



Extracts of...

Meeting of the

STRATEGIC DEVELOPMENT COMMITTEE

Thursday, 27 September 2012 at 7.00 p.m.

A G E N D A

VENUE

Council Chamber, 1st Floor, Town Hall, Mulberry Place, 5 Clove
Crescent, London, E14 2BG

Members:

Chair: Councillor Helal Abbas
Vice-Chair: Councillor Bill Turner

Councillor Dr. Emma Jones
Councillor Shahed Ali
Councillor Carlo Gibbs
Councillor Judith Gardiner
Councillor Helal Uddin
Councillor Zara Davis
Councillor Stephanie Eaton

Deputies (if any):

Councillor Tim Archer, (Designated Deputy representing Councillors Dr. Emma Jones and Zara Davis)
Councillor Peter Golds, (Designated Deputy representing Councillors Dr. Emma Jones and Zara Davis)
Councillor Denise Jones, (Designated Deputy representing Councillors Helal Abbas, Carlo Gibbs, Bill Turner, Helal Uddin and Judith Gardiner)
Councillor Kosru Uddin, (Designated Deputy representing Councillors Helal Abbas, Carlo Gibbs, Bill Turner, Helal Uddin and Judith Gardiner)
Councillor Shiria Khatun, (Designated Deputy representing Councillors Helal Abbas, Carlo Gibbs, Bill Turner, Helal Uddin and Judith Gardiner)
Councillor Craig Aston, (Designated

Deputy representing Councillors Dr.
Emma Jones and Zara Davis)

[Note: The quorum for this body is 3 Members].

If you require any further information relating to this meeting, would like to request a large print, Braille or audio version of this document, or would like to discuss access arrangements or any other special requirements, please contact: Zoe Folley, Democratic Services, Tel: 020 7364 4877, E-mail: zoe.folley@towerhamlets.gov.uk

"If the fire alarm sounds please leave the building immediately by the nearest available fire exit, to which a Fire Warden will direct you. Please do not use the lifts. Please do not deviate to collect personal belongings or vehicles parked in the complex. If you are unable to use the stairs, a member of staff will direct you to a safe area. On leaving the building, please proceed directly to the Fire Assembly Point situated by the lake on Saffron Avenue. No person must re-enter the building until instructed that it is safe to do so by the Senior Fire Marshall. The meeting will reconvene if it is safe to do so, otherwise it will stand adjourned."

Agenda Item 6.1

Committee: Strategic Development Committee	Date: 27 th September 2012	Classification: Unrestricted	Agenda Item Number:
Report of: Director of Development and Renewal		Title: Town Planning Application	
Case Officer: Amy Thompson		Ref: PA/12/03670	
		Ward: Blackwall and Cubitt Town	

1 Application Details

Location:

ASDA, 151 East Ferry Road, London, E14 3BT

Existing Use:

ASDA supermarket (A1 Retail), petrol filling station, bus stop and associated hard landscaping

Proposal:

Hybrid planning application for the demolition of existing supermarket, and comprehensive redevelopment of the site for mixed-use purposes to provide up to 30,445sq.m (GEA) of floor space (Use class A1 – A4, B1, D1-D2) and up to 850 residential units (Use class C3) comprising:

1) Full Details

- Demolition of existing supermarket;
- 14,112sqm (GEA) replacement supermarket (Use Class A1) (Ground and First Floor beneath Blocks E, F, G and K);
- 8,323sqm (GEA) flexible non-food retail (Use Class A1 – A4) (Ground and First Floor beneath Blocks I, H and J);
- 84 residential units (use class C3) (Within Block G, 8 storeys);
- Basement parking;
- New bus stop, bus layover and servicing access;
- Formation of a new vehicular and pedestrian access and means of access and circulation within the site, new private and public open space and landscaping; and
- Associated plant and servicing.

2. Outline – All matters reserved

- Maximum of 766 residential units (use class C3) (within blocks A, B, C, D, E, F, H, I, J, K, L, between 2 and 23 storeys);
- Up to 6,410sqm (GEA) flexible retail, financial and professional serviced, food and, drink and office floorspace (Use class A1 – A4, B1, D1-D2);
- Up to 1,600sqm (GEA) community use floorspace (Use Class D1-D2);
- Formation of a new vehicular access and means of access and circulation within the site, new private and public open space and landscaping; and

- Associated plant and servicing.

This application is accompanied by an Environmental Impact Assessment under the provisions of the Town & Country Planning (Environmental Impact Statement) Regulations 1999 (as amended).

Submission Documents and Drawings

Submission Documents

- Design & Access Statement (Broadway Malyan)
- Design Code Revision B (Broadway Malyan)
- Landscape Design Statement (Fabrik)
- Access Statement (David Bonnett Associates)
- Development Specification Revision B (GVA)
- Transport Assessment & Appendices (Royal Haskoning)
- Travel Plan (Royal Haskoning)
- Stage One Safety Audit (Acorn Projects Ltd)
- Stage One Safety Audit Designers Response (Acorn Projects Ltd)
- Transport Technical Note 1 (Royal Haskoning)
- Transport Technical Note 2 (Royal Haskoning)
- Transport Technical Note 3 (Royal Haskoning)
- Transport Technical Note 4 (Royal Haskoning)
- Transport Technical Note 6 (Royal Haskoning)
- Environmental Statement (JL Planning / Waterman)
- Low & Zero Carbon Energy Systems Appraisal Report (Hoare Lea)
- Sustainability Statement (Hoare Lea)
- Arboricultural Survey Report (Waterman)
- Ecological Mitigation Strategy (Fabrik)
- Design Stage Site Waste Management Plan (Waterman)
- Responses to the Interim Review of the Environment Statement (JL Planning / Waterman)
- Responses to the Final Review of the Environment Statement (JL Planning / Waterman)
- Planning Statement (GVA)
- Viability Report (GVA)
- Retail Capacity & Impact Study January 2012 (JL Planning)
- Statement of Community Engagement (Snapdragon)
- Construction Environment Management Plan (ADP Consultants)
- Development Phasing Revision A (ADP Consultants)
- Landscaping Mitigation Strategy

Drawings

L100; L102; L104; L125; L201_D; L202; L203_D; L204; L205; L206; L207; L208; L209; L21; L211; L212; L213; L214; L215; L216; L220_D; L222; L224; L225; SK10_E; SK17_E; SK18_E; D1726; SK22_C; SK25_C; SK26; SK32_A; 25878-A-01-B1-A; 25878-A-01-00-A; 25878-A-01-02-A; 25878-A-01-04-A; 25878-A-01-100-A; 25878-A-01-101-A; 25878-A-02-B1; 25878-A-EX-02-00; 25878-A-03-00-E-A; 25878-A-03-02-E-A; 25878-A-03-

Considering this, it is recommended by officers that, if minded to refuse the planning application, a delivery of Education places is not used as a reason for refusal.

