



STRATEGIC DEVELOPMENT COMMITTEE

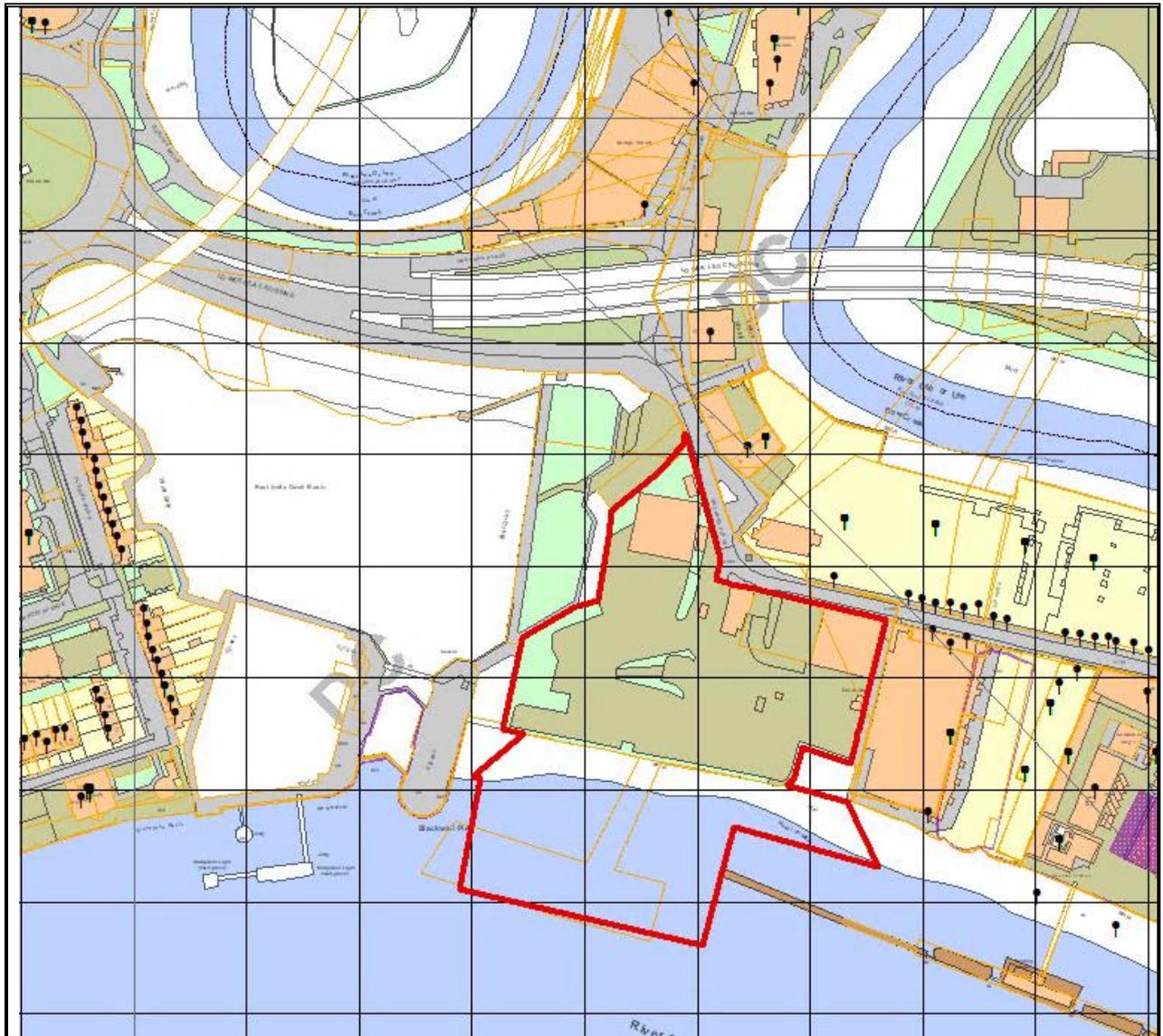
03/04/2024

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

Pre-application presentation

Reference	PF/23/00120
Site	Orchard Wharf, Orchard Place, London, E14 0JY
Ward	Blackwall and Cubitt Town
Proposal	Redevelopment proposals for a mixed use scheme that reactivates the Safeguarded Wharf, provides Purpose Built Student Accommodation (PBSA) (Sui Generis) and Affordable Housing (Use Class C3).
Applicant	Regal Orchard Wharf Limited
Architect	Howells Landscape Architects – Spacehub
Agent	Montagu Evans LLP
Case Officer	Nelupa Malik
Key dates	Pre-application request submitted 27 th July 2023 Quality Review Panel 27 th February 2024 Community Forum 14 th March 2024

SITE PLAN



<p>Site Plan</p> <p> Grade II Listed Building</p> <p> Conservation Area</p> <p> Neighbourhood Centre</p> <p></p>	<p>Pre-Application Site Map PF/23/00120</p> <p>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</p>	 <p>TOWER HAMLETS</p> <p>London Borough of Tower Hamlets</p>
		<p>Date: 3rd April 2024</p>

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 Orchard Wharf site.

