



## STRATEGIC DEVELOPMENT COMMITTEE

18/10/2023

Report of the Corporate Director of Housing and Regeneration      Classification: Unrestricted

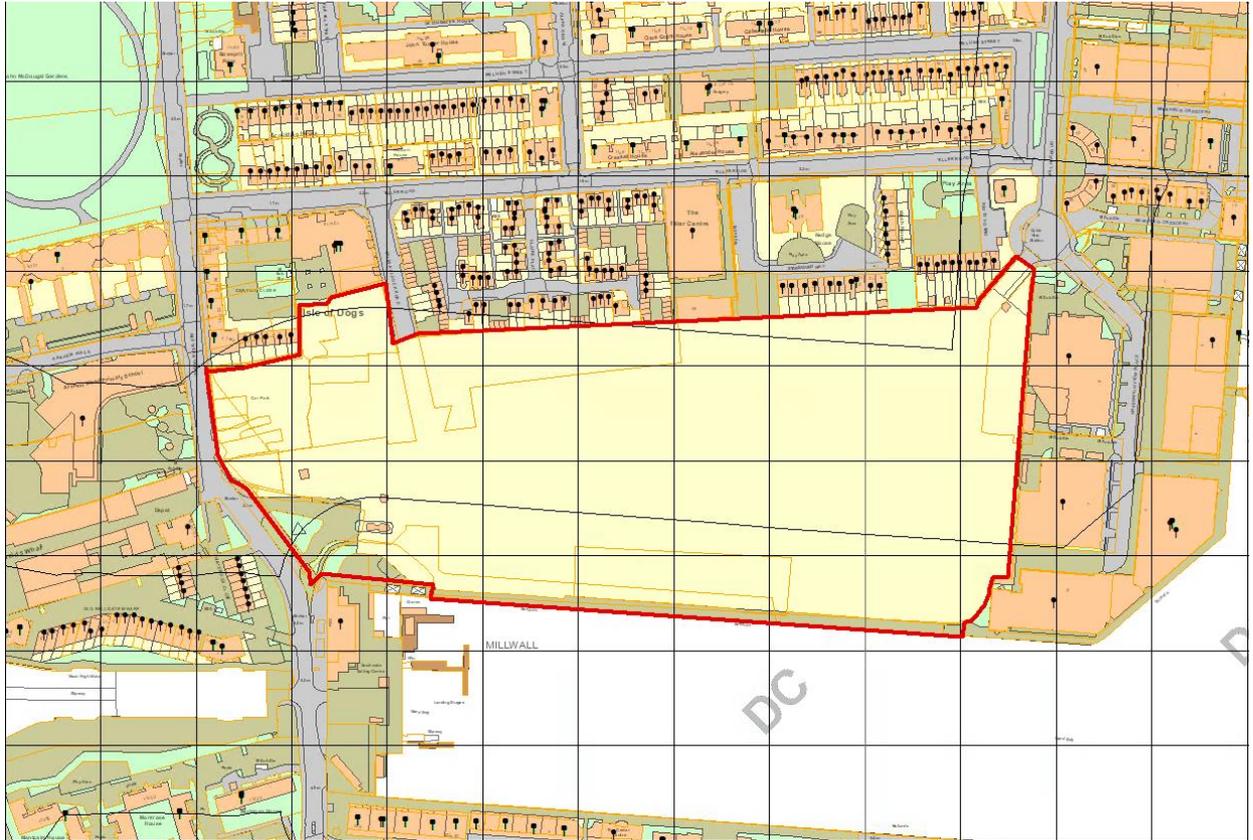
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### Pre-application presentation

<b>Reference</b>	PF/23/00087
<b>Site</b>	Former Westferry Printworks, 235 Westferry Road, London
<b>Ward</b>	Canary Wharf
<b>Proposal</b>	Comprehensive and phased mixed-use redevelopment comprising 1,358 residential units (Class C3), Secondary School (Class F), commercial, business and services (Class E(a)-E(g)(i)), community uses (Class F), car and cycle basement parking, associated landscaping, new public realm and all other necessary enabling works.
<b>Applicant</b>	Westferry Developments Limited
<b>Architect</b>	PLP Architecture Landscape Architects – LDA Design
<b>Agent</b>	DP9
<b>Case Officer</b>	Nelupa Malik
<b>Key dates</b>	Pre-application request submitted April 2022 – Scheme 1 Pre-application request submitted June 2023 – Scheme 2 Community Forum 11 <sup>th</sup> September 2023 – Scheme 2 Community Development Panel 19 <sup>th</sup> September 2023 – Scheme 2 Quality Review Panel 26 <sup>th</sup> September 2023 – Scheme 2

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# SITE PLAN



**Site Plan**



**Grade II Listed Building**



**Conservation Area**



**Neighbourhood Centre**



## Pre-Application Site Map PF/23/00087

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



**TOWER HAMLETS**  
London  
Borough of  
Tower Hamlets

Date: 18<sup>th</sup> October 2023

## **1. BACKGROUND**

- 1.1 The National Planning Policy Framework and the National Planning Practice Guidance promote early engagement between developers and Local Planning Authorities at the pre-application stage, prior to submitting a planning application. The Council welcomes pre-application discussions and has a well-established process to facilitate this. In March 2019 the Council's Development and Strategic Development Committees considered a draft protocol for pre-application presentations. The protocol is now incorporated in the Committee Terms of Reference. The Council's updated Statement of Community Involvement also highlights the importance of pre-application engagement and the role of elected members and local communities in this stage of the planning process.
- 1.2 This report updates the Strategic Development Committee on progress made and issues identified in respect of pre-application discussions for the proposed redevelopment of the Former Westferry Printworks site.