Reason Number 3 – Height of Building with relation to CABE comments

- 3.45 *The proposed development, by virtue of the 23 storey tower building in the NW quadrant of the site would appear as an over-dominant feature, out of character with the surrounding pattern of development. Furthermore, the application submission in outline form fails to give sufficient comfort that the scheme will deliver the necessary quality of living environment and architecture. The proposal is therefore contrary to policies DEV1 of the Unitary Development Plan (1998), DEV2 and DEV27 of the Interim Planning Guidance (2007), SP10 of the Core Strategy (2010) and DM24 and DM26 of the Managing Development DPD (submission version 2012).*

Consideration

- 3.46 At the meeting on the 16th of August specific mention was made of the tower element of the proposal, and as such this has formed the basis of the reason for refusal outlined within para 3.45 of this report.
- 3.47 Officers have liaised further with CABE in this respect. They have advised that they support the principle of redevelopment, however did not have the necessary assurances regarding the quality of both its architecture and living environment and its potential local and long distance impact. Nevertheless, they confirmed that they did not consider the proposal would harm the view from the Greenwich World Heritage site.
- 3.48 CABE have confirmed that they would not attend a Public Inquiry in support of the Council if the planning application is refused for this reason.
- 3.49 Officers remain of the view that the scheme is acceptable in respect of the tall building.

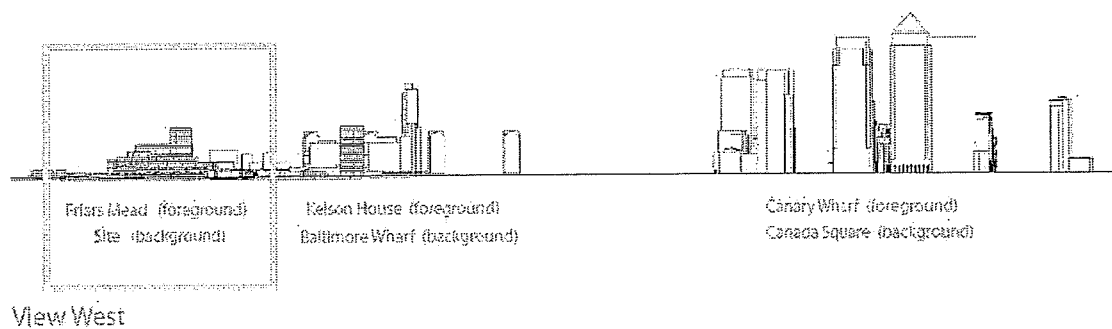


Figure 1 – Western view of key buildings, Isle of Dogs

- 3.50 Figure 1 illustrates the relationship of the proposed development with other key existing and consented schemes on the Isle of Dogs. This demonstrates that the proposal steps down in height appropriately from One Canada Square as required by policy.
- 3.51 Throughout pre-application negotiations for several, the height and massing of the proposal has changed significantly. Initially the proposal included a circa 40 storey tower in the SW quadrant of the site, adjacent to Mudchute Park. However, following negotiation with officers and consultation with Mudchute Park and Farm, the massing was reduced substantially to a maximum of 23 storeys, and moved away from the sensitive edge of the Park.
- 3.52 Officers remain of the view that the height of the tower is acceptable, in that it provides a transition down the Island from One Canada Square, to the extant 43 storey Baltimore Wharf (London Arena Site), to the development site, and onward further south and east to the more residential scale of the Isle of Dogs.

- 3.53 Additionally, whilst the tower element of the proposal is to be considered in outline, the proposal includes the necessary safeguards to ensure a high quality of architectural design. The proposed parameter plans set out allowable massing envelopes, defined in terms of the maximum and minimum for each block, and these must be adhered to in conjunction with the massing principles set out within the design code. The design code sets further guiding principles regarding massing, design details, materials, public realm and open space, amenity space, and residential layouts through the use of 'codes' which must be adhered to, 'advisories' for guidance and 'illustrative' diagrams.
- 3.54 The applicants submitted material samples with the application, and the Borough's Urban design officer visited sites to see full-scale examples of some of the materials. Accordingly, officers are satisfied that the quality of materials will be seen through to the detailed design of the outline phase of development.
- 3.55 In terms of the environmental impacts of the tower, the report presented on the 16th of August adequately demonstrated that the proposal did not result in poor environmental conditions such as microclimate and daylight/sunlight impacts.
- 3.56 Accordingly, officers remain satisfied that the height of the maximum 23 storey tower is appropriate within the context of the surrounding area, and the parameter plans together with design code will serve to ensure that a high quality, environmentally sensitive development would be delivered.

4.0 Further Comments

Parking Management Strategy

- 4.1 At the meeting of the 16th of August, the Committee noted that a parking management strategy should be secured as part of the S106 agreement, so as to be able to negotiate parking provision.
- 4.2 A car Parking Management Strategy is required under Part B of the Decision Notice as specified in the original officer's report. The condition could be drafted to seek to maximise the provision of parking spaces for family Affordable Rent and Social Rented units.

Employment Skills and Training Financial Contribution

- 4.3 It was suggested by the Committee that the words "during the construction phase" be deleted from the financial provision relating to allocation of £352,081 for Employment Skills and Training within the s106 Agreement, should planning permission be granted.
- 4.4 It was confirmed at the Meeting that this would be acceptable.

Overage (Review Mechanism)

- 4.5 The principle of the incorporation of an overage clause was also discussed by the Committee.
- 4.6 "Overage" is the term normally used in the context of a property transaction, to mean a sum which the vendor may be entitled to receive after completion, if a specified condition is satisfied. The condition may be the grant of a new planning permission, or the grant of planning permission for a new (perhaps more valuable) use of the site.
- 4.7 With relation to the planning application being considered, it is considered appropriate to incorporate a review mechanism which officers believe will achieve the intended aspiration of the committee. This means that within the s106 Agreement there will be the requirement after phase 4 of development for the proposal to be re-appraised, and any uplift in profit is captured, and used for the delivery of affordable housing.

4.8 In the first instance, these funds would be used to convert the tenure in Block D from private to Social Rent, and following that, a cash in-lieu payment would be made to the Council for the delivery of affordable housing.

4.9 The applicant has confirmed they agree to the incorporation of a review mechanism at phase 4 of development.

Pharmacy

4.10 At the committee meeting of the 16th of August 2012 it was confirmed that the applicant agrees to a clause within the s106 Agreement to offer first right of refusal to Britannia Pharmacy, to occupy one of the A1 retail units within the new District Centre.

5.0 ADDITIONAL REPRESENTATIONS

5.1 Since the decision of the Committee on the 16th of August 2012, the Council has received one additional representation from a local resident of Glengall Grove, suggesting that the applicants liaise with residents on Glengall Grove should they intend on revising the proposal.

(Officer Comment: The committee did not raise concern regarding impacts on Glengall Grove, and as such the proposal is considered acceptable in this respect)

6.0 IMPLICATIONS OF DECISION

6.1 Should Members decide to re-affirm their previous resolution and refuse planning permission there are a number of possibilities open to the Applicant. These would include (though not limited to):-

- The Mayor of London has the right to call in the application for determination. It is possible that the Mayor of London would renegotiate the s106 and affordable housing package.
- Resubmit an amended scheme to attempt to overcome the reasons for refusal.
- Lodge an appeal against the refusal of the scheme.

