwellings have been assessed using ADF, NSL and RDC tests. RDC refers to the Room Depth Criterion; where it has access to daylight from windows on 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 the window area.
- 7.76 Daylight and Sunlight to the proposed dwellings have been assessed from level 2 to 9. A total of 176 rooms have been analysed of which 64 are main living rooms and 112 are bedrooms.
- 7.77 DPR have confirmed that the approach to the assessment methodology is appropriate and commented in response to CMPC's modelling of only the lower floors of the development that the compliance level with the guidelines is quite high based solely on the effects to the lowest floors. The overall percentage of dwellings that meet the guidelines, when considered against all floors would be similar given the levels of daylight and sunlight would generally improve as you get higher in a building.
- 7.78 It is noted that the use of light finishes and the surface reflectance assumptions mean 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.
- 7.79 The results of the assessment show that 122 (90%) of the 176 habitable rooms will satisfy or exceed the minimum recommended ADF targets. In terms of NSL targets 129 of 176 (95%) will meet the recommended guidance and in terms of RDC, all habitable residential rooms will meet the recommended guidance.

Assessment of Sunlight/Overshadowing to Amenity Areas

- 7.80 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.
- 7.81 The applicant has assessed the two roof terraces proposed within the scheme for sun on ground and confirms that both areas comfortably meet the two-hour sun on ground criteria.

Conclusions on Daylight/Sunlight for Proposed Development

- 7.82 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.
- 7.83 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.

DESIGN

- 7.84 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.
- 7.85 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.

- 7.86 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.
- 7.87 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.
- 7.88 Policy D.DH2 of the Local Plan requires developments to contribute to improving and enhancing connectivity, permeability, and legibility across the Borough.
- 7.89 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.

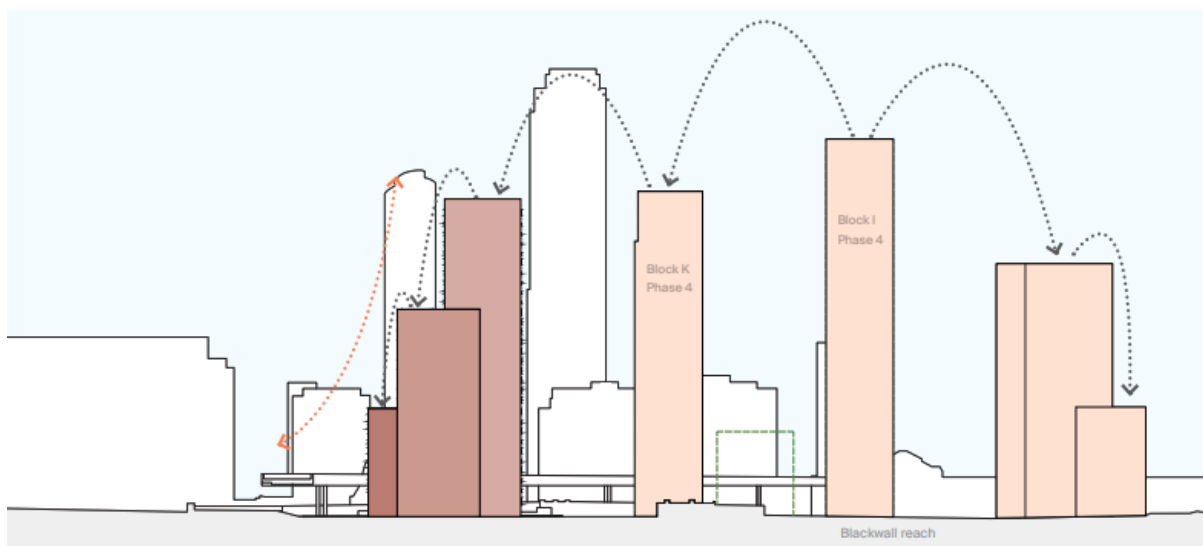
Height, Scale and Massing

- 7.90 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.
- 7.91 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).
- 7.92 The application site sits centrally within the Blackwall Tall Building Zone, which is described within Policy D.DH6 as requiring proposals to step down in height towards the edge of the cluster and to remain subservient to the Canary Wharf Tall Building Zone. The application proposes a part-30, part-20, part-10 storey building and measures a maximum of 98m AOD which is defined as a tall building in accordance with the Local Plan.



7.93 The consented and built form context in which the development sits is typified by tall buildings. Notably the recently constructed Blocks H, G and L of Blackwall Reach Phase 1b consist of a 25-storey block and two 10-storey blocks to Poplar High Street. More centrally within the cluster sit Blocks I, K, M and J of the consented Phase 4 of Blackwall Reach which represent the tallest elements of the Outline Masterplan with upper levels of 37, 31, 14 and 8 storeys allowed by the parameter plans.

7.94 The proposal is located to the east of the proposed buildings K and I, the proposal mirrors the stepped massing approach established along the western boundary of the masterplan and builds in scale towards the high point. This also ensures that a step down in height towards the Canary Wharf Tall Building Zone is maintained.



Appearance and Materials

Tower

- 7.95 The architecture of the building is defined by three volumes of 30, 20 and 10 storeys. The façade includes the integration of balconies and winter gardens through stacked horizontal bands. Variations in the width of banding and balcony design creates a vertical layering of different 'zones' of the building.
- 7.96 The wintergardens and balconies are integrated in the overall elevational design. These align with the brick banding, stepping in and out from the primary facade face. Wintergardens are enclosed with aluminium frame windows to create a weather-tight enclosure. Balcony balustrades are formed from coloured metal uprights and on some levels integrate a planting trough as part of the overall aspiration to improving biodiversity and wellbeing on the site.
- 7.97 The brick banding is located at every floor, varying in height across the building sections. This defines the primary building colour and material appearance which, in turn, expresses the residential use of the site.
- 7.98 Metal infill panels are set between window openings and provide a contrasting material both in lightness and reflectivity to the primary brick band. A perforation or folding pattern on the panels adds texture to these light coloured facade elements.



- 7.99 It is considered the palette and materiality will ensure the proposal reads as an identifiable and distinct contribution to the Tall Building Zone and skyline around Blackwall DLR.

7.100 The design of the lower levels of the proposal, at its intersection with the public realm and landscaping, are considered of critical importance in the success of the building given its site context and layout.

7.101 The siting of the building ensures that the development will benefit from 3 frontages, which will eventually extend to 4 once the rest of Blackwall Reach Phase 4 is built out. The primary access to the site is anticipated to be from Prestage Way and Blackwall DLR, beneath the viaduct. As such, the lower level treatment is considered particularly important given the future 360 degree frontage of the site.