## **2. DESCRIPTION OF THE PROPOSAL**

### **Background**

- 2.1 The pre-application site has planning permission granted in 2016 (PA/15/02216) for the comprehensive redevelopment of the site to provide a mixed-use redevelopment including buildings ranging from 4-30 storeys in height comprising: a secondary school, 722 residential units, retail uses, flexible restaurant and café and drinking establishment uses, flexible office and financial and professional services uses, community uses, car and cycle basement parking, associated landscaping, new public realm and all other necessary enabling works. This application was approved by the Mayor of London following the Mayor exercising his power to become the determining authority for the planning application. The extant planning permission secured 20% affordable housing by habitable room.
- 2.2 In 2018, the Applicant submitted a revised planning application that amended the approved scheme, by increasing building heights to provide 1,524 residential units. On 26 March 2019, an appeal was submitted to the Planning Inspectorate (PINS). The procedure agreed for the appeal was a Public Inquiry. In April 2019, PINS advised that the Secretary of State for Housing, Communities and Local Government (the Secretary of State) had directed that he would be determining the appeal himself.
- 2.3 The Public Inquiry was held in August and September 2019 and following which, in November 2019, the Inspector recommended that the appeal be dismissed. On 14<sup>th</sup> January 2020, the Secretary of State allowed the appeal, contrary to the Inspector's recommendation.
- 2.4 Following a successful challenge by the Council under the Judicial Review procedure, the High Court quashed the Secretary of State's decision and ordered that the appeal be re-determined. Following a re-opened Public Inquiry in May 2021, the appeal was dismissed on 18<sup>th</sup> November 2021. The appeal was dismissed on the following summarised grounds:
  - The effect of the scale, height and massing of the proposed development on the character and appearance of the surrounding area.
  - The effect of the proposal on the settings of the Maritime Greenwich World Heritage Site and the Grade I listed Tower Bridge.

- Mix of tenure types and unit sizes; the scheme would not make adequate provision for family housing or maximise the provision of family homes in accordance with site allocation 4.12 (Westferry Printworks).
- The proposal would not make adequate provision for the viability reviews that are necessary to ensure that affordable housing is maximised.

## Proposal

- 2.5 In June 2022, the landowner commenced pre-application discussions on an enhanced scheme, based on the principles of the 2016 permission but with a substantial uplift in development (hereafter referred to as scheme 1/Nov 22 scheme). The development proposed under scheme 1 sought to deliver 1200 units (uplift of 478 units from the consented scheme) and 7% affordable housing.
- 2.6 In June 2023 the landowner commenced further pre-application discussions on a revised iteration of the scheme that re-introduced a building that was not supported by the Planning Inspector at appeal (hereafter referred to as scheme 2). Scheme 2 is the subject of this pre-application report and proposes to deliver 1358 units (uplift of 636 units from the consented scheme) and targeting 35% affordable housing based on habitable rooms.
- 2.7 Pre-application advice is being sought for the comprehensive redevelopment of the former Westferry Printworks site consisting of the erection of 12 buildings to provide 1358 residential units. The scheme also proposes the delivery of a new secondary school, commercial floorspace, car and bicycle parking, associated landscaping, new public realm and public open space and all other necessary enabling works.

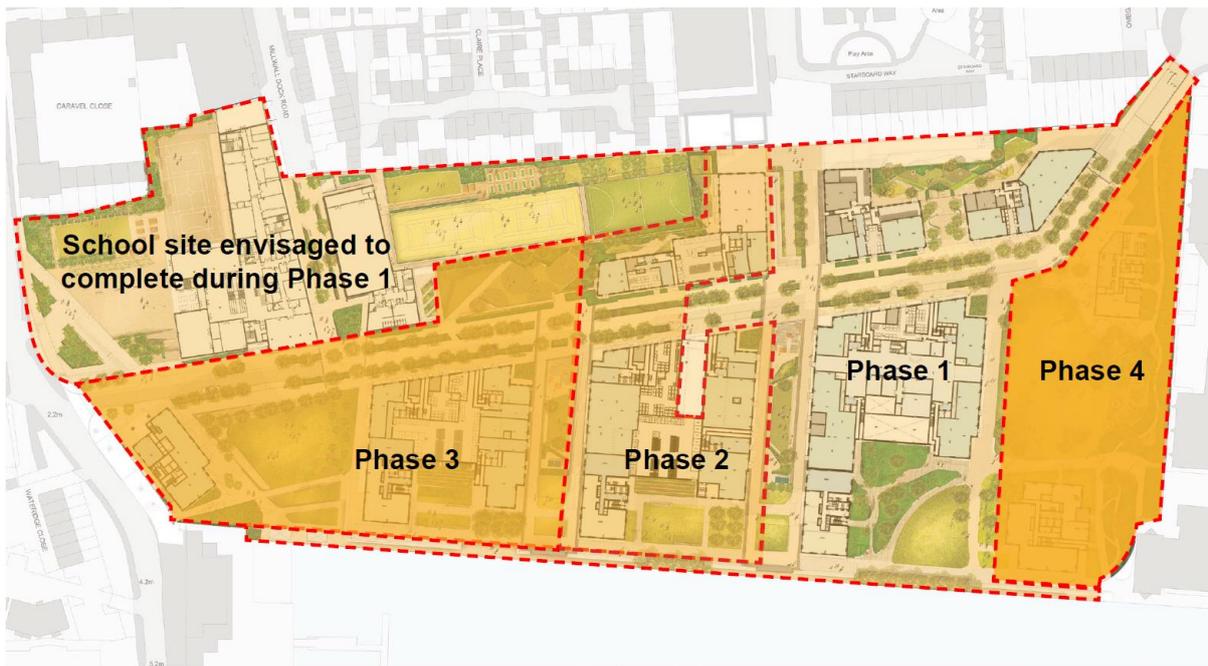


**Figure 1 – Proposed Masterplan**



**Figure 2 – Aerial View of the Site.**

2.8 The proposed development will come forward as a detailed full planning application to be delivered in 4 phases comprising Phases 1-4. Figure 3 below depicts the indicative phasing strategy for the proposed development.



**Figure 3 – Phasing Strategy.**

2.9 The layout of the proposal adopts the consented layout with a spine road referred to as ‘the boulevard’ running through the site dissecting the site into two parts with tower (T1, T2, T3, T4) and courtyard buildings (C1, C2, C3) located south of the boulevard and a cluster of buildings identified as the “northern blocks” (N1, N2 and N3) located north of the boulevard. The tower buildings will sit directly north of Millwall Outer Dock and the associated waterfront promenade. The proposed new secondary school and associated sports hall and MUGA (Multi Use Games Area) pitches are located on the north western portion of the site. Finally, there are two gateway buildings (E1, W1) located on the eastern and western ends of the site. The residential buildings within the development will have maximum heights ranging between

8-storeys (37.47m AOD) to 31-storeys (110.90m AOD). The secondary school will reach 5-storeys in overall height.

- 2.10 The remainder of the site comprises a network of public realm areas and public open spaces intended to enhance permeability through the site and to reconnect the waterfront promenade to the wider neighbourhood.

### **3. SITE AND SURROUNDINGS**

- 3.1 The pre-application site measures some 5.08 hectares and formerly comprised the Westferry Printworks which became redundant in 2012. The former building has since been demolished and the site cleared. The site is located along the northern side of Millwall Outer Dock and is bound by Westferry Road (A1206) to the west, Greenwich View Business Park to the east and to the north by residential dwellings off Tiller Road and Starboard Way south of the Barkantine Estate.