2. DESCRIPTION OF THE PROPOSAL

- 2.1 Pre-application advice is being sought for the comprehensive redevelopment of the site consisting of the delivery of a logistics centre (8,500sqm GIA) associated with the safeguarded wharf to operate as a 'last mile' logistics and the inclusion of Purpose Built Student Accommodation (PBSA) (Sui Generis) (1,365 rooms) and traditional Use Class C3 housing (208 units) to be delivered as affordable housing.
- 2.2 The proposed logistics centre comprising a wharf box would occupy the majority of the site (covering approximately 60% of the site) on the lower levels. The proposed PBSA and residential units will be co-located above the wharf box whereby a podium is proposed. The PBSA and residential units will be spread across the site in the form of 7 blocks with 6 of these blocks comprising towers. A pontoon associated with the wharf box is also proposed as part of the scheme. The heights of the buildings are proposed as follows:

Plot	Use	Maximum Height		
		Metres (AOD)	Storeys (above Podium)	Storeys (above ground)
	Wharf Box	17.60 AOD	N/A	4 storeys
1	Mixed Use / PBSA Entrance / Atrium	33.13m AOD	N/A	9 storeys
2	Affordable Housing – Social Rent	74.83m AOD	P+18	22 storeys
3	Purpose Built Student Accommodation	64.50m AOD	P+15	19 storeys
4	Purpose Built Student Accommodation	85.65m AOD	P+21	25 storeys
5	Purpose Built Student Accommodation	73.50m AOD	P+18	22 storeys
6	Purpose Built Student Accommodation	55.50m AOD	P+12	16 storeys
7	Affordable Housing – Intermediate & Social Rent	62.33m AOD	P+14	18 storeys

Table 1: Building plot heights.

2.3 The locations of each building plot is indicated in the image below:



Figure 1: Locations of each building plot.

2.4 The podium will comprise the majority of the site’s amenity provision for the residential and PBSA components of the scheme. The remainder of the site will consist of areas of public realm and access routes. A public square is also proposed which leads to an Atrium space within building plot 1. The ground floor of building 1 will also incorporate a café, a visitor centre and general reception areas. It is envisaged that the atrium could be used as a student amenity area which has public access towards the East India Dock Basin to the west. The indicative ground floor plan for the proposal is indicated below:

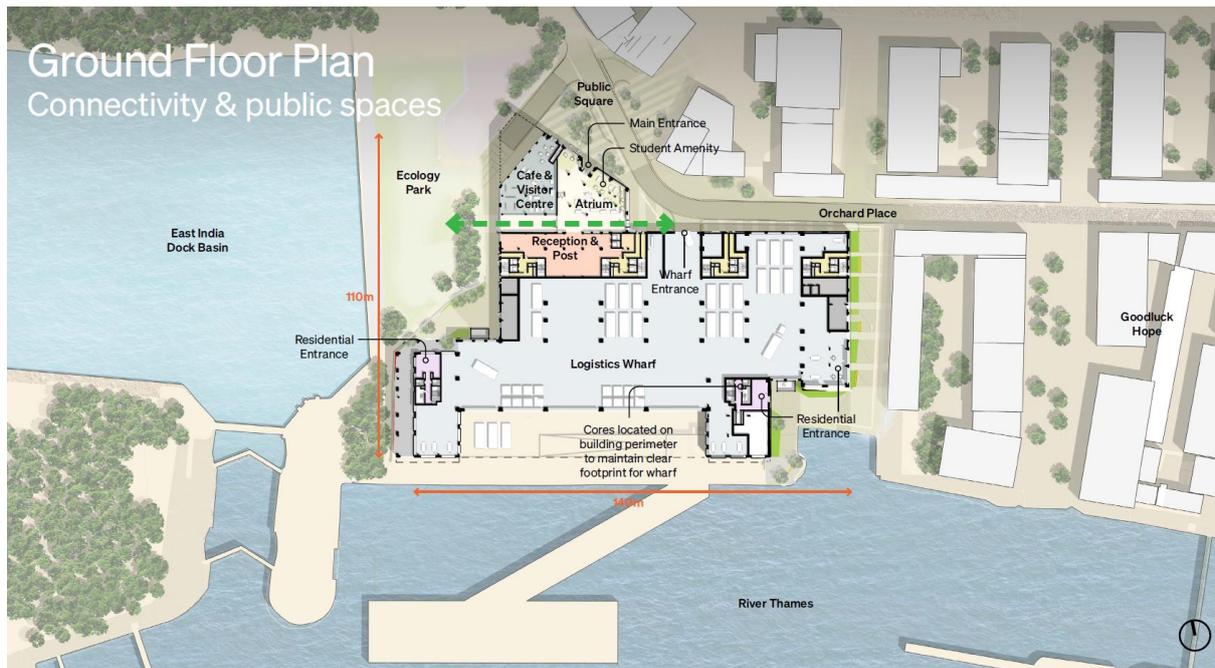


Figure 2: Proposed ground floor layout.