7.102



Office Pods

7.103 Set to the southern boundary of the site, and providing visual screening and acoustic amelioration to Aspen Way, the office pods serve an important design role within the scheme.

7.104 The eight office pods are arranged in two groups of five and three, with an interlocking stacked design as highlighted below. In appearance terms, the pods will look similar to that of shipping containers and are designed internally to provide flexibility to small and medium enterprises and are described within the submitted Planning Statement as supporting local start-ups.

7.105 The appearance would be similar to that of other in-situ shipping container developments, with the most notably example being that of Boxpark Shoreditch and Brixton. The detailed design of these pods will be secured by condition, but it is anticipated their external finishes could provide flexibility and vibrancy within the landscape while fulfilling a practical role in visually and acoustically screening the impacts of Aspen Way which abuts the site to the south.

7.106 The office pods will also serve to provide much needed passive surveillance in an area which at present is subject to anti-social behaviour. The activation these pods will provide within the landscaping will be crucial, and will further increase the footfall from the Blackwall DLR, to the considerable benefit of the scheme.

7.107 Vertical elements are included within the container units, which will provide wayfinding for the site beneath the DLR viaduct. The final detailed design of these containers will be secured by condition upon consent.

Landscaping

7.108 The proposed landscaping represents a significant public benefit within the scheme, as does the associated child play space at the eastern periphery of the application site. The scheme seeks to integrate as closely as possible with the aspirations of the Blackwall Reach Outline Consent, and provides for both an interim and long term landscaping arrangement which safeguards infrastructure delivery such as the proposed bus loop through Phase 4 and the site while providing for a high quality public realm and urban design response in the intervening period.

7.109 In addition to the regeneration of an underutilised carpark space beneath the elevated DLR viaduct, the scheme accommodates critical infrastructure associated with Phase 4 of the Blackwall Reach Masterplan in order to seamlessly 'slot in' with the final development.

7.110 The provision within the landscaping schemes for the site include an immediate 'interim' layout (as below) which will be in place until such a time as the balance of Phase 4 is brought forward and the re-alignment of Prestage Way. This interim scheme will provide for a bus-loop through the site.



7.111 In supplementing this bus loop, the public realm beneath the viaduct and around the proposed development will be revitalised with hard and soft landscaping and a robust lighting strategy to create a vibrant enhancement of an underutilised and area typified by anti-social behaviour. The landscaping will comprise of a series of 'character areas' moving from the DLR connection at the west, through the central public plaza and onwards to the play area. Each area will be characterised by hard and soft landscaping defining each area.

7.112 It is noted that at this point of the DLR viaduct it benefits from an atypically high separation distance from the ground, which will allow for generous sunlighting from the south to support the soft landscaping.

- 7.113 The viaduct space will incorporate public seating, and passive amenity spaces within it, particularly notable at the western edge of the scheme at the entrance from the Blackwall DLR station. A meandering path will provide wayfinding west to east to provide an intuitive guidance towards the active youth play space at the eastern periphery of the site.
- 7.114 It is noted that within the scope of this application the proposed enhancement works to Scouler Street, which are identified within Phase 4 of the Blackwall Reach Masterplan, are to be brought forward and delivered by the applicant within this permission, to be secured by way of s.106 obligation. These enhancements include resurfacing Scouler Street and shifting the carriageway to the north, removal of the northern footway and retention of the two mature large canopy trees.
- 7.115 The 'long term' arrangement is designed to accommodate the final realignment of Prestage Way once Phase 4 has been completed. This arrangement ensures the reinstatement of landscaping and treatments to the western entrance to the site, and provides an even greater level of public enjoyment due to the partial removal of the carriageway at this location.



- 7.116 In addition to the landscaping of the carpark space, the scheme will deliver a large multifunctional youth play space at the eastern edge of the site. The play space contribution seeks to address the allocation of the space within the Outline Consent for an active play area. Notwithstanding the desire to accommodate a MUGA at this location, due to the siting of viaduct pylons it is not possible to deliver a full sized pitch.
- 7.117 As with the delivery of the bus loop the provision of a child play space at this location has no grounds in policy requirements for a hotel scheme and instead continues to ensure that the application site is able to 'slot in' to Phase 4 as successfully as possible through delivering the latent infrastructure requirements within the site.
- 7.118 The child play space will address a significant shortfall of active play in the locality, and is targeted at upper ages from 12 and above. These age grounds require more active provision within open space, and this will be accommodated through basketball, table tennis and badminton courts within the landscaped play area. The play area will be heavily landscaping,

particularly at the interface with Aspen Way, and will provide passive and active functions to a high standard.

- 7.119 It is noted that the site is constrained by a considerable slope in the land which rises from approx. 3m at the southern entrance of the development to 4.85m at the middle of the child play site. To ensure accessibility for all users the play space will be ramped from beneath the viaduct up to the child play area as well as the inclusion of stepped access from Quixley Street.
- 7.120 As noted earlier, the generous elevation of the DLR tracks above the site allows for considerable planting beneath it as highlighted in the below image of the multifunctional play area. The plantings will allow for a green screening to the adjacent neighbours at Naval Row as well as to Aspen Way providing for visual and acoustic amelioration to these interfaces.
- 7.121 The landscaping enhancements across the site contribute towards an Urban Greening Factor of 0.42, which exceeds the target score of 0.4 for residential developments within London Plan Policy G5 and serves to highlight the contribution the scheme makes towards regenerating the existing viaduct underpass.
- 7.122 The proposed landscaping within the scheme, and multifunctional play space, are considered significant public benefits and serve to directly accommodate critical infrastructure as identified within the Blackwall Reach Masterplan. The proposed bus loop will provide interim and long term arrangements for bus services, and have been designed in collaboration with TFL officers, while the youth play area will address a deficit in the locality and achieve the ambitions of the Outline Consent.

Safety and Security

- 7.123 The proposal will act to enhance safety and security in the locality which at present due to the site's recessed nature beneath the DLR viaduct, limited activation as a private car-park, and its immediate proximity to the elevated Blackwall DLR station has resulted in anti-social behaviour concerns in the locality.
- 7.124 The new landscaping and various enhancements to the car-park will dramatically increase footfall associated with both the residential and office uses on site, as will the relocation of the bus stands within the site boundary.
- 7.125 The site will remain active with passive surveillance; including the use of the multifunctional play area to the east of the site. Enhancements to lighting will be crucial in ensuring the site remains safe, and a final lighting strategy will be conditioned and consulted with Metropolitan Police, as will Secure by Design Accreditation.

Fire Safety

- 7.126 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) which supports policy D12 and sets out what information that is required to be included and submitted as part of any planning application. .
- 7.127 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.

- 7.128 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.