- 3.2 Greenwich View Business Park comprises data centre and business uses rising to 10-storeys on the corner of Millwall Outer and Inner Docks. To the north of the pre-application site is Tiller Leisure Centre and residential properties ranging in height from 2 and 3-storeys at Claire Place and Omega Close, 2 to 10-storeys at Starboard Way, and rising to four 1960s built 21-storey blocks of the Barkantine Estate.

- 3.3 The Docklands Sailing and Watersports Centre occupies 235a Westferry Road immediately south of the site and uses Millwall Dock for sailing and watersports activities. Opposite the site and on the south side of Millwall Outer Dock are 4-storey 1980's low-rise residential flatted blocks.

- 3.4 The site has the following planning designations and/site constraints.

- Site Allocation 4.12 (Westferry Printworks) of the Local Plan.
- Flood Zones 2 and 3A.
- Isle of Dogs Neighbourhood Plan Area.
- Archaeological Priority Area Tier 3.
- Millwall Inner Dock Tall Building Zone.
- Green Grid Buffer Zone
- New Green Grid Buffer Zone
- Area of Deficiency of Access to Nature.
- Isle of Dogs and South Poplar Opportunity Area

- 3.5 The site contains no listed buildings nor does it within a Conservation Area however the following designated heritage assets are within close proximity of the site:

- Chapel House Conservation Area
- Formerly St Pauls Presbyterian Church – Grade II
- Carnegie Library – Grade II

### **4. RELEVANT PLANNING HISTORY (Notable Applications Only)**

- 4.1 **PF/22/00085** – Pre-application for the comprehensive redevelopment of the site to provide circa 1200 residential units, commercial floorspace, car and cycle basement parking, associated landscaping, new public realm and all other necessary enabling works. Pre-application closed.

- 4.2 **PF/20/00196** – Pre-application for the erection of a temporary building for the purposes of a residential marketing suite, associated with the redevelopment of the site. Pre-application closed.
- 4.3 **PA18/01877/A1** - Comprehensive mixed-use redevelopment comprising 1,524 residential units (Class C3), shops, offices, flexible workspaces, financial and professional services, restaurants and cafés, drinking establishments (Classes B1/A1/A2/A3/A4) and community uses (Class D1) car and cycle basement parking, associated landscaping, new public realm and all other necessary enabling works.

The application is accompanied by an Environmental Impact Assessment. Appeal Dismissed 18.11.2021.

- 4.4 **PA/15/02216/A1** - Demolition of existing buildings and structures at the former Westferry Printworks site and the comprehensive mixed use redevelopment including buildings ranging from 4- 30 storeys in height (tallest being 110m AOD) comprising: a secondary school (Class D1), 722 residential units (Class C3), retail use (Class A1), flexible restaurant and cafe and drinking establishment uses (Class A3/A4), flexible office and financial and professional services uses (Class B1/A2), Community uses (Class D1), car and cycle basement parking, associated landscaping, new public realm and all other necessary enabling works (Amended description of development). The application is accompanied by an Environmental Impact Assessment. Permitted 04/08/2016.

## 5. PUBLICITY AND ENGAGEMENT

- 5.1 Under the current pre-application proposals, the Applicant has engaged in 2 pre-application meetings with Officers. At the time of the writing of this report, the Applicant has presented the latest iteration of the proposals to a Community Forum, the Isle of Dogs Community Development Panel and the Quality Review Panel. The written reports from the Community Development Panel and the Quality Review Panel are yet to be released. The Applicant will also be undertaking a 3 day public consultation event due to take place between 27<sup>th</sup> – 29<sup>th</sup> September 2023.

## 6. RELEVANT PLANNING POLICIES AND DOCUMENTS

- 6.1 The Development Plan comprises:
- The London Plan 2021 (*hereafter referred to as the London Plan*)
  - Managing Growth and Sharing the Benefits – Tower Hamlets Local Plan 2031 (2020) (*hereafter referred to as the Local Plan*).
  - Isle of Dogs Neighbourhood Plan (2021)
- 6.2 Other policy and guidance documents relevant to the proposal are:
- The National Planning Policy Framework (2023)
  - National Planning Practice Guidance (updated 2021)
  - National Design Guide (2021)
  - Mayor of London: Circular Economy Statements (2022)
  - Mayor of London: Isle of Dogs and South Poplar Opportunity Area Planning Framework (2019)
  - BRE – Site Layout Planning for Daylight and Sunlight (2022)
  - Mayor of London: Energy Assessment Guidance (2018)

- Mayor of London: Housing SPG (updated 2017)
- Mayor of London: Affordable Housing and Viability SPG (2017)
- Mayor of London: Social Infrastructure SPG (2015)
- Mayor of London: Shaping Neighbourhoods Accessible London: Achieving an Inclusive Environment SPG (2015)
- Mayor of London: Sustainable Design and Construction SPG (2014)
- Mayor of London: Shaping Neighborhoods: Play and Informal Recreation SPG (2012)
- Mayor of London: London View Management Framework SPG (2012)
- LBTH Reuse, Recycle and Waste SPD (2021)
- LBTH High Density Living SPD (2020)
- LBTH Planning Obligations SPD (2021)
- LBTH Development Viability SPD (2017)

## 7. PLANNING ISSUES

7.1 The following key planning issues have been identified at the pre-application stage.

### Land Use

7.2 The site is located within Sub-area 4: Isle of Dogs and South Poplar as designated by the Local Plan. The Isle of Dogs and South Poplar sub-area is located to the south-east of the borough, bound by the River Thames to the south, River Lea and the London Borough of Newham to the east, and East India Dock Road to the north.

7.3 The sub-area falls within the London Plan Isle of Dogs and South Poplar Opportunity Area. The sub-area is a collection of vibrant and distinctive town centres, employment hubs, transport interchanges and residential areas.

7.4 The Local Plan sets the following strategic objectives for the Isle of Dogs and South Poplar sub-area:

- a. Support the delivery of high quality interconnected places which respond to local heritage assets and the area's distinctive character.
- b. Address severance across the area and to surrounding areas through connectivity enhancements as well as new linkage over the waterways and road network.
- c. Manage development intensification and associated impacts on environmental and existing communities.
- d. Support vibrant and mixed town centres through enhancing the office employment offer in Canary Wharf as well as a range of flexible small-medium enterprises in surrounding areas.
- e. Deliver new and improved open and water spaces, which are accessible and well-integrated into new development.
- f. Improve the transport network and secure the necessary strategic and local infrastructure, such as schools, health and community facilities.