7.0 CONCLUSION

7.1 Officers consider that reason for refusal no. 1 - Affordable Housing - is unlikely to be successfully defended at appeal, given that officers are satisfied that the scheme is delivering the maximum reasonable amount of affordable housing, with a tenure split which is compliant with national and local policy. However, the risks of an award of costs against the Council remains low,

7.2 Officers consider that a reason for refusal based upon – Education Provision – is unlikely to be successfully defended at appeal.

7.3 The onus is on the Council to deliver school places, and the Councils' education department has confirmed that they are supportive of the proposal. The proposed scheme sits within the acceptable density matrix of the London Plan, and accordingly it is considered that the applicant has fulfilled their obligations in this respect.

7.4 Given that there is no policy basis upon which to base such a reason for refusal, officers are of the view that the Council would be liable to have costs awarded against it, for seeking to defend such a reason for refusal at appeal.

7.5 Officers consider that reason for refusal no. 3 – Building Height – is unlikely to be successfully defended at appeal, given that there is a clear transition in height from the taller elements of Canary Wharf down to the lower-rise scale and more residential character of the areas surrounding the site. Once again, the risks of an award of costs against the Council remains low.

8.0 OFFICER RECOMMENDATION

8.1 Notwithstanding the above, there has been no change in circumstances of policy since the referral of the appended report to Members on the 16th of August 2012. Officers consider that on balance the proposal is acceptable for the reasons set out in paragraph 2 of the appended report and therefore the **officer's recommendation remains APPROVAL**, in accordance with section 3 of the original officers report, together with the following additions:

Legal Agreement

- a) First right of refusal to Britannia Pharmacy for occupancy within new District Centre
- b) Review Mechanism
 - o Review at end of Phase 4
 - o Block D amended from Private to Social Rent
 - o Further uplift to the Council as cash in lieu payment
- c) Employment Skills and Training
 - o £352,081 *Employment and training during the construction phase*
 - o £263,435 *End use phase training*

Conditions

- a) Car Parking Management Strategy as required under Part B of the Decision Notice extrapolated to require maximisation of parking spaces for Social Rent and Affordable Rent family sized units.

8.2 Officers have proposed two reasons for refusal based on the resolution of Members at the meeting on the 16th of August 2012 and these are set out at paragraphs 3.3 and 3.45 of this report.

8.3 If, despite officer recommendation, Members vote to refuse planning permission, it is recommended that two reasons for refusal are agreed, relating to affordable housing provision and height of the tall building.

1. *The proposed development fails to deliver an acceptable amount affordable housing, and within that, fails to deliver a insufficient provision of social rent units. The proposal is therefore contrary to policies SP02 of the Core Strategy (2010), DM3 of the Managing Development DPD (Submission Version 2012), HSG3 and HSG 10 of the Interim Planning Guidance (2007) and 3.10, 3.11 and 3.12 of the London Plan (2012), which seek to deliver the maximum reasonable amount of affordable housing, across a defined range of tenures.*
2. *The proposed development, by virtue of the 23 storey tower building in the NW quadrant of the site would appear as an over-dominant feature, out of character with the surrounding pattern of development. Furthermore, the application submission in outline form fails to give sufficient comfort that the scheme will deliver the necessary quality of living environment and architecture. The proposal is therefore contrary to policies DEV1 of the Unitary Development Plan (1998), DEV2 and DEV27 of the Interim Planning Guidance (2007), SP10 of the Core Strategy (2010) and DM24 and DM26 of the Managing Development DPD (submission version 2012).*

9.0 APPENDICIES

9.1 Appendix One – Report to Strategic Development Committee 16th August 2012

9.2 Appendix Two – Update report to Strategic Development Committee 16th August 2012
APPENDIX 1 – REPORT TO SDC 16TH AUGUST 2012

Committee: Strategic Development	Date: 16 th August 2012	Classification: Unrestricted	Agenda Item No: 7.
Report of: Corporate Director Development & Renewal		Title: Planning Application for Decision	
Case Officer: Amy Thompson		Ref No: PA/11/3670	
		Ward(s): Blackwall and Cubitt Town	

1. APPLICATION DETAILS

Location: ASDA, 151 East Ferry Road, London, E14 3BT
Existing Use: ASDA supermarket (A1 Retail), petrol filling station, bus stop and associated hard landscaping

Proposal: Hybrid planning application for the demolition of existing supermarket, and comprehensive redevelopment of the site for mixed-use purposes to provide up to 30,445sq.m (GEA) of floor space (Use class A1 – A4, B1, D1-D2) and up to 850 residential units (Use class C3) comprising:

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This application is accompanied by an Environmental Impact Assessment under the provisions of the Town & Country Planning

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DUPLEX-3b5p_b-A; 2578-A-70-DUPLEX-4b6p_a-A; 25878-A-70-PATIO-2b4p_a; 25878-A-70-PATIO-2b4p_b; 25878-A-70-PATIO-2b4p_c; 25878-A-70-PATIO-2b4p_d; 25878-A-70-MAISONETTE_a; 25878-A-70-MAISONETTE_b; 25878-A-70-MAISONETTE_c; 25878-A-70-SCISSOR-3b5p; 25878-A-70-THROUGH-2b4p_a; 25878-A-70-THROUGH-2b4p_b; 25878-A-70-IN_studio; 25878-A-70-IN_1b2p; 25878-A-70-IN_1b2p_large; 25878-A-70-IN_2b3p; 25878-A-70-IN_2b4p; 25878-A-70-OUT-1b2p_53deg; 25878-A-70-OUT-1b2p_large_53deg; 25878-A-70-OUT-2b3p_53deg; 25878-A-70-OUT-2b4p_53deg; 25878-A-70-OUT_1b2p_37deg; 25878-A-70-OUT_1b2p_large_37deg; 25878-A-70-OUT_1b2p_knuckle_37deg; 25878-A-70-OUT_2b3p_37deg; 25878-A-70-OUT_2b3p_37deg; 25878-A-70-TYP_3b5p_corner; 25878-A-70-TOWNHOUSE_4b6p; 25878-A-70-TOWNHOUSE_5b7p; 25878-A-70-TOWNHOUSE_6b9p; 25878-A-70-OUT_1b2p_large_53deg_WAH; 25878-A-70-IN_2b4p_WAH; 25878-A-70-TYP_3b5p_corner_WAH; 25878-A-E-70-East; 25878-A-E-70-North; 25878-A-01-B1-2-A; 25878-A-01-PP-00-2-A; 25878-A-01-PP-00-3-A; 25878-A-01-PP-00-4-A; 25878-A-01-PP-00-5-A; 25878-A-01-PP-00-6-A; 25878-A-01-PP-00-7-A; 25878-A-01-PP-02-2; 25878-A-01-PP-02-4; 25878-A-01-PP-02-5; 25878-A-01-PP-02-6; 25878-A-01-PP-02-7; 25878-A-01-PP-Z-A; 25878-A-01-PP-04-2; 25878-A-01-PP-04-4; 25878-A-01-PP-04-5; 25878-A-01-PP-04-6; 25878-A-01-PP-04-7; 25878-A-01-PP-04-E-1-A; 25878-A-01-PP-04-E-2-A; 25878-A-01-PP-04-E-3; 25878-A-01-PP-04-E-4; 25878-A-01-PP-04-E-5; 25878-A-01-PP-04-E-6; 25878-A-01-PP-04-E-7-8-A; 25878-A-01-B1; 25878-A-RMPH-01-00 and 25878-A-RMPH-01-04.