Conclusion

- 7.129 In conclusion, the scale, form, massing and height of the proposed building 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 strategic or local views the proposal therefore accords with relevant Local Plan and National policies on matters concerning design and townscape.

HERITAGE

- 7.130 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.
- 7.131 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).
- 7.132 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.
- 7.133 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.
- 7.134 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.

Strategic Views

7.135 The Heritage, Townscape and Visual Impact Assessment (HTVIA) as submitted in support of the application includes 22 verified views (as below) which consider the likely significant effects of the proposed development on a number of representative townscape views.



7.136 The submitted AVR confirms that the height of the development, particularly when considered within the cumulative scenarios, do not create an unreasonable impact on townscape views with regard to its height. As described in the earlier sections, the height is considered proportionate to its role in a Tall Building Zone, and Opportunity Area, amongst other tall buildings.

7.137 It is considered that the impact to the setting of All Saints Church is limited, with its appearance in the background to its setting not considered harmful to its significance as a listed asset. Similarly, it is considered that a tall building set within the backdrop to both the listed East India Dock Boundary Wall and Naval Row Pumping House does not detract from their setting or significance to an unreasonable degree.

Naval Row Conservation Area

7.138 The application site sits in close proximity to the Naval Row Conservation Area, and will feature prominently in the backdrop to both the Conservation Area itself and the Grade II Listed Naval Row Pumping House located at 66 Naval Row. It is noted that the built form of the tower will be set back approximately 30m from the Conservation Area itself.



- 7.139 In understanding the schemes impact on the Naval Row Conservation Area in particular, it is noted that the special quality of the Conservation Area is described within the supporting text of its Management Plan is generated by the “surviving structures associated with the historic port and shipbuilding activities of the 19th Century”. Within the appraisal it is noted that it does not consider the inclusion of contemporary buildings within the background as a risk to be considered in preserving the special character of the CA.
- 7.140 Policy S.DH3 places the onus on developers to ensure that proposals must preserve, or where possible, enhance the Borough’s designated and non-designated heritage assets in a manner appropriate to their significance. It is noted that the Naval Row Conservation Area is a particularly modest Conservation Area which preserves a collection of interesting and characterful maritime and naval heritage assets including the Dock Wall and Pumping House.
- 7.141 It is noted that tall and contemporary buildings now provide a backdrop to the Conservation Area, with the New Providence Wharf’s Charrington Tower and Blackwall Reach Phase 1b forming part of this contemporary background to the Conservation Area. These contemporary buildings do not unacceptably compromise the setting of the building, and it is considered that this proposal would preserve the special quality of the Conservation Area which is rooted in the varied collection of maritime buildings along Naval Row.

7.142 Furthermore, it is considered that when viewed in a cumulative sense that the application site does not detract any further from the setting of the Conservation Area than that of the consented blocks of I, J and K as seen in the below image.



7.143 In summary, it is considered that while the building will contribute towards a collection of buildings within the backdrop to the Naval Row Conservation, it's siting, height and massing does not detract from the significance or setting of the Conservation Area due to the defined significance of the CA being found within the collection of buildings itself.

Archaeology

7.144 Development plan policies require measures to identify, record, project, and where appropriate present the site's archaeology. The application site is located within an Archaeological Priority Area, and it is acknowledged within the submitted Archaeological Assessment that the site has a high potential for prehistoric cultural remains.

7.145 The site is located on the archaeologically-productive edge between what was once the higher, drier ground to the north and the Thames floodplain to the south. T

7.146 There is a similarity in elevation and situation to the Yabsley St neolithic burial site (the "Blackwall Lady") to this site. Yabsley St and the Waste Transfer site were likely to have been either an island south of the shoreline, where this site was in prehistory, or at the southern end of a narrow isthmus linking with the western end of Naval Row and Poplar High St to the north. That north south line was a raised isthmus in the historical period, when it was named Blackwall Causeway.

7.147 The palaeo-environmental assessment from site is pessimistic, but the results on the site's situation indicates a potential for prehistoric and later cultural remains, and so fieldwork is appropriate. Quixley St is the former northern entrance to Blackwall Yard and the site itself formed part of that historically important shipyard.

7.148 Within the immediate context of the site, a complementary heritage offer is now being planned at the Reuters site to the south which also lay within Blackwall Yard and at the Leamouth Esso petrol station site to the east as well, which will provide increased public benefit and amenity

along the Thames path and the Lea. There is scope for some beneficial connections to be made in the public realm of all three sites.

- 7.149 GLAAS advise that the development could cause harm to archaeological remains and field evaluation is needed to determine appropriate mitigation. However, although the NPPF envisages evaluation being undertaken prior to determination, in this case consideration of the nature of the development, the archaeological interest and/or practical constraints are such that they consider a two-stage archaeological condition could provide an acceptable safeguard. This would comprise firstly, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.
- 7.150 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
- 7.151 GLAAS advisors have requested two conditions be placed on consent to secure a written scheme of investigation and implementation of a scheme of public heritage for the benefit and education of site users. Both conditions are recommended to be tied to this consent.

AMENITY

- 7.152 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.
- 7.153 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.
- 7.154 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 and Sunlight

- 7.155 Guidance relating to daylight and sunlight is contained in the Building Research Establishment (BRE) handbook 'Site Layout Planning for Daylight and Sunlight' (2011).
- 7.156 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.
- 7.157 The applicant has submitted a Daylight and Sunlight Assessment of the scheme, undertaken by CMCP. The Assessment has been independently reviewed on behalf of the Council by Delve Patman Redler (DPR).
- 7.158 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.

- 7.159 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.
- 7.160 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.
- 7.161 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.

Blackwall Reach

Block K

- 7.162 Of the 145 test areas considered, all areas would experience VSC values within 2% of the extant consent as filed under PA/19/02292 and/or meet the BRE target value of 27%. This demonstrates that when compared to the extant consent that the current proposals result in some minor additional impacts over and above what was consented however it is not considered that these additional effects are material in nature.

Block M

- 7.163 Of the 72 test areas considered, all areas would experience VSC values within 1% of the extant consent as filed under PA/19/02292 and/or meet the BRE target value of 27%. This demonstrates that when compared to the extant consent that the current proposals result in some very minor additional impacts over and above what was consented however it is not considered that these additional effects are material in nature.

Block N

- 7.164 Of the 80 test areas considered, all areas would experience VSC values within 1% of the extant consent as filed under PA/19/02292 and/or meet the BRE target value of 27%. This demonstrates that when compared to the extant consent that the current proposals result in some very minor additional impacts over and above what was consented however it is not considered that these additional effects are material in nature.