7.5 Policy SD1 (Part A) of the London Plan seeks to ensure that Opportunity Areas fully realise their growth and regeneration potential by, amongst other things, under criterion (5) seeking

to ensure that they maximise the delivery of affordable housing and create mixed and inclusive communities. The Isle of Dogs and South Poplar Opportunity Area Planning Framework (OAPF) identifies that the Opportunity Area has the potential to deliver an indicative capacity of 31,000 new homes and 110,000 jobs.

- 7.6 Objective GG4 of the London Plan emphasises that there is a pressing need for more homes to be delivered in London and promotes the creation of mixed and inclusive communities that offer homes of the highest quality of design and meet identified needs.
- 7.7 Policy H1 of the London Plan seeks to amongst other things, optimise the potential for housing delivery on all suitable and available brownfield sites through Development Plans and planning decisions. The policy sets ten-year targets for net housing completions for each Local Planning Authority. For Tower Hamlets, Table 4.1 sets a ten-year target of 34,730 net housing completions covering the period between 2019/20 – 2028/29.
- 7.8 Policy S.H1 of the Local Plan commits to securing the 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.
- 7.9 Site Allocation 4.12 (Westferry Printworks) identifies housing and employment (a range of employment space sizes, including small-to-medium enterprises) as being suitable land uses for this site.
- 7.10 The overarching land use principles for this scheme have been established by the existing extant planning permission. The provision of new housing would positively contribute to the Borough's housing stock, noting that there is an acute local and national demand for increased housing. The principle of the comprehensive residential-led redevelopment of the site would be acceptable in land use terms subject to the development demonstrating compliance with relevant Development Plan policies in respect of matters relating to including but not limited to; design and heritage, affordable housing and housing mix, amenity, transport and environment.

## **Housing**

- 7.11 Chapter 4 (Housing) of the London Plan contains the suite of strategic policies that relate specifically to housing.
- 7.12 Policy H4 (Part A) of the London Plan sets a strategic target for 50% of all new homes delivered across London to be genuinely affordable. Part A(1) of Policy H4 goes on to state amongst other things that major developments which trigger affordable housing are required to provide affordable housing through the 'threshold approach' to viability. In this regard the approach to viability information depends on the level of affordable housing being providing. Applications for schemes that meet or exceed 35% or 50% (on public land) affordable housing provision subject to a number of criteria are deemed to be eligible for the 'Fast Track' route.
- 7.13 Policy S.H1(2) of the 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.
- 7.14 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. Policy D.H2 also sets locally specific targets for unit mix and sizes.
- 7.15 The scheme currently proposes to provide 1358 homes (3794 habitable rooms) of which 979 units (2466 habitable rooms) would be for private sale, 112 units (370 habitable rooms) in the intermediate tenure and 267 units (958 habitable rooms) as affordable rent. Details of the intermediate product have not been provided thus far in pre-application discussions. The

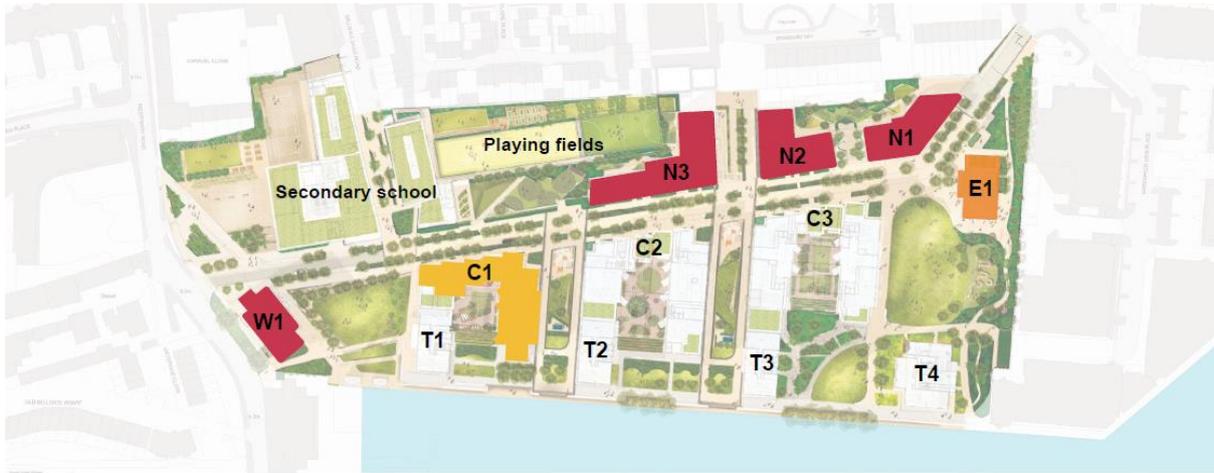
Applicant has advised that the scheme is *targeting* 35% affordable housing based on habitable rooms (379 units).

- 7.16 The proposed indicative unit mix against policy D.H2 to achieve 35% affordable housing is set out below in the table below:

		Market Housing			Intermediate			Affordable Rented		
Unit Size	Total Units	Units	As a %	Policy Target %	Units	As a %	Policy Target %	Units	As a %	Policy Target %
Studio	93	93	9.5%	/	0	0%	/	0		
1-bed	420	342	34.9%	30%	15	13.4%	15%	63	23.6%	25%
2-bed	615	487	49.7%	50%	48	42.9%	40%	80	30%	30%
3-bed	187	57	5.8%	20%	49	43.8%	45%	81	30.3%	30%
4-bed	43	0	0		/	0		43	15%	15%
<b>Total</b>	<b>1358</b>	<b>979</b>		<b>100%</b>	<b>112</b>		<b>100%</b>	<b>267</b>		<b>100%</b>
<b>Hab Rooms</b>	<b>3794</b>	<b>2466</b>			<b>370</b>			<b>958</b>		

*Table 1 – Unit and tenure mix against Policy D.H2*

- 7.17 Based on the above, the scheme does not propose a policy compliant unit mix across the Market and Intermediate tenures. Within the unit mix, 9.5% of the total units will comprise studio flats for which there is no policy requirement.
- 7.18 In the market housing tenure there would be an over provision of 1-bed units, a marginal under-provision of 2-bed units and a substantial under provision of family housing with only 5.8% comprising 3-bed units against a policy target of 20% for market family housing. No 4-bed market units are proposed.
- 7.19 In the intermediate tenure, there would be a marginal under-provision of 1-bed and family housing and a marginal over-provision of 2-bed units. No 4-bed family units are proposed in the intermediate tenure.
- 7.20 In the affordable rent tenure, there would be a marginal under provision of 2-bed units proposing 23.6% against a policy target of 25% and policy compliant levels of 2 and 3 and 4-bed units proposing 30%, 30.3% and 15% respectively.
- 7.21 The proposed affordable housing offer is proposed to be split 72%:28% in favour of Affordable Rent and therefore marginally deviates from the policy requirement of a 70:30 split.
- 7.22 Site Allocation 4.12 requires that that development will be expected to maximise the provision of family homes. The scheme proposes to deliver 230 family homes across all tenures. In the affordable tenure 45% of affordable homes would be family homes based on the number of units (173 units). As highlighted above the scheme does not propose policy compliant levels of family housing however the Applicant will need to demonstrate that the provision of family housing has been maximised.