Applicant: ASDA Stores Limited and Ashborne Beech
Owner: Various
Historic Building: N/A
Conservation Area: N/A

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

- 2.1 Officers have considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan 1998, (Saved policies); associated Supplementary Planning Guidance, the London Borough of Tower Hamlets adopted Core Strategy (2010), Managing Development DPD (Submission Version 2012); as well as the London Plan (2011) and the National Planning Policy Framework, and has found that:
- 2.2 o The principle of redeveloping the site to provide a new District Centre comprising a relocated supermarket and associated car park, flexible retail and commercial use, community centre, housing and open space is acceptable in land use terms, and is consistent with adopted and emerging national and local planning policy, in accordance with policies ID9, IOD11 and IOD12 of the Interim Planning Guidance (2007), SP01, SP03 and the Cubitt Town Vision of the Core Strategy (2010) and DM8 together with the aspirations of site allocation No. 19 of the Managing Development DPD (Submission Version 2012).
- 2.3 o The scheme proposes an appropriate amount and type of flexible retail floorspace, and relocated and expanded supermarket, meeting an identified demand for such activity within the Crossharbour area. It has been demonstrated that the proposal will not result in an unacceptable impact upon the vitality of existing nearby centres, and as such the proposal is in accordance with policy RT3 of the Interim Planning Guidance (2007), policy SP01 of the Core Strategy (2010) and the NPPF (2012).
- 2.4 o The proposal makes efficient use of the site with a mixed use redevelopment and as such accords with policy 3.3 and 3.4 of the London Plan (2011), policies S07 and SP01 of the Core Strategy (2010), saved policy DEV3 of the Unitary Development Plan (1998), policy

DM1 of the Managing Development DPD (Submission Version 2012) and HSG1 of the Council's Interim Planning Guidance (2007) which seek the maximum intensity of use compatible with local context.

- 2.5 o The density of the scheme does not result in any of the significant adverse impacts typically associated with overdevelopment, and is therefore acceptable in terms of policy 3.4 of the London Plan (2011), policies DEV1 and DEV2 of the Council's Unitary Development Plan (1998), policy SP02 of the Core Strategy (2010), policy DM24 and DM25 of the Managing Development DPD (Submission Version 2012) and policies HSG1, DEV1 and DEV2 of Council's Interim Planning Guidance (2007), which seek to ensure development acknowledges site capacity and that it does not have an adverse impact on neighbouring amenity.
- 2.6 o Impacts of the development on the amenity of neighbours in terms of loss of light, overshadowing, loss of privacy or increased sense of enclosure are not considered to be unduly detrimental and as such the proposal accords with policies DEV1 and DEV2 of the Council's Unitary Development Plan (1998), policy SP10 of the Core Strategy (2010), policy DM25 of the Managing Development DPD (Submission Version 2012) and policies DEV1 and DEV2 of Council's Interim Planning Guidance (2007), which seek to ensure development does not have an adverse impact on neighbouring amenity.
- 2.7 o On balance the quantity and quality of housing amenity space, communal space, child play space and open space are acceptable given the urban nature of the site and accords with policy 3.6 of the London Plan (2011), policies DEV1, DEV12 and HSG16 of the Council's Unitary Development Plan (1998), policy SP02 of the Core Strategy (2010), policy DM4 of the Managing Development DPD (Submission Version 2012) and policies DEV2, DEV 3, DEV4 and HSG7 of the Council's Interim Planning Guidance (2007) which seek to improve amenity and liveability for residents.
- 2.8 o The building height, scale, bulk, design and relationship of the proposed development with relation to the surrounding context including the site of Metropolitan Open Land, being Mudchute Park and Farm are acceptable, and accord with, policies 3.5 and 7.17 of the London Plan (2011), policies DEV1, DEV2 of the Council's Unitary Development Plan (1998), policies SP04 and SP10 of the Core Strategy 2010, policies DM24 and DM27 of the Managing Development DPD (Submission Version 2012) and policies DEV1, DEV2, DEV3, DEV4 and CON2 of the Council's Interim Planning Guidance (2007) which seek to ensure buildings are of a high quality design, sensitive to the nearby by Conservation Areas.
- 2.9 o The scheme would deliver improved permeability and accessibility through the scheme whilst being designed to provide a safe and secure environment for residents. The development accords with policy DEV1 of the Council's Unitary Development Plan (1998), policies SP09 and SP10 of the Core Strategy (2010), policies DM23 and DM24 of the Managing Development DPD (Submission Version 2012) and policy DEV4 of the Council's Interim Planning Guidance (2007), which require all developments to consider the safety and security of development, without compromising the achievement of good design and inclusive environments.
- 2.10 o Transport matters, including parking, access, servicing and reconfigured bus layout are acceptable and accord with policy 6.1, 6.3, 6.9, 6.10 and 6.13 of the London Plan (2011), policies T16 and T18 of the Council's Unitary Development Plan (1998), policy SP09 of the Core Strategy (2010), policies DM20 and DM22 of the Managing Development DPD (Submission Version 2012) and policies DEV18 and DEV19 of the Council's Interim Planning Guidance (2007) which seek to ensure developments minimise parking and promote sustainable transport options.
- 2.11 o Sustainability matters, including energy, are acceptable and accord with policies 5.2 and 5.7 of the London Plan (2011), policy SP11 of the Core Strategy (2010), policy DM29 of the Managing Development DPD (Submission Version 2012) and policies DEV5 to DEV9 of

the Council's Interim Planning Guidance (2007), which seek to promote sustainable development practices.

- 2.12 o The proposed development will provide appropriate contributions towards the provision of affordable housing, health facilities, open space, transportation improvements, education facilities and employment opportunities for residents, in line with the NPPF, policy DEV4 of the Council's Unitary Development Plan (1998), policy IMP1 of the Council's Interim Planning Guidance (2007) and the Council's Planning Obligations SPD (Adopted 2012) which seek to secure contributions toward infrastructure and services required to facilitate proposed development subject to viability.