3. SITE AND SURROUNDINGS

- 3.1 The pre-application site measures circa 1.36 hectares and is situated on a peninsula on the northern bank of the River Thames. The site is designated as a safeguarded wharf and has been disused since the 1990s.
- 3.2 The site is bound by East India Dock Basin to the west which is designated as Metropolitan Open Land forming part of the Lee Valley Regional Park and is also designated as a Site of Importance for Nature Conservation (SINC).
- 3.3 The site is accessed via Orchard Place; a fairly narrow but key route into this peninsula. Orchard Place also serves as access to recent neighbouring residential-led developments including Goodluck Hope to the north and east of the site and Trinity Buoy Wharf further east. The Goodluck Hope development contains a number of buildings ranging from 3 to 30 storeys. The Trinity Buoy Wharf development comprises a mix of uses including; creative industries and SMEs, a drawing school, Class E uses and Faraday Independent School.
- 3.4 Immediately to the north of the most northern boundary of the pre-application site and on the eastern side of Orchard Place lies 42 and 44 Orchard Place; a residential block reaching 5-storeys in height.
- 3.5 Orchard Place runs the length of the peninsula created by a final bend in the River Lea before it joins the River Thames. The A1020 and the Lower Lea Crossing; a dual carriageway with a major vehicular bridge across the River Lea elevates over Orchard Place. To the north of Orchard Place lies London City Island; a large scale residential-led mixed use scheme recognisable by its peninsula location and colourful buildings.

4. RELEVANT PLANNING HISTORY (Notable Applications Only)

- 4.1 **PA/24/00233** – Request for an Environmental Impact Assessment (EIA) Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), in respect to the comprehensive re-development of the site

requiring the demolition of all existing buildings and structure and construction of the mixed-use development with the following elements:

- Excavation and construction of a new two-level basement structure;
- Construct of a three-storey concrete box (to accommodate the reactivated safeguarded wharf facility) up to 16m AOD with approximately 8,200sqm GIA of operational floorspace (Use Classes B2/B8) plus ancillary office accommodation;
- Construction of a new pontoon structure for vessel docking and loading/unloading for the safeguarded wharf facility operations, including works to the river wall and works within and adjacent to the River Thames;
- Construction of seven buildings, six of which would be at podium level (Plots 2, 3, 4, 5, 6 and 7) above the concrete box and one at ground level to the north of the box (Plot 1), extending up to approximately 30 storeys and ranging in height from approximately 32m AOD to 88.5m AOD;
- Up to 1,365 Purpose Built Student Accommodation beds (Sui Generis);
- Up to 230 residential units (Use Class C3)
- Up to approximately 400sqm GIA of flexible commercial spaces (Use Class E);
- Blue badge car parking, and cycle parking;
- Improvements and possible extension to the Thames Path; and
- Access arrangements associated open space and landscaping.

Application registered.

- 4.2 **PA/20/02488** - Phased Hybrid Planning Application Part A - Full planning application for redevelopment of site following demolition of all existing buildings and enabling works to provide a mixed-use development consisting of the erection of five buildings between 15 and 30 storeys (56.6 m AOD and 103.75 m AOD) above a raised safeguarded wharf box (15.5m AOD) and one standalone 20 storey building (68.9 m AOD) which would deliver: (i) a total of up to 826 dwellings (Class C3) and ancillary accommodation; (ii) up to 8,212 m² gross internal area (GIA) of General Industrial / Storage or Distribution floorspace (Class B2/B8) including ancillary office accommodation; and (iii) 135 m² (GIA) of flexible commercial floorspace (Class E). Associated works include hard and soft landscaping; private amenity space; vehicular access and servicing facilities; car parking and cycle parking; and other works incidental to the proposals including works to the River Wall; and

Part B - Outline planning application for external waterborne freight infrastructure and all other related works (including marine works) for which all matters are reserved.

This application is accompanied by an Environmental Statement. Application Withdrawn.

- 4.3 **PA/20/00965** – Scoping Opinion issued on 30/06/2020 in respect of the future (proposed) development of the site for which hybrid planning permission will be sought. Full planning permission will be sought for the following elements.

- Demolition of existing on-site buildings;
- A three storey (16m AOD) concrete box to accommodate the safeguarded wharf facility, with up to 7,200m² of general industrial and storage/distributional floorspace (Use Class B2/B8).
- Six buildings ranging in height, five of which would be above the concrete box, between 15 and 32 storeys (57m and 110m AOD) in height above a raised wharf box (16m AOD);
- Up to 900 residential units of mixed tenure;
- Up to 400m² flexible commercial space (Use Class A1-A5);
- Blue badge car parking, and cycle parking; and

- Open space, Thames Path improvements and works to the river wall.

Outline planning permission will be sought for the following element:

- Works within and adjacent to the River Thames for barge/vessel docking and unloading.

Scoping Opinion Issued: 30/06/2020

- 4.4 **PA/11/03824** – Cross-boundary hybrid planning application for the erection of a concrete batching plant, cement storage terminal and aggregate storage facilities, together with associated structures and facilities, walkway and landscaping, jetty and ship to shore conveyor.

Full Details: Demolition of all existing buildings; Concrete batching plant; Cement storage terminal; Aggregate storage facilities; Associated highway works; Walkway; and Landscaping.

Outline Application: All matters reserved; Jetty; and Ship to shore conveyor.

Appeal dismissed on 16/09/2014.