**Figure 4 – Location of Affordable Units**

- 7.23 In terms of housing standards and quality, details of internal space standards and private amenity space for each dwelling type have not been provided in the pre-application discussions. The development would be required to accord with the space standards set out in Policy D6 of the London Plan which amongst other things 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.
- 7.24 Enhancements have been proposed to the internal layout of buildings to address fire safety requirements, increase the opportunity for dual aspect units and increase efficiency and useable space. Officers would be seeking to ensure that provision of dual-aspect units are maximised.

### **Design and Heritage**

- 7.25 Objective GG2 (Making the Best Use of Land) of the London Plan refers to the need to create successful, sustainable mixed-use places that make the best use of land by ensuring that those involved in planning and development apply a design-led approach to determine the optimum development capacity of a sites.
- 7.26 Chapter 3 (Design) of the London Plan contains the suite of policies that are intended to promote good design of buildings and surrounding spaces whilst Chapter 7 (Heritage and Culture) contains the suite of policies that are concerned with the protection of heritage assets.
- 7.27 Policies S.DH1, D.DH2 and D.DH6 of the Local Plan deal with good design and the assessment of tall buildings. Policy S.DH1 notably 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.
- 7.28 Policy S.DH3 of the Local Plan seeks to protect heritage assets and their settings and emphasises proposals would only be permitted where amongst other things, they safeguard the significance of the heritage asset, including its setting, character, fabric or identity.
- 7.29 Policy D.DH4 of the Tower Hamlets Local Plan requires developments to positively contribute to views and skylines that are components of the character of the 24 places in Tower Hamlets.

Development will be required to demonstrate how amongst other things it preserves or enhances the prominence of borough-designated landmarks and the skyline of strategic importance in the borough-designated views.

7.30 Policy D.DH6, Part 1 of the Local Plan sets out a number of criteria with which developments comprising tall buildings must comply. Part 2 of Policy D.DH6 directs tall buildings towards Tall Building Zones (TBZ). The site falls within the Millwall Inner Dock Cluster Tall Building Zone which incorporates the following design principles:

- a) Building heights in the Millwall Inner Dock cluster should significantly step down from the Canary Wharf cluster to support its central emphasis and should be subservient to it.
- b) Building heights should step down from Marsh Wall and ensure that the integrity of the Canary Wharf cluster is retained on the skyline when seen from places and bridges along the River Thames across Greater London, particularly in views identified in Policy D.DH4.

7.31 The proposal presented to Officers under this pre-application notably increases the density of the development from both the consented scheme and the pre-application scheme presented under pre-application reference PF/22/00085 (scheme 1/Nov 2022). The 'Nov 2022' scheme sought to only initially increase the height of the courtyard blocks which evolved to some increase in height to the towers as pre-application discussions progressed. The current proposal proposes widespread increase in height across most of the buildings within the consented masterplan with the exception of T4 which is proposed to be retained at the height of the consented extant planning permission.

7.32 The table below sets out the changes in height of buildings within the masterplan compared to the consented scheme as presented to Officers within the pre-application documents for the current scheme.

Block/Tower	Consented Storey Height	Consented AOD Height	Proposed Storey Height	Proposed AOD
T1	9-Storeys	43.25m	19-Storeys	72.69m
T2	13-Storeys	56.05m	23-Storeys	85.49m
T3	17-Storeys	68.85m	27-Storeys	98.29m
T4	30-Storeys	110.90m	31-Storeys	110.90m
T5	N/A	N/A	27-Storeys	98.29m
W1/B1	8-Storeys	32.21m	11-Storeys	44.08m
C1/B2	4-Storeys	25.65m	9-Storeys	41.02m
C2/B3	5-Storeys	28.85m	10-storeys	44.22m
C3/B4	7-Storeys	35.25m	11-storeys	47.62m
N1 and N2/B6	4-5-Storeys	18.76m – 21.96m	Not provided in pre-application document.	Not provided in pre-application document.
N3/B7	6-7-Storeys	25.16m – 28.51m	Not Provided in pre-application document.	Not provided in pre-application document.

**Table 2 – Consented and Proposed Height Comparison**

7.33 The pre-application discussions to date for the current proposals have centred around the scheme's increase in height, scale, massing and the introduction (or re-introduction from the Appeal scheme) of T5. Whilst Officers noted that T4 was proposed to remain at the consented height and T5 was proposed at a reduced height and refined footprint from the Appeal Scheme

(31-storeys/114.60m AOD proposed at Appeal), concerns have been expressed that the increase in height and scale of the scheme combined with the re-introduction of T5 would result in townscape and heritage impacts which were considered to be exacerbated by the inclusion of T5.

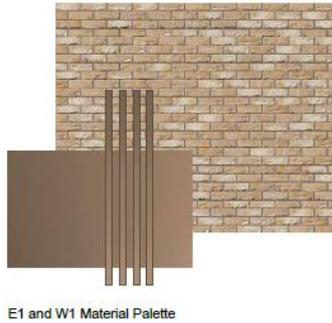
- 7.34 Officers particularly expressed significant concerns with regards to the inclusion of T5 and the increase in height of the development towards Marsh Wall to the north as a result of T5's inclusion. This is considered to conflict with the design principles of the Millwall Inner Dock Cluster Tall building Zone. Officers have advised the Applicant that T5 should be significantly reduced in height to demonstrate an appropriate contextual design response at this location.
- 7.35 Whilst Officers have not undertaken any further pre-application meetings with the Applicant subsequent to the above concerns being raised, the Applicant has subsequently undertaken a number of community engagement events including a Community Forum and Community Development Panel whereby the presentations delivered by the Applicant at these forums indicated that T5 will now be reduced to 15-storeys and the building has been renamed to E1. Officers will be seeking to ensure that the latest iteration of the proposal (as indicated in the image below) does not result in any material townscape and heritage impacts.