3. RECOMMENDATION

3.1 That the Committee resolve to **GRANT** planning permission subject to:

A. Any **direction** by **The London Mayor**

B The prior completion of a **legal agreement** to secure the following planning obligations:

Financial Obligations

- d) Employment Skills and Training
 - o *£352,081 Employment and training during the construction phase*
 - o *£263,435 End use phase training*
- e) Education
 - o *£1,735,110 primary school places in the borough*
 - o *£1,407,861 secondary school places in the borough*
- f) Public Open Space
 - o *£881,275 towards the delivery of public open space in the Borough*
- g) Car Club
 - o *£35,913 towards the provision of car club on the site, including 1 year membership for residents*
- h) Health
 - o *£923,342 towards the NHS Primary Care Trust*
- i) Dockland Light Railway station improvements
 - o *£400,000 Contribution towards upgrade of Crossharbour DLR station*
- j) London Buses
 - o *£510,000 towards Increased capacity of a local bus service*
- k) Real Time Information Boards
 - o *£40,000 towards provision of boards within the site*
- l) S106 monitoring at 2% of sub total (£130,980)

Total Financial Contribution **£6,679,997**

Non-Financial Obligations

- m) 31% affordable housing by habitable room
 - 7% Social Rent
 - 14% Affordable Rent (POD Level)

- 10% Intermediate
- n) Family Housing secured by percentage floor space
 - 100% Social Rent
 - 37.9% Affordable Rent
 - 23.2% Intermediate
 - 24.4% Private
- o) Affordable Housing delivered across phases as follows:
 - Phase 1 = 62.2%
 - Phase 2 = 79.9%
 - Phase 3 = 0%
 - Phase 4 = 11.9%
 - Phase 5 = 0%
- p) Obligations on completion - no more than 60% market housing to be completed until 50% affordable housing completed; no more than 80% market housing to be completed until 70% affordable housing completed; no more than 90% market housing to be completed until 100% affordable housing completed, per phase
- q) Affordable business unit strategy and marketing strategy
- r) Shop mobility scheme for accessibility to the District Centre
- s) Community Centre
 - o to Shell and Core (estimated at £3.7M)
 - o Peppercorn rent in perpetuity (25 years)
 - o £0 service charge
 - o Fallback to commuted sum
- t) Access to employment (20% Local Procurement; 20% Local Labour in Construction; 20% end phase local jobs)
- u) 40% jobs to local people in ASDA
- v) Car club, operation for three years minimum, and one years free membership per household
- w) On Street Parking Permit-free development
- x) Travel Plan
- y) Code of Construction Practice
- z) Agreements with London buses to be completed prior to implementation
- aa) Parking strategy including Variable Message Signing 'VMS'
- bb) Public Art – on-site details to be secured
- cc) Lease Agreement with Mudchute Park and Farm
- dd) Off-site Highways Works (estimated at £1.2M)
 - o Remodelling to Marsh Wall/Limeharbour Junction
 - o New raised table, pedestrian crossing and associated works on East Ferry Road
- ee) Relocated Cycle Hire Docking Station (£70,000)
- ff) 24 hour access to public open space
- gg) Travel Plan
- hh) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal

3.2 That the Corporate Director Development & Renewal is delegated power to negotiate the legal agreement indicated above acting within normal delegated authority.

3.3 That the Corporate Director Development & Renewal is delegated power to impose conditions and informatives on the planning permission to secure the following matters:

CONDITIONS & INFORMATIVES

3.4 **A. Time Limits, approved drawings / documents and content of development**

Commencement within 3 years

Submission of reserved matters applications (Timing)

Implementation in accordance with Phasing Plan

Implementation of Phasing Plan

- 6.14 English Heritage has raised concern with regard to the lack of information submitted with regard to aspects of this application. They note that the development would form an important component of views from Greenwich, rising immediately above the trees of Island Gardens which themselves appear immediately above the distinctive silhouette of the historic buildings of the Old Royal Naval College complex.

In particular, English Heritage raised concern regarding the outline form of the application, noting that *"the Council must satisfy itself that it has the necessary level of information and degree of certainty with regard to matters including the visual qualities of external finishes which potentially could have a considerable impact on the setting of the World Heritage Site (including the impact on the London Panorama from Greenwich Park towards Canary Wharf, from assessment point 5A.1)"*

(OFFICER COMMENT: The Heritage impacts of the proposal are discussed in greater detail below, within the material planning considerations section of this report. In summary, it is considered that sufficient detail has been submitted and assessed through the applicant's Environmental Statement, to allow full consideration of the visual and heritage impacts of the proposal)

Environment Agency (Statutory Consultee)

- 6.15 No objections subject to the following conditions being imposed:
- o Development to be carried out in accordance with the submitted Flood Risk Assessment
 - o Contamination and verification reports to be approved prior to commencement/occupation
 - o No commencement of development until such time as a scheme to ensure finished floor levels are set no lower than 3.65m above the predicted flood levels has been approved
 - o No commencement of development until such time as the submission of a surface water drainage scheme based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development have been submitted and approved
 - o No infiltration of surface water drainage into the ground

(OFFICER COMMENT: The requested conditions have been attached as detailed above in section 3 of this report)

Greater London Authority (GLA - Statutory Consultee)

- 6.16 In summary, the GLA advised that the proposal (as original submitted) did not comply with the London Plan, but that there were possible remedies. In particular, the GLA made the following comments:

Principle of development

The principle of a mixed-use development with an enhanced retail offer is acceptable.

The community land uses proposed, along with other retail and commercial uses such as cafes, gym and smaller local shops will create a holistic district centre and will enhance local facilities and services.

Urban design, heritage impacts and access

The overall principles of the scheme considered acceptable, and it is of high design quality. Further information sought regarding tightening of the design code, parameters and phasing.

Housing

Unit mix should be revised to provide an increase in the proportion of family-sized

units, with further information regarding the family units within the affordable element of the scheme. Further information required regarding density calculations.

Climate change mitigation and adaptation

Further details requested regarding regulated savings at each tier of the energy hierarchy.

Child play space

Clarification regarding child yield figures and associated play space requested.

Inclusive design and access

Information regarding key accessible routes through the scheme requested.

Amenity

Information regarding single aspect units requested.

Noise and air quality

The proposal is acceptable in this respect.

Biodiversity

No significant species identified on site however there is opportunity to improve conditions through the use of rooftops – green and brown roofs.

Transport

Further work is required regarding arrangements for buses, the pedestrian/passenger interchange experience, reduction in car parking, cycle hire and legible London schemes.

Community Infrastructure Levy

The applicant will need to include appropriate contributions relating to CIL.

(OFFICER COMMENT: Following these comments from the GLA, the applicant has submitted further clarification details with relation to the design code, density, parameters and phasing, re-designed the bus layover, density calculations and reduced the level of parking. The proposed indicative unit mix is considered acceptable in relation to local planning policy, and it is recommended that a s106 Agreement secure the minimum amount of family units across tenures. The submitted design code provides further detail regarding the quality of accommodation, which is considered acceptable. Further discussion regarding the final details are outlined within section 8 of this report.)

Royal Borough of Greenwich (Statutory Consultee)

6.17 No objections.

London City Airport (Statutory Consultee)

No safeguarding objection, subject to the following conditions:

- Any alterations to the maximum parameter will require a fresh consultation with London City Airport.
- Given the proximity of the development to the airport, all relevant insulation in building fabric including glazing and ventilation elements will be supplied and fitted in compliance with current noise attenuation regulations and tested

(OFFICER COMMENT: Conditions are attached relating to noise attenuation as requested)

National Air Traffic Services Ltd (Statutory Consultee)