5. PUBLICITY AND ENGAGEMENT

- 5.1 The applicant has recently undertaken their own public consultation events which have included a public webinar (February 2024) and an in-person consultation event (March 2024). The Applicant has also presented their proposals to a virtual Community Forum (March 2024) which was facilitated and chaired by Council officers.
- 5.2 The Applicant has presented their scheme to the Quality Review Panel (February 2024) however at the time of writing this report, the Panel's report has yet to be issued.

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*).
- 6.2 Other policy and guidance documents relevant to the proposal are:
- The National Planning Policy Framework (2023)
 - National Planning Practice Guidance (updated 2024)
 - National Design Guide (2021)
 - Mayor of London: Housing Design Standards (2023)
 - 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 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.
- 7.3 The site is located within Sub-Area 4: Isle of Dogs and South Poplar as designated in the Tower Hamlets Local Plan. The sub-area comprises a collection of vibrant and distinctive town centres, employment hubs, transport interchanges and residential areas.
- 7.4 Policy SI15 of the London Plan seeks to keep the network of Safeguarded Wharves under regular review. Policy SI15 goes on to state that safeguarded wharves should only be used for waterborne freight-handling use, including consolidation centres.
- 7.5 The Local Plan's vision for the Isle of Dogs and South Poplar sub-area includes supporting the reuse of Orchard Wharf to facilitate freight services. Policy S.TR1 of the Local Plan requires developments to support and safeguard land for transport and freight infrastructure enhancements to meet the demands arising from future growth. Policy DTR4 seeks to ensure that the operation of safeguarded wharves are not compromised and that freight transfer associated with the development of wharves minimise impacts on the environment and neighbouring amenities.
- 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.

Principle of Co-location of Uses

- 7.7 Policy E7 (Industrial Intensification, Co-location and Substitution) of the London Plan requires mixed-use development proposals on Non-Designated Industrial Sites which co-locate industrial, storage or distribution floorspace with residential and/or other uses should amongst other things ensure that the industrial and related activities on-site and in surrounding parts of the Strategic Industrial Locations(SIL), Locally Significant Industrial Sites (LSIS) or Non-Designated Industrial Site are not compromised in terms of their continued efficient function, access, service arrangements and days/hours of operation noting that many businesses have 7-day/24 -hour access and operational requirements.

7.8 The proposed scheme seeks to co-locate an industrial use with residential and sui generis. The primary use for the site should be reactivation of the wharf given its safeguarding. As such the co-location of uses is not objected to in principle subject to satisfactory reactivation of the wharf in accordance with Policies SI15 and E7 of the London Plan.

Purpose Built Student Accommodation (PBSA)

7.9 Policy D.H6 (Student Housing) of the Local Plan states proposals involving new purpose-built student accommodation should be directed to locations which are within close proximity to the Borough's higher education institutions or in highly accessible locations and must:

- Under part a); not compromise the supply of land for self-contained homes.
- Under part b); have an undertaking in place to provide housing for students at one or more specific education institutions, or otherwise provide an element of affordable student accommodation.
- Under part c); respect existing residential amenity, and
- Under part d); provide 5% of student rooms which are wheelchair accessible, including access to a wheelchair-accessible shower room for independent use.

7.10 Policy H15 (Purpose Built Student Accommodation) of the London Plan requires that Boroughs should seek to ensure that local and strategic need for purpose-built student accommodation is addressed, provided that amongst other things, at the neighbourhood, the development contributes to a mixed and inclusive neighbourhood; the use of the accommodation is secured for students and the majority of the bedrooms in the development including all of the affordable student accommodation bedrooms are secured through a nomination agreement for occupation by students of one or more higher education provider.

7.11 The Applicant has not detailed to date whether they have undertakings or nominations agreement(s) in place with any higher education institutions. However, it would be expected that the submission of the planning application details that advanced undertakings and nomination agreement(s) are in place.

Principle of Housing

7.12 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.

7.13 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.

7.14 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 housing on the site would be acceptable in land use terms subject to the development demonstrating compliance with relevant Development Plan policies.

Affordable Housing

7.15 Chapter 4 (Housing) of the London Plan contains the suite of strategic policies that relate specifically to housing.

- 7.16 Policy H4 (Delivering Affordable Housing) of the London Plan also requires 50% affordable housing where the scheme would result in a net loss of industrial capacity. Policy H5 (Threshold Approach to Applications) sets a minimum 50 per cent affordable housing on SILs, LSISs and NDISs appropriate for residential uses in accordance with Policy E7 of the London Plan where the scheme would result in a net loss of industrial capacity.
- 7.17 Policy H15 of the London Plan requires that the maximum level of accommodation is secured as affordable student accommodation. To follow the Fast Track Route, at least 35 per cent of the accommodation must be secured as affordable student accommodation or 50 per cent where the development is on public land or industrial land appropriate for residential uses in accordance with Policy E7 (Industrial Intensification, Co-location and Substitution) of the London Plan. Where the proposal does not follow the Fast Track Route then applications must follow the Viability Tested Route as set out in Policy H5 of the London Plan.
- 7.18 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.
- 7.19 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.
- 7.20 Given the site's designation as a safeguarded wharf (industrial land), in the first instance the scheme would be required to provide a minimum of 50% affordable housing unless it can be demonstrated that the capacity of the safeguarded wharf use would not be compromised as a result of the residential and PBSA use on the site. Where it can be demonstrated that there would be no net loss of an agreed maximum throughput capacity for the wharf, a lower threshold of 35% affordable housing could be considered acceptable and eligible for the 'Fast Track' route subject to a policy compliant tenure split as set out in Policy D.DH2 of the Local Plan. The Applicant has suggested that they would be proposing 35% affordable housing 'Fast Tracked'. Currently the capacity of the safeguarded wharf is yet to be determined and agreed.
- 7.21 In terms of housing mix, it is intended that all the residential units would comprise affordable housing to deliver equivalent to 35% of the PBSA. This would equate to 208 residential units comprising 736 habitable rooms.
- 7.22 The proposed indicative unit mix for the residential units comprising Intermediate and Affordable Rented tenures to achieve 35% affordable housing assessed against Policy D.H2 of the Local Plan is set out below in the table below:

		Intermediate			Affordable Rented		
Unit Size	Total Units	Units	As a %	Policy Target %	Units	As a %	Policy Target %
1-bed	49	15	21%	15%	34	25%	25%
2-bed	85	39	56%	40%	46	33%	30%
3-bed	57	16	23%	45%	41	30%	30%
4-bed	17	0	/		17	12%	15%
Total	208	70	/	100%	138	/	100%
Hab Rooms	736	227			509		

Table 2: Unit and tenure mix for affordable housing against Policy D.H2

- 7.23 Based on the above the housing mix for the affordable units would not be policy compliant. In the intermediate tenure, there would be an over provision of 1 and 2-bed units and a substantial under provision of 3-bed units providing 23% against a policy target of 45%.
- 7.24 In the affordable rent tenure, there would be policy complaint provision of 1-bed and 3-bed units, a marginal over provision of 4-bed units proposing 12% against a policy target of 15%.
- 7.25 The proposed affordable housing offer is proposed to be split 69%:31% in favour of affordable rent and therefore only marginally deviates from the policy requirement of a 70:30 split.
- 7.26 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.
- 7.27 With regards to the PBSA, typical bedroom sizes would equate to 13.5m² for cluster bedrooms and 15.5m² and 16m² for studio bedrooms. Officers have expressed concerns with regards to the size of these bedrooms.

Design and Heritage

- 7.28 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.

- 7.29 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.
- 7.30 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.
- 7.31 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.
- 7.32 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.
- 7.33 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 Leamouth Tall Building Zone which states that tall buildings in this cluster should step down towards the River Thames and ensure glimpses and views across the river.
- 7.34 Officers had expressed concerns with regards to the initial height, scale and massing of the proposal however subsequently the scheme has evolved with some changes in the height strategy with some reduction height welcomed by Officers. It was noted however that other buildings within the scheme had increased in height. Place Shaping Officers, however, maintain concerns with regards to the overall height strategy of the scheme. The proposed height of buildings is indicated in the image below:

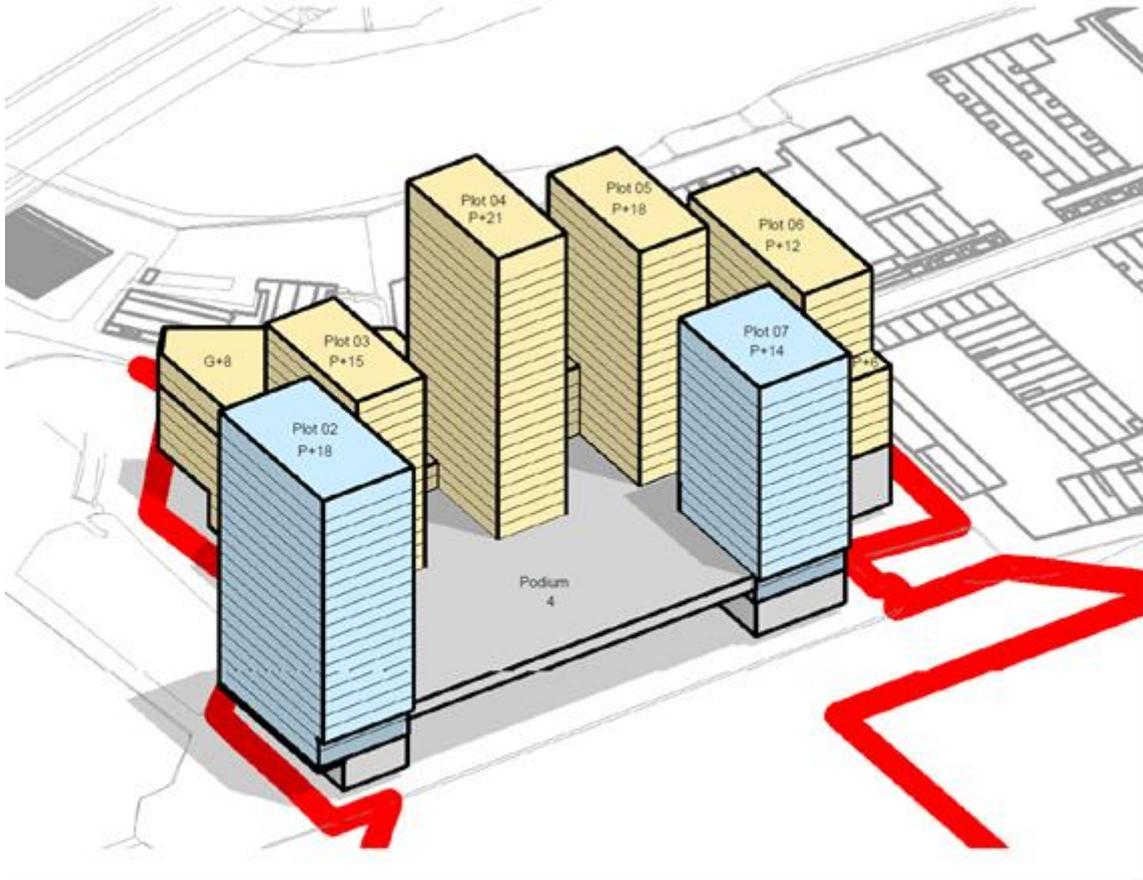


Figure 3: Scale and massing of building plots.

Architecture

- 7.35 There has been very little detail presented at pre-application meetings with regards to the architectural treatment, language and materials proposed for the development. Officers have however, emphasised the need for high quality architecture and design and conveyed that the residential buildings in particular should be responsive to the surrounding context. Below is an indicative Computer Generated Image (CGI) image of the proposed development against the backdrop of the Good Luck Hope development.



Figure 4: Proposed CGI of development viewed from the south.

Communal Amenity Space and Children’s Play Space

7.36 In terms of children’s play provision, the residential component of the scheme would generate a child yield of 213 children and based on the current unit mix the scheme would be required to provide 2,130m² of children’s play provision comprising of the following:

PLAY SPACE REQUIRED:

773	sq m for 0-4 year olds
659	sq m for 5-11 year olds
699	sq m for 12-18 year olds
2,130	total sq m for all children

7.37 The development proposes a shared podium comprising areas of children’s play space, communal amenity space and communal amenity areas for the PBSA. The latest pre-application document suggests that the scheme would provide 1,385sqm of children’s play space as indicated below. This would be substantially below the policy requirement of 2,130sqm. However, areas of play have only been indicatively shown to date and full details of the play space arrangement would need to be provided in the planning application.

- 7.38 Whilst 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 must not be double counted with areas of children's play, public open space, public realm or amenity space designated for the PBSA..
- 7.39 In terms of communal amenity space, based on the current proposal the scheme would be required to provide 248m² of communal amenity space based on the provision of 208 residential units.
- 7.40 Officers have raised general concerns that there could potentially be conflict in the use of the podium between the different user groups and have sought greater clarity and details as to how these areas of shared spaces will co-exist. Officers have also raised concerns with regards to the environmental condition of the podium in terms of microclimate and overshadowing.

Neighbouring Amenity

- 7.41 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.
- 7.42 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

- 7.43 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.
- 7.44 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.
- 7.45 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.
- 7.46 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.

- 7.47 There has been limited information submitted to date during pre-application meetings in respect of matters relating to delivery and servicing and car and cycle parking provision.
- 7.48 The vehicular ingress/egress to and from the site will be Orchard Place and the residential use would be serviced within the basement space of the development plot. The proposal includes an access ramp located immediately adjacent to building plot 1. No other details of the delivery and servicing arrangements have been presented to Officers during the pre-application discussions.
- 7.49 The Applicant is in advanced discussions with an end use operator for the wharf whose operating model consists of light freight distribution with the handling of smaller containerised shipment/goods. However, whilst Transport Officers are supportive of this, the Application would need to consider the worst case scenario and the likely transport related impacts on the local highway network that this could generate.
- 7.50 The scheme also indicatively proposes a public square/space that extends beyond the application site over to public highway land. The Applicant will need to demonstrate that the mechanism for delivery for this space and liaise with LBTH Transport Officers.
- 7.51 Officers will continue to discuss the transport, servicing and waste related matters with the Applicant and LBTH Transport Officers during the course of the application.

Environment

- 7.52 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.
- 7.53 Policy D.ES7 of the Local Plan specifically requires that for residential and non-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.
- 7.54 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.
- 7.55 Development plan policies also seek to secure a range of sustainable development outcomes including biodiversity net 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.
- 7.56 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 Impact

- 7.57 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).