Block O1

- 7.165 16 of the 28 test areas considered would experience VSC values within 2% of the extant consent as filed under PA/19/02292. The remaining 12 areas would experience VSC values which are no more than 7% from the extant consent figures. Given this block is outline at present, the additional impacts are acceptable given the unknown location of the final scheme window positions.

Block O2

- 7.166 All 10 test areas considered would experience VSC values within 5% of the extant consent as filed under PA/19/02292. Given this block is outline at present, it is considered that the

additional impacts could be acceptable given the unknown location of the final scheme window positions.

Naval House

- 7.167 All rooms and windows considered would experience VSC and NSL values within 1% of the extant consent as filed under PA/19/02292 and/or meet the BRE target values for VSC of 27% and 80% for NSL. This demonstrates that when compared to the extant consent that the current proposals result in some very minor additional impacts over and above what was consented however it is not considered that these additional effects are material in nature.

62-64 Naval Row (Romney House)

- 7.168 All rooms and windows considered would experience VSC and NSL values within 1% of the extant consent as filed under PA/19/02292 and/or meet the BRE target values for VSC of 27% and 80% for NSL. This demonstrates that when compared to the extant consent that the current proposals result in some very minor additional impacts over and above what was consented however it is not considered that these additional effects are material in nature.

The Steamship Public House

- 7.169 All six of the windows considered would experience VSC values within 1% of the extant consent as filed under PA/19/02292 and/or meet the BRE target values for VSC of 27%. In NSL terms, all rooms experience values within 6% of the extant consent. This demonstrates that when compared to the extant consent that the current proposals result in some minor additional impacts over and above what was consented however it is not considered that these additional effects are material in nature.

26 Naval Row

- 7.170 All 24 windows considered would experience VSC values within 1% of the extant consent as filed under PA/19/02292 and/or meet the BRE target values for VSC of 27%. In NSL terms, all rooms experience values within 12% of the extant consent. This demonstrates that when compared to the extant consent that the current proposals result in some minor additional impacts over and above what was consented however it is not considered that these additional effects are material in nature.

Blackwall Yard

- 7.171 All rooms and windows considered would experience VSC and NSL values within 1% of the extant consent as filed under PA/19/02292 and/or meet the BRE target values for VSC of 27% and 80% for NSL. This demonstrates that when compared to the extant consent that the current proposals result in some very minor additional impacts over and above what was consented however it is not considered that these additional effects are material in nature.

Daylight and Sunlight Conclusions

- 7.172 The impact of the scheme with regards to daylight and sunlight impacts to existing and consented residential development is complex and varied in scale. While it is considered broadly that the impacts to existing residential properties along Naval Row would be predominantly minor or negligible, the impacts to the consented parameter blocks of the Outline Consent are more severe.
- 7.173 In considering these impacts, weight has been given to the age of the 2012 consent and to the fragmented land ownership which remains unresolved since the unsuccessful CPO in 2015. Further to this, significant weight has been given to the capacity for the most significantly impacted blocks, particularly Block O1, to configure itself to mitigate or minimize these impacts during a future Reserved Matters submission. It is difficult to clearly identify the impacts in great detail lieu of any internal details or residential configuration.
- 7.174 It is also acknowledged that the arrangement of Blocks P and Q impacted some parameter blocks, notably Blocks K, O2 and the southern elevation of N, more significantly than the proposed scheme. Some weight has also been prescribed to what have been considered as

acceptable impacts elsewhere within Blackwall Reach, such as Block G which maintains similar VSC façade tested results

Overlooking

- 7.175 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.
- 7.176 The proposal will maintain interfaces with the residential units of Blocks K, O1 and O2 of the Blackwall Reach Masterplan once completed and integrated within the broader area. It is noted that the Development Specification for the 2012 Masterplan Consent required a minimum 10m separation distance between Blocks P and Q and the blocks to the north of Scouler Street.
- 7.177 The proposed scheme maintains between a 16.3m and 22m separation between Blocks O1 and O2 and a 31m separation between Block K and the application site. While it is acknowledged that 18m is given as guidance within the Local Plan, it is considered the previously consented setback give sufficient comfort to amenity impacts on Block O1.
- 7.178 There are no existing residential interfaces which would suffer from overlooking associated with the scheme.
- 7.179 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

- 7.180 The application is supported by an Environmental Noise Survey which was reviewed by the Council's Environmental Health Noise team. It is not envisaged that the completed development would significantly impact on neighbouring amenity from noise and vibration.
- 7.181 Further a condition is recommended to ensure that a Noise insulation Verification Report is submitted for the new residential units.

Construction Impacts

- 7.182 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.
- 7.183 It is acknowledged that demolition and construction activities are likely to cause some additional noise and disturbance, additional traffic generation and dust. 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.
- 7.184 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

- 7.185 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 and pedestrians.
- 7.186 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.
- 7.187 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.

Integration with the Blackwall Reach Masterplan

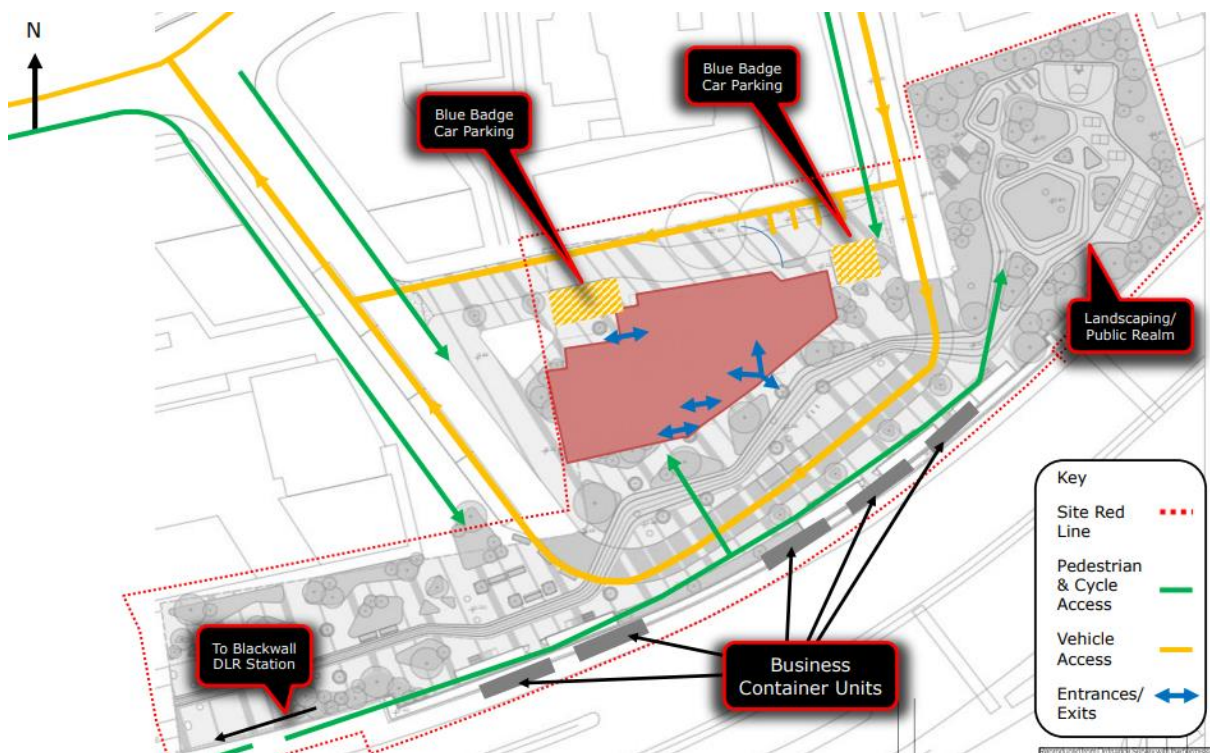
- 7.188 The application plays a significant role in delivering strategic transport ambitions within the locality and the Blackwall Reach Masterplan. As described in earlier sections, the application will seek to slot in with the remainder of Phase 4 of the Blackwall Reach Masterplan and provide for an interim and long term bus loop solution within the site in order to remove the existing bus standing from Prestage Way adjacent Blackwall DLR. The removal of the existing bus stands, and provision within the application site, will allow for the redevelopment of parts of Phase 4 to come forward independently which are under different land ownership.