6.18 No safeguarding objections.

- Increased risk of flooding and water pollution;
(Officer comment: The material considerations section of this report assesses flood risk and outlines conditions to ensure appropriate flood mitigation and surface water drainage. Thames Water and the Environment Agency have commented on the application, and support the proposal subject to conditions)
- Cubitt Town Library not the same as Idea Stores – implication that both could be accommodated;
- No provision for an Idea Store – which is needed;
- Provision of Idea Store not supported;
(Officer comment: This scheme does not propose the closure of Cubitt Town Library, nor does it propose the inclusion of an Idea Store. A community space is proposed which could be used by a number of end-users)
- Loss of petrol station – no other station on the Isle of Dogs, and provides the best rate;
(Officer comment: The proposal does not include the re-provision of the existing Asda petrol station. There are no local policies which either restrict the loss of petrol stations, or support provision of them)
- Worsening of Broadband and television connections;
(Officer comment: A condition to secure details of reception feasibility attached)
- The proposal will not attract families, but young professionals;
(Officer comment: As discussed within the Housing section of this report, there is the need within the Borough to cater for a range of unit sizes. The mix proposed is broadly in line with policy, and provides a large number of family sized units)
- Health and safety implications associated with demolition, including petrol station;
(Officer comment: health and safety will be considered in the code for construction practice and construction management plan)
- Isle of Dogs needs small specialist shops, services, nurseries;
(Officer comment: The mix of retail units has been assessed within the submitted retail impact assessment. The s106 Agreement secures an Affordable business unit strategy and marketing strategy to seek to provide affordable workspace. The proposal includes floorspace which could accommodate a nursery)
- Scheme proposes 25/26 storey building, when applicant representatives have indicated maximum of 21/23 storeys;
(Officer comment: The scheme proposes a 23 storey building up to a maximum height of 86.65m AOD, including all associated plant and lift overruns. This is clear within the application documents and agreed description of development)
- Supermarket to be made smaller, and will be more expensive;
(Officer comment: The supermarket is expanding. There is no indication within the submitted documentation that it would be more expensive)
- Carcinogens in the soil – impacts on health;
(Officer comment: Conditions have been attached to ensure appropriate contamination and remediation)

7.5

In Support

- The proposal would create jobs;
- The proposal would result in aesthetic improvements and regeneration;
- Additional housing supported;
- New facilities and retail space supported;

- Improvements to local public transport;
- Additional affordable housing;
- Improved trade for existing businesses;
- More public open space and community amenity.

7.6 Mudchute Park and Farm

The trustees of Mudchute Association support the proposal, noting that they have had dialogue with the developer, resulting in the redesign of the scheme which went some way to mitigating the impacts of views from the public space. Their support is subject to a lease agreement with the Association (or the Council as Landowner), of £35,000 per annum in perpetuity, until one day prior to the expiry of that lease.

Whilst the Agreement of the terms of this lease agreement can be secured through the s106 Legal Agreement, this would sit outside of the planning Heads of Terms, and Members should be aware that this Agreement is not considered necessary to grant Planning Permission.

The Association also has an interest in the flexible D1/D2 space proposed within the development and have agreed with the developer that they would get first right of refusal on some of this space if planning permission is granted.

7.7 The following issues were raised in representations, but it is considered that they should be not be attributed substantial weight in the determination of the application:

- Only representations from those living on East Ferry Road, Glengall Grove, Friars Mead should be given weight (with relation to petition in favour of the development);
- When the site was sold to ASDA it was on the basis that only low-rise buildings could be built;
- Everyone on the Isle of Dogs should have been consulted;
- Loss in value of properties;
- There are other sites which could be redeveloped;
- Misleading photos within the submission;
- The proposal is to facilitate Council Tax payments;
- Proposal does not include relocation of Island Health
(Officer comment: Island Health is not being relocated or demolished. It remains in its existing location)
- The proposal would block views to Greenwich from properties at 122 East Ferry Road
(Officer comment: The loss of an unprotected view is not considered to be a material planning consideration)

8. **MATERIAL PLANNING CONSIDERATIONS**

8.1 The main planning issues raised by this application that the committee are requested to consider are:

- Principle of Development and Land Uses
- Density
- Transport, Connectivity & Accessibility
- Design
- Heritage & Conservation
- Housing
- Amenity
- Energy & Sustainability
- Contamination
- Flood Risk
- Environmental Impact Assessment
- Health

- Biodiversity
- Section 106 Planning Obligations
- Human Rights Considerations
- Equalities Act Considerations

Principle of Development and Land Uses

- 8.2 At national level, the NPPF (2012) promotes a presumption in favour of sustainable development, through the effective use of land through a plan-led system, driving sustainable economic, social and environmental benefits.
- 8.3 The regeneration of sites such as this within East London is also a strategic target of the London Plan (2011). Policy 1.1 states “the development of East London will be a particular priority to address existing need for development, regeneration and promotion of social and economic convergence with other parts of London and as the location of the largest opportunities for new homes and jobs”.
- 8.4 At the local level, the Council’s Retail and Leisure Capacity Study 2009 undertook a survey of residents in the Borough to determine the current shopping patterns and to act as a base for predicting future needs. According to this study, aside from the high end offer available at Canary Wharf, the bulk of comparison expenditure by residents takes place outside of the Borough. Notwithstanding the comparison goods on offer within the ASDA store, there remains a distinct lack of value comparison offer on the Isle of Dogs.
- 8.5 This study fed into the Council’s Core Strategy 2010, within which Cubitt Town is identified as an area where there will be residential growth, supported by a revitalised and expanded Crossharbour Town Centre. CS policy SP01(4) identifies Crossharbour as a key project in the delivery of additional comparison and convenience retail floorspace in the Borough. Core Strategy Annexe 9 “Delivering Placemaking” sets out the vision for Crossharbour, as depicted by figure 2 below.

8.6

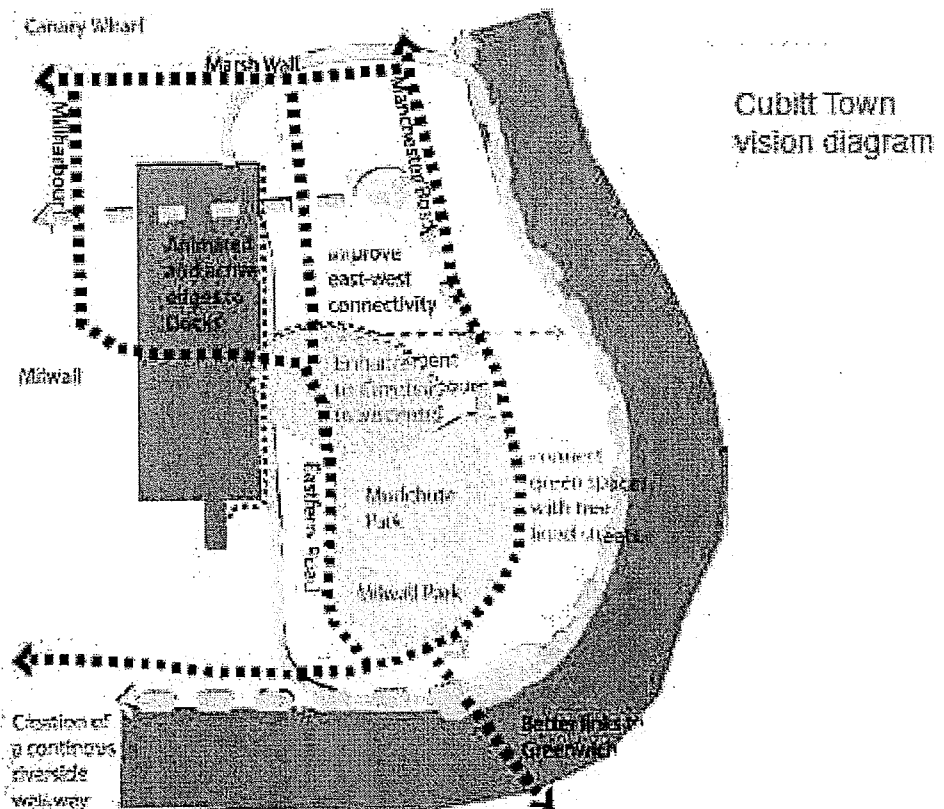


Figure 3: Cubitt Town Vision diagram (Source: LBTH Core Strategy 2010, figure 2)