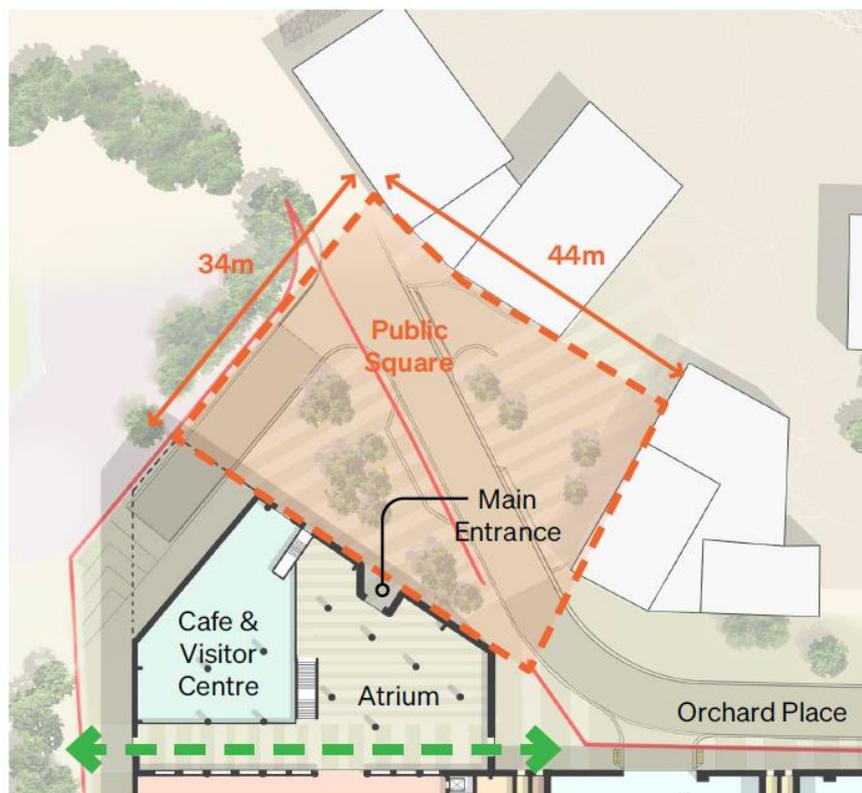
8. RECOMMENDATION

- 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.

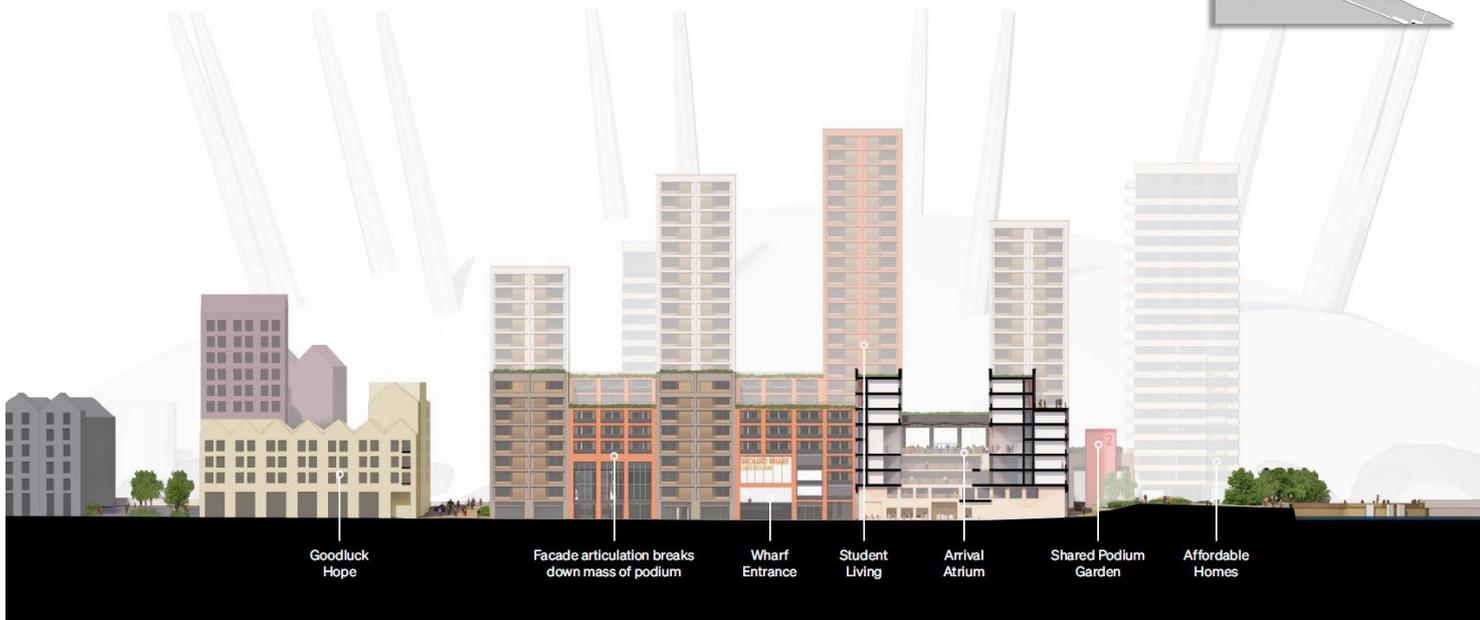
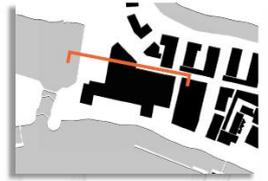
APPENDICES – IMAGES