*Figure 5 – CGI of Proposed Scheme*

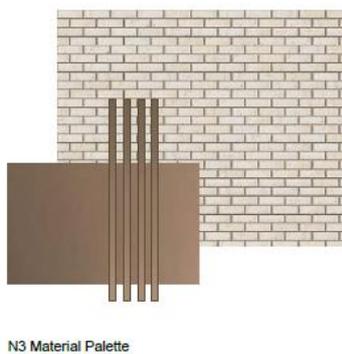
### Architecture

- 7.36 The scheme proposes materials changes to the architectural expression and language from the consented scheme and seeks to take inspiration from the character of the Docklands and the surrounding area. A variety of architectural expression is proposed across the masterplan intended to provide distinctive materiality and character to the four building types across the masterplan.
- 7.37 The Gateway Buildings (E1 and W1) will mark the eastern and western entrances of the site. They are proposed to share a material language of masonry as the Northern buildings however their colouration will vary with the use of different shades of earthy tones. The massing of the buildings are intended to be softened by curved corners.



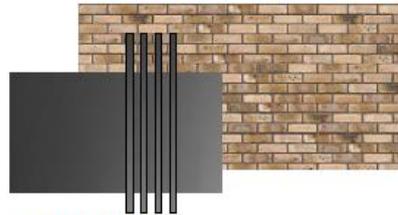
**Figure 6 – Architectural treatment of Gateway Buildings.**

7.38 The Northern buildings (N1/N2/N3) like the Gateway buildings will similarly comprise masonry material with different shades of earthy tones. As per the Gateway buildings, the building mass will be softened by curved corners and the building mass will be broken down by setbacks at upper levels.

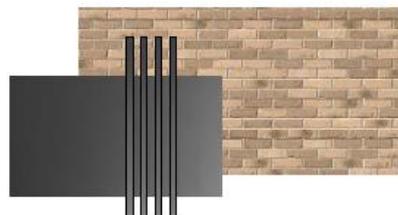


**Figure 7 – Architectural treatment of Northern Buildings.**

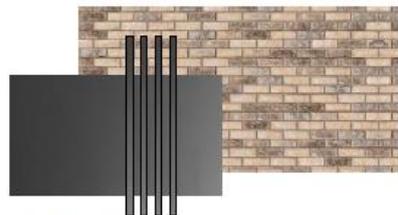
7.39 The Courtyard buildings (C1/C2/C3) will consist of an articulated group of midrise, masonry buildings with an articulated roofscape profile with a variety of scales and colour tones.



C1 Material Palette



C2 Material Palette



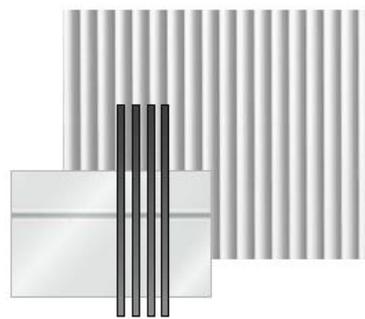
C3 Material Palette



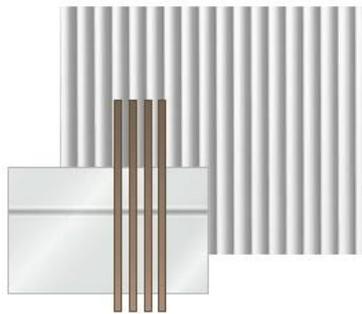
Courtyard Buildings

**Figure 8 – Architectural treatment of Courtyard Buildings.**

7.40 Finally, the waterfront towers will appear distinctively different from the Gateway, Courtyard and Northern buildings taking inspiration from Art Deco references with light colours and curved edges. Towers T1-T3 will read as a group buildings reading as a group and T4 composed of two vertical volumes intending to differ slightly from Towers T1-T3 so that it serves to ‘mark’ the edge of the dock and the development from Millharbour.



T1 to T3 Material Palette



T4 Material Palette



Waterfront Towers

**Figure 9 – Architectural treatment of waterfront towers.**

### **Open Space, Communal Amenity Space and Children’s Play Space**

7.41 Policy S.OWS1 of the Local Plan requires proposals to provide or contribute to the delivery of an improved accessible, well-connected and sustainable network of open spaces through amongst other things:

- Protecting all existing open spaces to ensure that there is no net loss (except where it meets the criteria set out in Policy D.OWS3).
- Improving the quality, value and accessibility of existing publicly accessible open space across the borough and neighbouring boroughs, in line with the Green Grid Strategy, Open Space Strategy, Local Biodiversity Action Plan and Sport England’s Active Design Guidance.
- Maximising the opportunities to create/increase publicly accessible open space (including playing pitches and ancillary sporting facilities) with a range of sizes and for a range of users.

7.42 Site Allocation 4.12 requires that developments should deliver a minimum of 1 hectare of strategic open space. The consented planning permission secured 1.95 hectares of public open space the pre-application scheme proposes 1.79 hectares of public open space. Officers have highlighted that this would be a reduced provision from the consented scheme largely due to the introduction of an additional building (E1). Notwithstanding this however, the provision of public open space would be policy compliant. The scheme has also sought to introduce greater degree of urban greening compared to the consented scheme. Officers have particularly requested that the Applicant considers how key areas such as the boulevard could be further softened and enhanced and the amount of hard surfacing be reduced.

7.43 In terms of children's play provision, the scheme would generate a child yield of 563 children and based on the current unit mix the scheme would be required to provide 5634m<sup>2</sup> of children's play provision comprising of the following:

**PLAY SPACE REQUIRED:**

2,166	sq m for 0-4 year olds
1,767	sq m for 5-11 year olds
1,700	sq m for 12-18 year olds
5,634	total sq m for all children

7.44 Whilst Officers have been provided with indicative locations of the play space areas, the detailed element of these areas have not been presented to Officers to date. The Applicant has been advised that the dedicated children's play provision should be distinguishable from areas of public realm, public open space and landscaping.

7.45 In terms of communal amenity space, based on the current proposal the scheme would be required to provide 1398m<sup>2</sup> of communal amenity space. Officers would be seeking to ensure that communal amenity space is not double counted with areas of public realm, children's play space and public open space.

**Neighbouring Amenity**

7.46 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.

7.47 No preliminary daylight/sunlight assessments have been submitted to Officers for review during the course of the pre-application discussions to fully inform Officers of the likely impact of the proposals on potential occupiers of the development and neighbouring buildings.