7.189 The scheme has previously been developed through extensive pre-application and post-submission discussions with TFL’s strategic transport officers and bus operations officers, as well as Council Highways Officers to develop interim and long term arrangements which will be functional, safe and pedestrian friendly in line with the ambitions of Blackwall Reach and Council policy.

7.190 In the interim arrangement, the existing bus turnaround at the termination of Prestage Way will be relocated to the application site which will facilitate the delivery of the high density residential blocks of Phase 4 of the Masterplan. The bus stands will be relocated onto the new carriageway, with the transition period secured through the S106 agreement to ensure that the bus stands will be seamlessly transitioned onto site in order to avoid disruption to the network.

7.191 In the final arrangement (below) whereby Prestage Way has been realigned and Blocks I, J, K and M of Blackwall Reach have been delivered, the bus stands will be moved off the application site and on to the carriageway to the eastern side of Prestage Way. This transition will similarly be secured by way of S106 obligation.



7.192 It is noted that the GLA has raised in their Stage 1 response that the applicant should work with the adjoining land owners namely those involved in Blackwall Reach Phase 4 to ensure seamless integration and emerging proposals for Phase 4. The applicant has sought as far as practically possible to do so, however in the absence of any firm proposals for Phase 4 at the point of recommendation for a decision of this application, it is considered that the applicant’s proposal to continue with the previously agree bus loop proposals are acceptable.

7.193 In terms of mitigation, a £40,000 financial contribution was agreed as part of the consented hotel scheme to mitigate the additional mileage that would be incurred by buses as a result of the relocated bus stands. This is still considered necessary and reasonable and should be carried over in line with London Plan Policy T3.

Vehicular, pedestrian and cycle access

7.194 The site has a Public Transport Accessibility Level (PTAL) of 4 on a scale of 1-6 where 6b is considered excellent with a PTAL of 4 reflecting good. Blackwall Docklands Light Railway (DLR) Station is located 110m walking distance (within 2 minutes walking distance) and serves

Tower Gateway/Bank to Beckton/Woolwich Arsenal. All Saints Station is approximately 850m north-west of the site (within 10 minutes walking distance) and serves the Stratford to Lewisham DLR route.

- 7.195 The main pedestrian access to the site is proposed to be via Prestage Way, immediately adjacent to the Blackwall DLR station.

DLR Infrastructure

- 7.196 The application site is situated immediately beneath and adjacent to Docklands Light Railway (DLR) assets by virtue of proximity to the elevated DLR viaduct. The block itself will intrude within the DLR exclusion zone at an upper level while maintaining the setback at lower levels.
- 7.197 To further protect the DLR asset, 6 conditions have been recommended by TFL to be included and 1 informative. These conditions relate to radio impacts, construction impacts, cranes, and commencement notice. It is also noted that the applicant must enter into an Asset Protection Agreement with Docklands Light Railway prior to any commencement.
- 7.198 As noted above, the Blackwall Tunnel runs below the site. The necessary infrastructure protection conditions (in the form of build-over agreement supported by an agreed engineering Approval in Principle) in order to protect the safe and continued operation of the tunnels will need to be secured with any permission. Furthermore, a full structural impact assessment alongside a full-scale monitoring regime (before construction, during construction and after construction) will be secured via condition.

Deliveries & Servicing

- 7.199 The submitted TA includes a Delivery and Servicing Strategy which outlines the indicative strategy for servicing and delivery. Deliveries and servicing are proposed to take place from the northern side of the site, accessed through Scouler Street; with two taxi bays proposed along the southern link road. Waste collection will also take place from Scouler Street.
- 7.461 TFL broadly support the outline Delivery and Servicing Strategy. It is noted that the applicant proposed a private waste collection, which raises some concerns.
- 7.462 It is recommended that full details and implementation of the delivery and delivery and servicing and waste strategies are secured by condition.

Car Parking

- 7.200 GLA and LBTH Highways officers support the removal of the existing surface car parking and proposed development being car free, in line with London Plan Policy T6.
- 7.201 The applicant has proposed five disabled persons parking bays from the outset which would be located at the north-eastern side of the residential block with access from Scouler Street and Quixley Street. TFL noted that although the initial provision of 5 blue badge car parking spaces is London Plan T6.1 compliant, the applicant should demonstrate how an additional 7% of dwellings could be provided with blue badge parking in the future if required (London Plan Policy T6.1 G). The applicant has advised that the taxi drop off bays that have been brought over from the extant hotel consent could be converted to blue badge spaces should there be demand.
- 7.202 The design and management of the spaces will be via a Parking Design and Management Plan, secured by condition. Alongside electric vehicle charging points and a permit free obligation for future occupiers of the development.

Cycle Parking and Facilities

- 7.203 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.
- 7.204 The proposals include a total of 322 long-stay cycle parking spaces and 24 short stay spaces. The long-stay cycle spaces would be located on the ground and first floor. Seven short stay

cycle parking spaces will be provided in the public realm. The number of cycle parking spaces proposed are in line with the requirements set out in London Plan Policy T5.

- 7.205 Final details of cycle parking ensuring this meets London Cycle Design Standards (LCDS) are recommended to be secured by condition. Overall, the proposed cycle storage is considered to be acceptable subject to the submission of the details secured by condition.