- 8.7 The Vision provides guiding principles including:
- New development focussed in the north of Cubitt Town;
 - Housing types suitable for families promoted south of Cubitt Town and around Millwall Park;
 - New public square framed by active retail and leisure uses at Crossharbour Town Centre to animate the area;
 - Development should protect the setting of Mudchute and Millwall Park and protect general views from these parks towards Canary Wharf,
 - Development should provide a transition between higher rise commercial area to the north and low-rise residential to the south and east.
- 8.8 The site allocation for Crossharbour Town Centre as detailed within the emerging MD DPD supports the Core Strategy's Vision of a comprehensive mixed-use development. In particular, the site allocation requires:
- District centre on a new public square;
 - Housing;
 - Community Centre;
 - Retail floorspace;
 - Other town centre compatible uses.
- 8.9 The principle of the delivery of a retail-led mixed-use development is therefore supported at strategic and local level. With regard to the Core Strategy's vision for Cubitt Town, the proposed hybrid planning application provides for a new District Centre with additional comparison and convenience retail floorspace, up to 850 residential units as well as community floorspace. The new retail space will be located on a new high street, and surrounding a public square, and the proposal includes a new route into Mudchute Park together with a re-provided transport interchange for buses.
- 8.10 With particular regard to the proposed provision of up to 28,845sq.m of retail floorspace (Use Classes A1-A4) including an expanded ASDA superstore (14,114sqm), the applicant has submitted a Retail Capacity and Impact Study in support of the planning application.
- 8.11 The submitted Study considered the impact of the proposal on surrounding retail centres, these being:
- Major Centre
- Canary Wharf
- Neighbourhood Centres
- Quarterdeck
 - Manchester Road
 - Westferry
- Local shopping provision outside of Neighbourhood Centres on the Isle of Dogs
- Pepper Street
 - Castalia Square
 - Amsterdam Road
 - Claude Street
 - East Ferry Road
 - Samuda Estate
- 8.12 From the submitted study, it is evident that the convenience stores in nearby centres and parades have been trading alongside the existing ASDA store for many years. As the bulk of additional retail floorspace proposed is for comparison goods (non-food retail), the important day to day role of convenience stores is expected to remain unchanged.

- 8.13 The fact that there remains such high leakage of comparison spend outside of the Borough, indicates that higher order centres such as Canary Wharf do not address many of the comparison goods needs of local residents. The comparison floorspace proposed is intended to deliver a 'value' offer for residents.
- 8.14 This study submitted accordingly concludes that there is capacity in the market to accommodate the uplift in retail floorspace, and the proposal will not unduly detrimentally affect the vitality of existing centres, including local centres and shopping parades. This is on the basis that there is a site-specific need for additional retail floorspace on the Isle of Dogs, to serve both existing and future residents of the island.
- 8.15 Policy SP03 of the Core Strategy seeks the creation of "healthy and liveable" neighbourhoods. The proposal includes a new public square and link through to Mudchute Park, and a new community centre. The proposed community use is therefore considered to accord with policy SP03, which encourages provision of "high quality social and community facilities".

Petrol Filling Station

- 8.16 A significant number of the letters of representation received from residents raised concern over the loss of the petrol filling station.
- 8.17 Whilst there are no local or national policies which either protect or promote petrol stations, officers requested that the applicant investigate whether it would be feasible to re-provide a petrol filling station as part of the current proposals. The applicants subsequently carried out an options appraisal to determine the feasibility and deliverability of a petrol filling station on site.
- 8.18 The only reasonable site for a new petrol filling station was identified along the northern access road, beneath the residential element of Block C, although the Council's Highways section advised that it is unlikely that a petrol tanker would be able to service the facility. Other sites would not have been feasible in terms of health and safety, and would have seriously impacted upon the regenerative potential of the site.
- 8.19 Furthermore, it is clear that providing a petrol filling station within the scheme would have an impact upon the values of the residential properties located in the vicinity of the station. The viability information in this respect was interrogated on the Council's behalf, and it was agreed that the inclusion of a petrol filling station within the scheme would have a substantial impact upon the affordable housing provision delivered, reducing it by approximately 14%.
- 8.20 An additional consideration is the fact that the applicants could close down the petrol filling station at any time, and would not require planning permission to demolish it.
- 8.21 For those travelling off the Island, whether heading east, west or north, there are existing petrol stations located within the Borough, on the logical routes off the Island. If heading East, there is an ESSO by the Lower Lea Crossing; heading North there is a Texaco near All Saints DLR station, and another on Burdett Road; and heading West on The Highway are a BP and another Texaco.
- 8.22 There is no policy basis to require the retention of a petrol station within the site, and the inclusion of a new petrol station would have significant implications upon the ability to deliver affordable housing within the Borough, and to realise the full regenerative potential of the site.
- 8.23 It is considered that the proposal will deliver a new high quality District Centre for the Isle of Dogs, with improved accessibility, community facilities, retail shops, public open space and housing, and accordingly the broad principles of the proposal are therefore in accordance with the London Plan, Core Strategy and MD DPD.

Density

- 8.24 Policies 3.4 of the London Plan (2011) and SP02 of the Core Strategy (2010) seek to ensure new housing developments optimise the use of land by relating the distribution and density levels of housing to public transport accessibility levels and the wider accessibility of the immediate location.
- 8.25 As detailed earlier in this report, the site has a good public transport accessibility level (PTAL) of 4.
- 8.26 In terms of density characteristics, the GLA's stage 1 refers to the site as having a largely urban character. Table 3.2 of the London Plan sets out that where accessibility to public transport is highest, densities in urban settings can reach up to 700 habitable rooms per hectare. The applicant has provided an indicative accommodation schedule which states that the density of the proposal will be circa 606 habitable rooms per hectare, thus complying with the guidance within Table 3.2.
- 8.27 The scheme incorporates new pedestrian routes through the application site, as well as s106 obligations towards public realm and connectivity and improvements towards the Lime Harbour/Marsh Wall intersection.
- 8.28 The development does not present any symptoms of overdevelopment nor have any significantly adverse impacts on the amenity of existing and future residential occupiers as discussed further on within this report. As such, it is considered that the proposal maximises the intensity of use on the site and is supported by national, regional and local planning policy, and complies with Policy 3.4 the London Plan (2011) and Policy SP02 of the Core Strategy (2010) which seek to ensure the use of land is appropriately optimised in order to create sustainable places.