Appendix 1 – New Public Square and Entrances



Appendix 2 – CGI Northern Elevation

North Elevation Orchard Place



Goodluck
Hope

Facade articulation breaks
down mass of podium

Wharf
Entrance

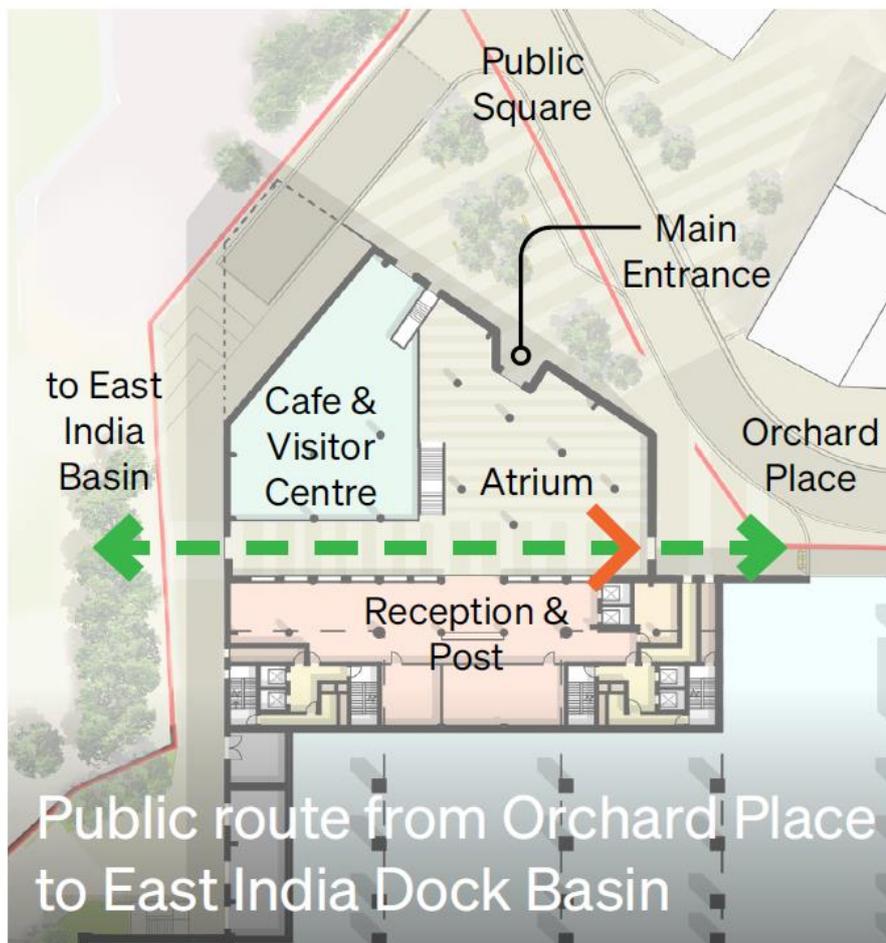
Student
Living

Arrival
Atrium

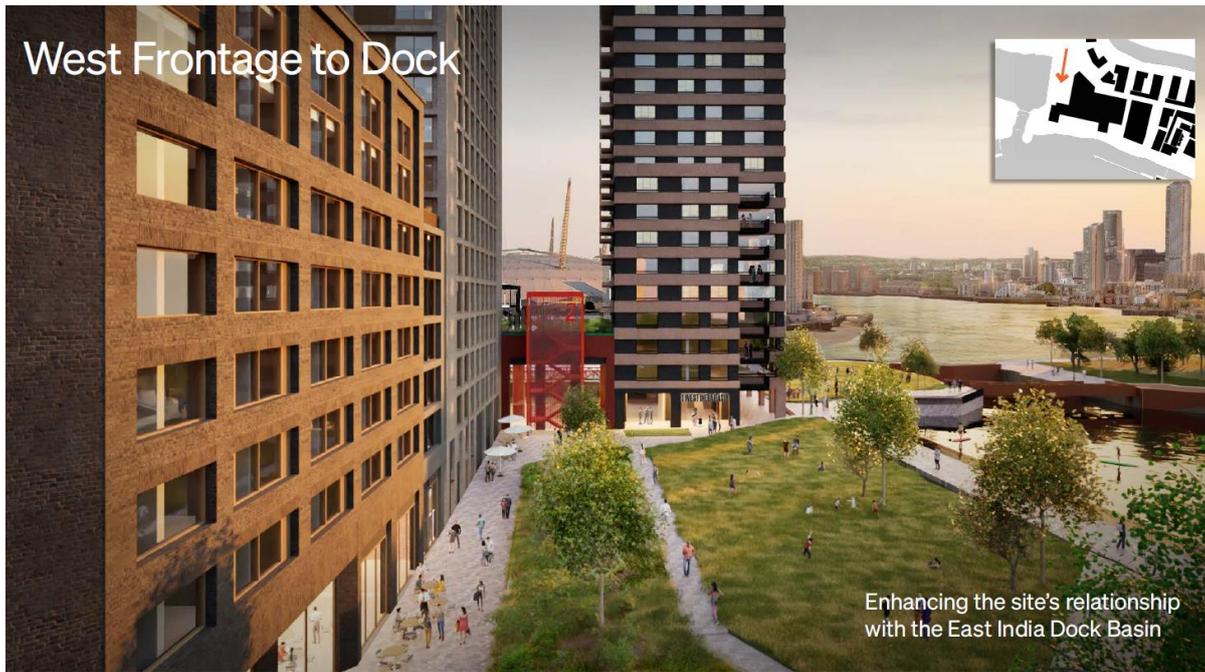
Shared Podium
Garden

Affordable
Homes

Appendix 3 – Atrium Space



Appendix 4 – View to Basin



Appendix 5 – Podium Level



Appendix 6 – Typical Upper Level