Trip generation

- 7.206 A trip generation exercise has been undertaken using data from TRICS. The approach is acceptable and predicts a lower number of peak hour and daily trips, compared with the consented apart-hotel scheme, and over 95% of trips would be undertaken by sustainable modes, meeting strategic mode share targets and London Plan policies T1 and T4.

Travel Plan

- 7.207 The applicant has provided a framework travel plan which has followed TfL guidance which is welcomed and the principle of which is considered acceptable by TfL.
- 7.208 It is recommended that the final Travel Plan is secured and monitored via S106 agreement.

Environment

Energy

- 7.209 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.
- 7.210 At the strategic level, Chapter 9 of the London Plan requires development to contribute to mitigation and adaptation to climate change. Specifically, Policy S12 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
- 7.211 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.
- 7.212 The application has been accompanied by an Energy Strategy prepared by J.S.Lewis Ltd which demonstrates that the development is anticipated to achieve a site-wide reduction in carbon dioxide emissions of 72%.
- 7.213 The proposal has a baseline of 183.8 tonnes of regulated CO₂, with 131.7 tonnes of regulated CO₂ savings on-site with remaining 52.1 tonnes to be off-set through a carbon offsetting contribution. A carbon off-setting payment of £148,485 will be secured by S106 obligation to achieve net zero carbon for the development and deliver a policy compliant scheme.

Circular Economy

7.214 The application has been accompanied by a Circular Economy Statement that sets out key circular economy commitments for the proposed development.

7.215 The statement sets out the following;

- The scheme is highly efficient in its provision of accommodation, and the resulting materials used per dwelling;
- The use of concrete frame is highly likely due to the height of the building and the structural requirements. Maximising the sustainability of any concrete utilised should be a priority for the development as the scheme progresses;
- The floor plans achieve a high level of repetition and efficiency, maximising the utility of the site whilst again serving to minimise site waste arising.

7.216 Although the general principles of the statement are acceptable, it is recommended that a further Circular Economy Statement is secured via condition when a greater level of detail can be provided.

Summary

7.217 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 Circular Economy Statement
- Submission of post construction energy assessment including 'as-built' calculations to demonstrate the reductions in CO2 emissions have been delivered on-site

Biodiversity

7.218 The application site contains areas of scrub and tall ruderal vegetation. While not high value habitats, these will provide habitat for common birds and invertebrates, and their loss will be a minor adverse impact on biodiversity. The scrub is likely to support nesting birds, and should be cleared outside the nesting season, or a survey for nesting birds must be conducted immediately before clearance. This should be secured by a condition (see below).

7.219 Policy D.ES3 requires development to deliver net gains in biodiversity in line with the Local Biodiversity Action Plan (LBAP). The landscape proposals are clearly biodiversity-led, and include native woodland-style planting, wildflower meadows and species-rich lawns, all of which will contribute to LBAP targets. The ornamental planting includes an excellent diversity of nectar-rich perennials, climbers and shrubs. Biodiverse roofs are proposed, though it is not clear from the plans the area of biodiverse roof. Log piles, insect boxes and bird nest boxes are also proposed. Overall, these features will ensure a net gain in biodiversity, as required by D.ES3. Full details of the biodiversity enhancements will be secured via condition.

Health Impact Assessment

7.220 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.

7.221 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.

7.222 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):

- 7.223 *Delivering Healthy Layouts:* As set out previously, all homes will be designed to part M4(2) (wheelchair adaptable) of the Building Regulations, in excess 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.
- 7.224 *Promoting Neighbourhood Cohesion:* The proposed development is expected to create a net gain of employment opportunities on site as a result of the 8 workspace units noting that work can make it easier to pursue a healthy lifestyle, with unemployment often related to a multitude of elevated health risks. The public realm, landscaping and amenity spaces are accessible and welcoming for residents, supporting a sense of wellbeing and place. All flats, regardless of tenure, will have access to high quality communal amenity space at ground floor which will provide opportunity for all residents to interact. The landscaping and public realm improvements will be publicly accessible enabling residents from different groups to benefit from physical activity as well as supporting social cohesion.
- 7.225 *Enabling Active Living:* The scheme would provide access to child play space which would encourage physical activity among children. The scheme also delivers a youth play area which will be accessible for residents and the wider area. The development would encourage active travel through the provision of a policy compliant level of cycle parking.
- 7.226 *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. 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 where 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.

Air Quality

- 7.227 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.
- 7.228 An Air Quality Assessment has been submitted in support of the application 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). The assessment has been reviewed by Temple and the Council's Air Quality Officers.
- 7.229 The assessment finds that during the demolition and construction phase of the development, the effects of dust emissions would be adverse, however this would be reduced with the application of recommended dust mitigation measures. Similarly, emissions from construction traffic would be negligible. 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.
- 7.230 The ES finds that the air quality effects without mitigation once the development is completed and operational are judged to be negligible. It is noted LBTH Air Quality Officers recommend a condition to secure an updated Air Quality Neutral assessment to cover the buildings emissions and Air Quality Standards for any new boilers.

7.231 In terms of future occupiers of the site, given the location and proximity to Aspen Way/the DLR there is a requirement for mitigation measures to ensure acceptable air quality for future residents. The applicant has sought to incorporate this into the design of the proposals through the use of winter gardens at lower levels, however a condition requiring mechanical ventilation for the units is also required.

Wind/Microclimate

7.232 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.

7.233 A wind and micro-climate assessment has been submitted in support of the application which was reviewed by the Council's independent assessor Temple. The overall approach of the assessment is considered appropriate and broadly in line with best practice.

7.234 The assessed conditions in terms of suitability for existing and proposed activities are generally supported by the results. There is the potential for conditions to be unsuitable in terms of both safety and comfort around southeast corner of Block K of Blackwall Reach Phase 4, noting that this development is currently only in outline. It is unlikely that these exceedances are directly as a result of this scheme, but rather cumulative circumstances. Notwithstanding this, the applicant agrees to provide mitigation measures in the form of additional tree planting in order to managing this alongside wider landscaping that will come forward as part of the detailed application for Blackwall Reach Phase 4.

7.235 It is recommended that full wind mitigation measures as identified in the wind report are secured and implemented via a condition.

Flood Risk & Drainage

7.236 Policies SI12 and SI13 of the London Plan seek to ensure that flood risk is minimised and mitigated, that development 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 a local level in Policies D.ES4 and D.ES5 which seek to reduce the risk of flooding.

7.237 The site is located in Flood Zone 3 and is protected to a high standard by the Thames tidal flood defences up to a 1 in 1000 (0.1%) chance in any year flood event. A Flood Risk Assessment (FRA) prepared by MAB has been submitted to support the application.