**Transport and Servicing**

7.48 Local Plan policies S.TR1, D.TR2 and D.TR3 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. These policies also seek to secure safe and appropriate servicing arrangements.

7.49 Policy D.MW3 of the Local Plan requires that new major residential developments must incorporate high quality on-site waste collection systems that do not include traditional methods of storage and collection.

7.50 Policy D.TR3 of the Local Plan requires that car parking provision should be provided in accordance with the London Plan. Policy T6 (Part B) of the London Plan of the London Plan states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments

elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development should still ensure that for new major new residential developments, that as a minimum, that for 3% of dwellings, at least 1 designated disabled persons parking bay per dwelling is available from the outset.

- 7.51 The site has a PTAL (Public Transport Accessibility Level) of 1b-2 which is poor on a scale of 0-6b where 6b is the best.
- 7.52 The extant planning permission secured a total of 253 residential car parking spaces of which 73 spaces were secured as disabled parking spaces. The scheme now proposes to provide 144 accessible parking spaces at basement level.
- 7.53 There has been limited information submitted to date during pre-application meetings in respect of matters relating to delivery and servicing and cycle parking provision. However, the Applicant is expected to undertake a pre-application meeting to consider the waste servicing strategy Council officers. It would also be expected that cycle parking is provided in accordance with the standards set out in the London Plan.
- 7.54 The vehicular ingress/egress to and from the site will be from Westferry Road and Millharbour, with the Boulevard providing the main vehicular route through the site. Access is proposed to be controlled by bollards at either end thus restricting vehicular access to vehicles associated with the site only. Dedicated pedestrian and cycling routes will also be provided within the site.
- 7.55 The Applicant is also proposing some realignment of Westferry Road to improve driver visibility and bus top enhancements to facilitate the development. The Applicant is due to undertake a pre-application meeting with the Council's Transport Officers and Transport for London (TfL) in October 2023. Officers will continue to discuss the transport, servicing and waste related matters with the Applicant, LBTH Transport Officers and TfL.

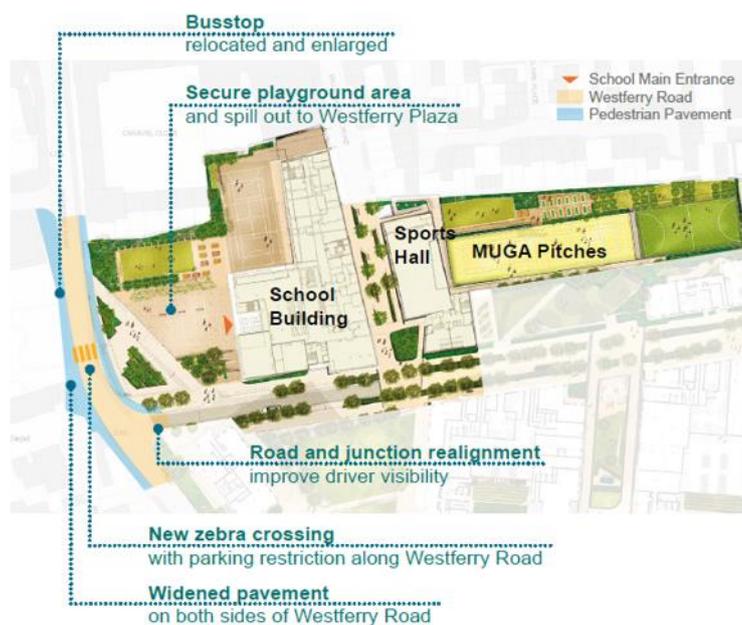


Figure 10 - Proposed Westferry Road realignment

## **Environment**

- 7.56 National planning policy and guidance sets the direction of travel for the planning system to support the transition to a low carbon future in a changing climate.
- 7.57 Policy D.ES7 of the Local Plan 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.
- 7.58 Detailed discussions with regard to the proposed energy and sustainability strategy have not been undertaken during pre-application meetings thus far however, it would be expected that the scheme that comes forward demonstrates compliance with the above through an appropriate Energy Strategy.
- 7.59 Development plan policies also seek to secure a range of sustainable development outcomes including net biodiversity gains; the implementation of efficient energy systems which seek to minimise carbon emissions and to secure effective strategies for addressing matters relating to contaminated land and sustainable urban drainage.
- 7.60 The scheme would need to demonstrate that the development does not adversely impact on the microclimate of the application site and the surrounding area and in particular on sailing conditions on Millwall Inner and Outer Dock.
- 7.61 The proposed development would constitute an EIA development as such the accompanying Environmental Statement submitted with any subsequent planning application would need to include the relevant impact assessments.

## **Infrastructure Delivery**

- 7.62 In addition to the strategic open space referred to earlier in this report, site allocation 4.12 requires the delivery of a secondary school. The secondary school was consented as part of the extant planning permission and will have provision for 1200 places. In terms of the current position of the secondary school, the Applicant is currently in discussions with the Department for Education (DfE) and have signed Heads of Terms. The school site will be included within the proposed application red-line boundary to ensure that the design of the school is adapted (not expected to be substantial) in line with current DfE requirements. The Applicant proposes to enter into a lease with the DfE to bring the delivery of the school forward in the event that planning permission is granted for the current proposal. It is anticipated that the secondary school would open in September 2026 (subject to planning permission being granted).