7.238 It is recommended that the full details and implementation of sustainable drainage systems are secured via condition.

Land Contamination

7.239 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

7.240 It is estimated that the proposed development would be liable for Tower Hamlets Community Infrastructure Levy (CIL) payments of approximately £XXXX (inclusive of social housing relief and exclusive of indexation) and Mayor of London CIL of approximately £XXX (inclusive of social housing relief and exclusive of indexation).

7.241 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.

- 7.242 The applicant has agreed to meet all of the financial contributions that are sought by the Council's Planning Obligations SPD, as follows:
- £108,204 towards construction phase employment skills training
 - £148,485 toward carbon emission off-setting
 - £40,000 towards TfL Bus Mileage
 - £17,120 towards development co-ordination

Human Rights & Equalities

- 7.243 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.
- 7.244 The proposed new residential accommodation meets inclusive design standards and a minimum of 10% (16 dwellings) of the new homes will be wheelchair accessible with 12 dwellings allocated to the Affordable Rented tenure. The proposal will also provide 5 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.
- 7.245 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.
- 7.246 The proposed development would not result in adverse impacts upon equality or social cohesion.

8. RECOMMENDATION

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

8.2 Financial obligations

- a. £108,204 towards construction phase employment skills training
- b. £40,000 towards TfL Bus Mileage
- c. £148,485 towards carbon emission off-setting
- d. £17,120 towards development co-ordination
- e. £11,414.27 monitoring fee

Total financial contributions: £325,223.27

8.3 Non-financial obligations:

- a. Affordable housing (35.9% by habitable room)
 - 21 units (66 habitable rooms) at London Affordable Rent
 - 18 units (66 habitable rooms) at Tower Hamlets Living Rent
 - 13 units (43 habitable rooms) as Shared Ownership
 - Early Stage Review
 - Details and implementation of 12 London Affordable Rent/Tower Hamlets Living Rent 'wheelchair accessible' dwellings (to M4 (3)(2)(b) standard)

- a. Access to employment
 - 20% local procurement

- 20% local labour in construction
 - b. Transport matters:
 - Car Free development (residential)
 - Accessible Parking
 - S78 Highway Works
 - Bus Loop
 - TfL Bus Operations Unit
 - Construction and Occupation Travel Plan
 - c. Public Access Routes and Public Realm
 - d. Child Play Space
 - e. Code of Construction Practice Scheme
- 8.4 That the Corporate Director of Place is delegated the power to negotiate the legal agreement. If within three months of the resolution the legal agreement has not been completed, the Corporate Director for Place is delegated power to refuse planning permission.
- 8.5 That the Corporate Director of Place is delegated the power to impose conditions and informatives to address the following matters:

8.6 Planning Conditions

Compliance

1. 3 years deadline for commencement of development.
2. Development in accordance with approved plans.
3. Restrictions on demolition and construction activities:
 - a. Standard hours of construction and demolition;
 - b. Air quality standards for construction machinery;
 - c. Ground-borne vibration limits; and
 - d. Noise pollution limits.

4. Piling Method Statement
5. Restriction of PD rights of Office Pods to Class E(g)

Pre-commencement

6. Code of Construction Practice
7. Construction Waste Management Plan
8. Construction Environmental Management Plan and Construction Logistics Plan
9. Cranes/scaffolding (Aviation Safeguarding)
10. Land Contamination Remediation
11. Final Fire Statement
12. Details and Plant and Machinery (Air Quality)
13. Construction Site Dust Control
14. Odour from Fixed Plant and Equipment
15. Final Energy Statement
16. DLR Commencement Notification
17. DLR Crane and Lifting Management Plan
18. DLR Scaffolding Plans
19. DLR Radio Survey

20. DLR and LCY Access Agreements
21. Archaeology (WSI)
22. Archaeology (Scheme of Public Heritage)
23. Circular Economy Statement
24. Zero Carbon Future-proofing
25. Details of wind mitigation measures.

Pre-superstructure Works

26. Details of external facing materials and architectural detailing.
27. Details of hard and soft landscaping of all public realm and open spaces including details relating to play equipment, street furniture and lighting, wind mitigation measures, biodiversity mitigation and enhancements.
28. Biodiversity
29. Details of cycle parking
30. Surface water - Drainage Strategy
31. Disabled Car parking
32. Electric vehicle charging points
33. Delivery, Servicing and Waste Management Plan
34. Details of Accessible Units

Pre-Occupation

35. Noise Insulation Verification
36. Car parking management plan
37. Delivering, Servicing and Waste Management Plan
38. Energy and Efficiency Verification

8.7 Informatives

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

APPENDIX 1

LIST OF APPLICATION PLANS AND DRAWINGS FOR APPROVAL

Existing Drawings

Application Drawing No:	Revision No:	Description
(20)_098	P01	Site Plan Existing Conditions
(20)_001	P)1	Site Location Plan
(20)_002	P01	Site Plan – Proposed (Phase 01)
(20)_003	P01	Site Plan – Proposed)Phase 02)
(20)_100	P02	GA Plan – Ground Floor Plan
(20)_101	P02	GA Plan Level 01
(20)_102	P04	GA Plan – 2 nd to 4 th Floor
(20)_105	P01	GA Plans 5 th -8 th Floor
(20)_109	P02	GA Plan – 9 th Floor Plan
(20)_110	P02	GA Plan – 10 th Floor Plan
(20)_111	P02	GA Plan – 11 th to 19 th Floor Plan
(20)_120	P02	GA Plan – 20 th Floor Plan
(20)_121	P02	GA Plan – 21 st to 27 th Floor Plan
(20)_128	P02	GA Plan – 28 th to 29 th Floor Plan
(20)_130	P02	GA Plan – Roof Plan
(20)_201	P01	Detailed Elevation A
(20)_202	P01	Detailed Elevation B
(20)_203	P01	Detailed Elevation C
(20)_204	P01	Detailed Elevation D
8376-PL-00-GA-P1-101	00	General Arrangement Landscape Masterplan – Podium Levels Phase 01
8376-PL-00-GA-P3-101	00	General Arrangement Landscape Masterplan – Podium Levels Final Scheme
8376-PL-20-GA-P1-101	01	General Arrangement Landscape Masterplan – Ground Level Phase 01
8376-PL-20-GA-P3-101	01	General Arrangement Landscape Masterplan – Ground Level Final Scheme
8376-PL-X-UGF-P3-102	00	General Arrangement Urban Greening Factor Final Scheme.

Other application documents

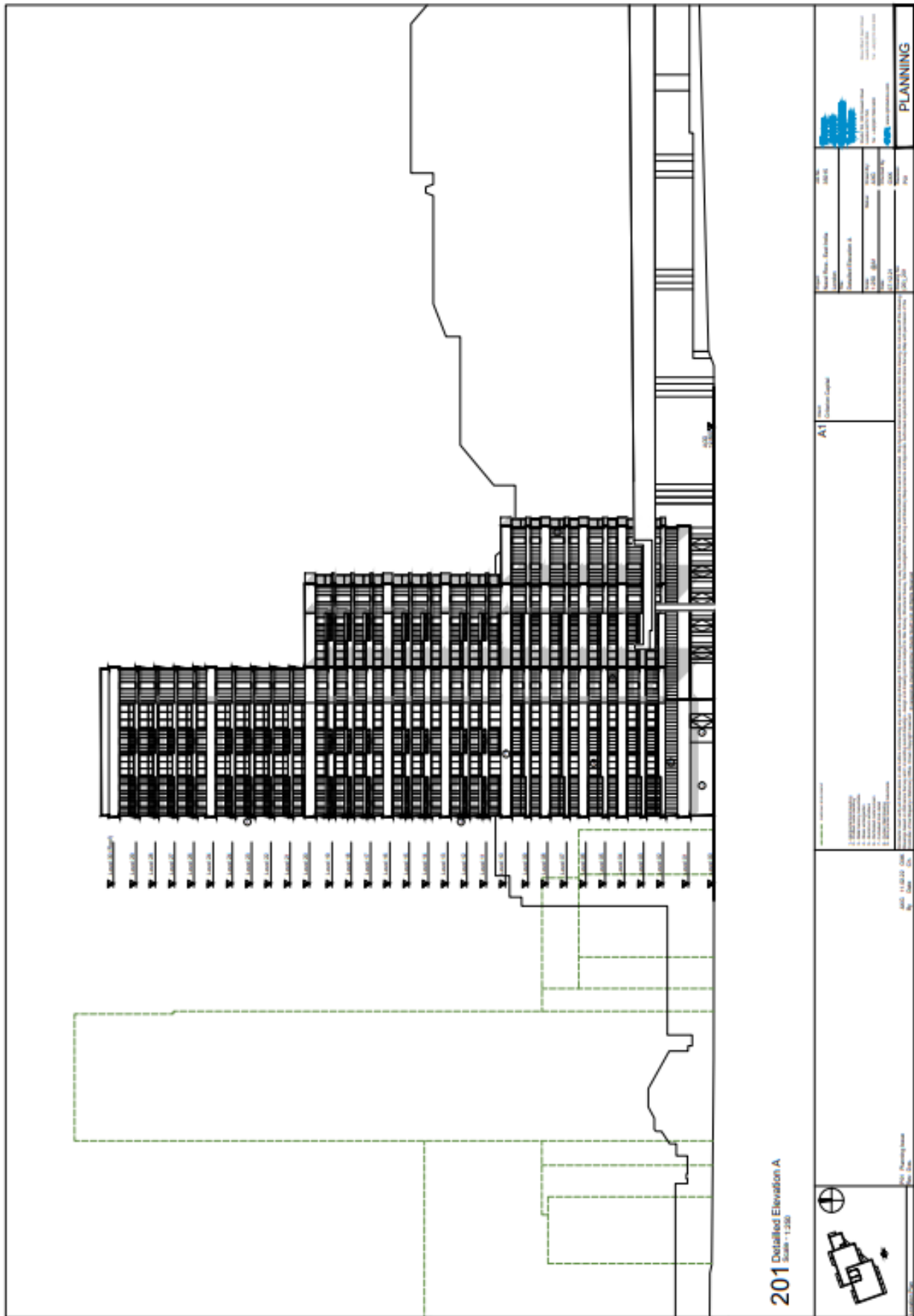
DOCUMENT TITLE	PREPARED BY
Statement of Community Involvement	GNL Strategic
Environmental Noise Assessment	Sharps Redmore
Design & Access Statement	Carey Jones Chapman Tolcher
Daylight & Sunlight Report	CPMC Chartered Surveying
Flood Risk Assessment	MAB Consultancy
Planning Statement	Centro Planning Consultancy
Air Quality Assessment	Aether
Archaeological Desk Based Assessment	PCA
Circular Economy Statement	JS Lewis Ltd
Construction Logistics Plan	Odyssey
Detailed Health Impact Assessment	Centro Planning Consultancy
Energy and Sustainability Statement	JS Lewis Ltd

Fire Strategy (and addendum)	Jensen Hughes
Framework Travel Plan	Odyssey
Preliminary Geo-Environmental Risk Assessment	Delta-Simons
Heritage, Townscape and Visual Assessment	CityDesigner
Landscape and Public Realm Strategy	SpaceHub
Lifecycle Carbon Assessment	JS Lewis Ltd
Preliminary Ecology Appraisal	Delta-Simons
Lighting Assessment	CPMC Ltd
Wind Microclimate Report	arcaero

APPENDIX 2

SELECTION OF APPLICATION PLANS AND IMAGES

Elevation (From Aspen Way)



Ground Floor Layout



00 CA Plan - Ground Floor Plan
Scale: 1/8"=1'-0"



PLO: [Name] [Date]
 PVI: [Name] [Date]
 POC: [Name] [Date]

11/02/21
 11/02/21
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 11/02/21

PLANNING

Typical Plan 2nd-4th Floor



02 CA Plan - 2nd to 4th Floor Plan
Scale: 1/8"=1'-0"



P14 Civil and Structural
 P15 Structural Submittal
 P16 Planning Review - 2nd Mtg. Change

01/22/23 CMB
 01/11/23 CMB
 11/08/22 CMB

01/22/23
 01/11/23
 11/08/22

01/22/23
 01/11/23
 11/08/22

02

01/22/23
 01/11/23
 11/08/22

	PLANNING
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10th Floor Plan



10 GA Plan - 10th Floor Plan
Scale: 1/32" = 1'-0"



PG2 Second elevation window. Link not required.
PG1 Planning Issue
Rev. Date

WT 05/02/20 CMB
AJG 11/02/20 CMB

— 10th Floor Window
- - - - - 10th Floor Window

A3

Rev.	1	05/02/20	CMB
Rev.	2	11/02/20	CMB
Rev.	3		
Rev.	4		
Rev.	5		

PLANNING

20th Floor Plan



20 GA Plan - 20th Floor Plan
Scale: 1/8"=1'-0"



PLANNING

REV 04/20/20
DATE 11/02/20
BY [Signature]
CHK [Signature]

PROJECT: [Project Name]
SHEET: [Sheet Number]

DATE: [Date]
DRAWN BY: [Name]

SCALE: 1/8"=1'-0"

PROJECT NO. [Number]

DATE: [Date]

PLANNING