## **Infrastructure Impact**

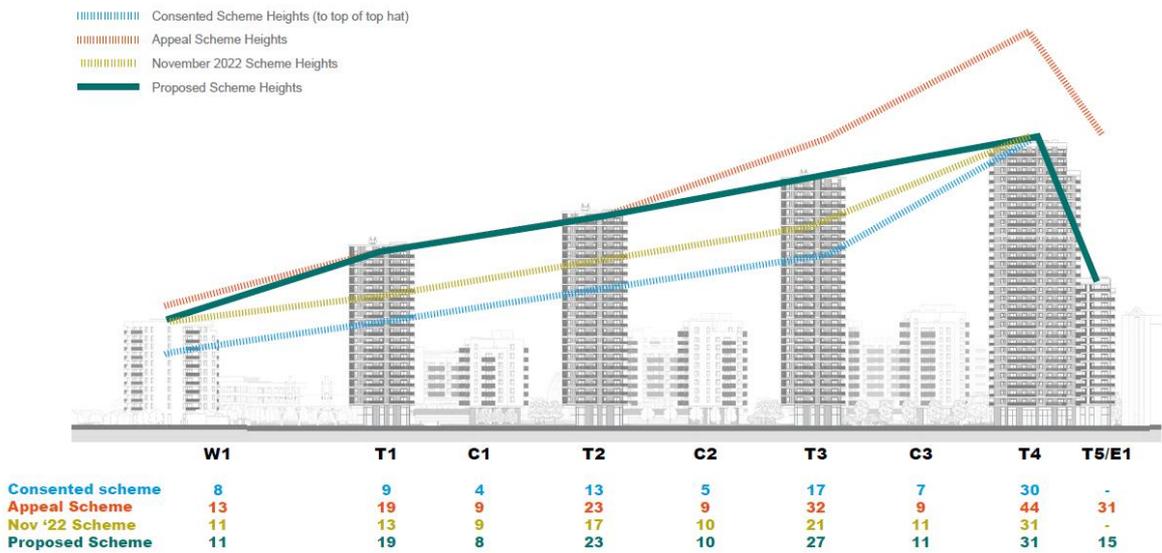
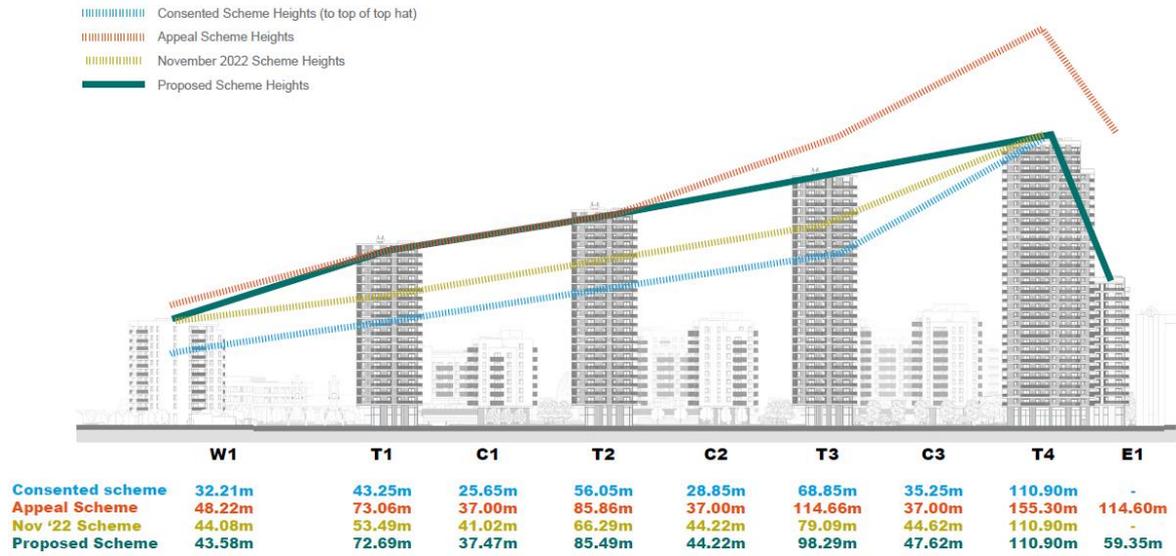
- 7.63 The proposed development will be liable to the Council's and the Mayor of London Community Infrastructure Levies (CIL) and planning obligations to be secured under Section 106 of the Town and Country Planning Act 1990 (as amended).

## **8. RECOMMENDATION**

- 8.1 The Committee notes the contents of the report and pre-application presentation.
- 8.2 The Committee is invited to comment on the issues identified and to raise any other planning and design issues or material considerations that the developer should take into account at the pre-application stage, prior to submitting a planning application.

# APPENDICES – IMAGES

## Appendix 1 – Comparison in height strategy between consented, appeal, Pre-app Scheme 1 ('Nov 22' Scheme) and current scheme.



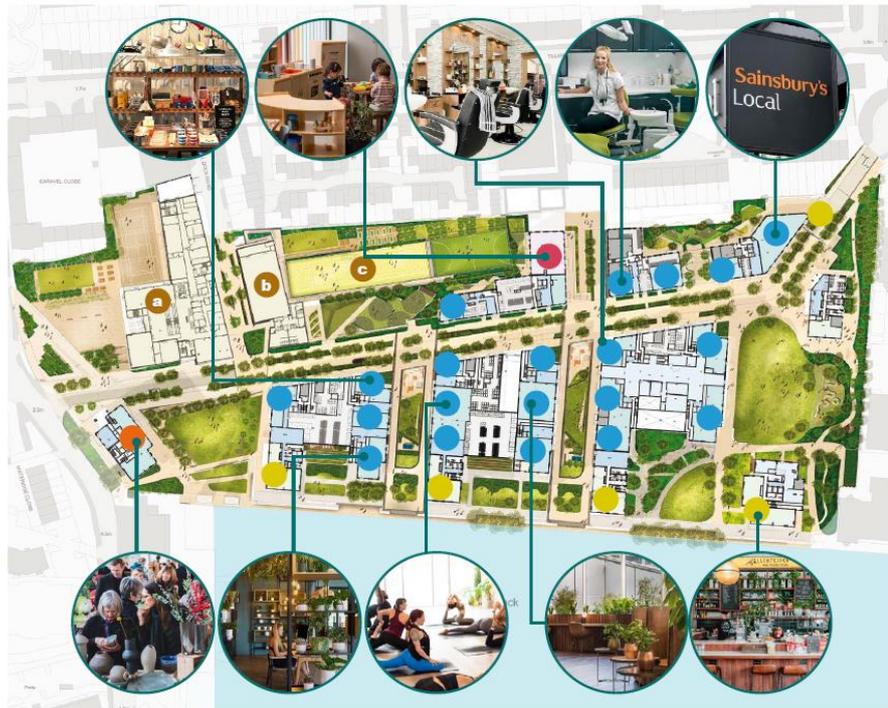
## Appendix 2 – Proposed indicative potential ground floor uses.

### POTENTIAL USES SUPPORTING EVERYDAY LIFE AND PROVIDING LOCAL EMPLOYMENT OPPORTUNITIES

- Dentist
- Chemist
- Post Office
- Convenience Store
- Flexible Workplace
- Bike Store/Repairs
- Independent Retail
- Community Centre
- Creche
- Food and Beverage

### SCHOOL

- a** Secondary School
- b** School's Sport Hall
- c** School's Outdoor Pitches



## Appendix 3 – Public realm character areas.

- Westferry Plaza
- The Boulevard
- Dockside Gardens
- Spines
- Promenade Place
- Park East
- Boulevard Green
- Promenade



## Appendix 4 – Waterfront Towers



## Appendix 5 – Millharbour Approach



## Appendix 6 – Park East