Transport, Connectivity and Accessibility

- 8.29 The NPPF and Policy 6.1 of the London Plan 2011 seek to promote sustainable modes of transport and accessibility, and reduce the need to travel by car. Policy 6.3 also requires transport demand generated by new development to be within the relative capacity of the existing highway network.
- 8.30 Saved UDP policies T16, T18, T19 and T21, CS Policy SP08 & SP09 and Policy DM20 of the MD DPD together seek to deliver an accessible, efficient and sustainable transport network, ensuring new development has no adverse impact on safety and road network capacity, requires the assessment of traffic generation impacts and also seeks to prioritise and encourage improvements to the pedestrian environment.
- 8.31 As detailed earlier in this report, the site has a good public transport accessibility level (PTAL) of 4 (1 being poor and 6 being excellent). The site sits to the east of East Ferry Road. Crossharbour DLR station is located across East Ferry Road immediately to the north-west of the subject site. The existing bus interchange within the site serves 4 bus routes. The D3, D6, D8 and 135 connect with Canary Wharf, Bethnal Green, Hackney, Stratford and Liverpool Street.

Highways

- 8.32 The application proposes two entrances to the subject site – the main vehicular entrance is along the southern boundary of the site, providing access to underground car park and bus waiting area. The second vehicular access is via the existing dropped curb to the north of the site which provides current access for visitors to ASDA and Island Health. This entrance is proposed to be used by servicing vehicles and a lesser number of private vehicles associated with residential units which are proposed to wrap around the relocated ASDA

supermarket.

Servicing and Deliveries

- 8.33 London Plan Policy 6.13 states that developments need to take into account business delivery and servicing. This is also reiterated in IPG CS Policy DEV17, which states that developments need to provide adequate servicing and appropriate circulation routes.
- 8.34 The supermarket and larger non-food retail units will be serviced from the main site access, situated at the southern end of the site. Servicing for the ASDA store would comprise the following:
- o 5 fresh deliveries between 22:00 and 08:00
 - o 3 ambient deliveries between 08:00 and 14:00
 - o 2 ambient deliveries between 14:00 and 21:00
 - o 2 chill/frozen deliveries between 12:00 and 21:00
 - o 1 George (clothing) delivery around 08:00 (6 per week)
 - o 3 direct deliveries (bread/milk, etc) usually AM
- 8.35 The proposed non-food retail is expected to generate 7 service vehicle movements two-way daily. Additional servicing access is proposed for the other uses from the secondary vehicular route at the north of the site.
- 8.36 Servicing and deliveries would be managed and co-ordinated through a Delivery & Servicing Plan (DSP) to be prepared and submitted prior to occupation of the detailed scheme and further phases.

Waste, Refuse & Recycling

- 8.37 Full details of the waste, refuse and recycling would also be managed and co-ordinated through a Delivery & Servicing Plan (DSP) to be prepared and submitted prior to occupation of both the detailed scheme and further phases.
- 8.38 Notwithstanding the above, the indicative scheme shows that within the southern residential blocks, residents have access to communal refuse chutes on each floor which direct refuse to storage points at ground and podium levels. The inclusion of refuse lifts allows waste to be transferred from podium to ground levels, where refuse vehicles using the southern access road collect the waste.

The northern and eastern residential blocks are situated on driveable streets, hence refuse is collected directly from street level via communal refuse stores.

As the majority of development considered within this proposal is in outline, the submitted Design Code sets out the principles to guide future reserved matters applications.

Car Parking

- 8.39 Policies 6.13 of the London Plan, Saved Policy T16 of the UDP, Policy SP09 of the CS and Policy DM22 of the MD DPD seek to encourage sustainable non-car modes of transport and to limit car use by restricting car parking provision.
- 8.40 IPG Planning Standard 2 sets a policy maximum car parking ratio of 0.5 spaces per residential unit, where it can be shown that the proposed level would not result in a detrimental impact on the safe and free flow of traffic on the surrounding highway network. MD DPD Parking Standards sets specific parking levels for the Isle of Dogs. These levels are 0 parking for units of less than 3 bedrooms, and 0.1 for 3 bedrooms plus.
- 8.41 The site currently has 600 parking spaces associated with the existing supermarket use.

- 8.42 The scheme proposes a maximum of 755 car parking spaces within a basement and at surface level. 604 of these spaces are allocated for retail (556 standard spaces, 28 disabled and 20 parent & child), and 151 for residential use (126 standard, 25 disabled). 21 of these spaces are allocated for affordable housing units. The overall parking provision reflects a ratio of 0.18 spaces per residential unit.
- 8.43 The residential parking is in accordance with LBTH IPG Planning Standard 2, which sets a policy maximum car parking ratio of 0.5 spaces per residential unit. However is in excess of the MD DPD Planning Standard 1 which allows for 0.1 spaces per family unit (3 bed plus), and no parking for smaller units.
- 8.44 The proposed commercial/retail parking is to serve the existing ASDA supermarket as well as the wider District Centre. The proposal sees an uplift of 4 spaces beyond the existing arrangement on site, which is vastly under-utilised at present. IPG and MD DPD policies seek zero parking for retail uses.
- 8.45 The applicant has submitted a Transport Assessment which considers the impact of the development upon the highway network. This assessment was based upon the initial proposal which included a total of 785 parking spaces, with the results indicating that Preston's Road roundabout is currently operating at capacity and will be over capacity in future years. The proposed development would result in a small impact in the PM peak on Aspen Way (East) and Preston's Road, which would experience a change of +1% and +2% respectively. In addition, the results suggest that the development would result in the need for remodelling to the junction of Lime Harbour and Marsh Wall.
- 8.46 Considering the above, the Borough's Highways department support the proposed parking levels, subject to remodelling of the Lime Harbour/Marsh Wall Junction and East Ferry Road adjacent to the site.
- 8.47 Accordingly, and as supported by LBTH Highways, the applicant has agreed to fund remodelling work to the Lime Harbour/Marsh Wall junction as well as works to East Ferry Road which include a new raised table and pedestrian crossing as part of s278 highways works. Highways have also requested that an on street parking permit-free agreement be secured through the S106 restricting new residents from securing parking permits (other than those qualifying for the Permit Transfer Scheme).
- 8.48 In addition to the above, further measures to discourage car use in this development proposal include 1255 cycle parking spaces, 2 car club spaces together membership for residents for a three year period, improved pedestrian access and permeability within the site, together with financial obligations towards bus and DLR services and public realm improvements beyond the site boundary.
- 8.49 Accordingly, it is the view of officers that subject to securing the provisions outlined above, the proposed car parking on site is considered acceptable. It will serve to meet the demands of the proposed District Centre, whilst ensuring the free flow of traffic on the surrounding highway network.

Provision for Cyclists

- 8.50 The proposal includes improvements to the local cycle network through the inclusion of cycle routes through the development. In addition, a total of 1,255 cycle parking spaces are proposed within the development for all land uses, which complies with London Plan policy 6.13. Provision is proposed to be within a mixture of basement, courtyard and secure communal areas. Furthermore, the provision of Sheffield stand visitor spaces within the public square is welcomed. Full details of the cycle parking are secured via condition for each phase.

- 8.51 Opposite the application site on East Ferry Road lies a 17-point Cycle Hire docking station. The scheme proposes a reconfigured bus layout, resulting in the need to relocate this station within the site boundary. This is at a cost of £70,000 – a sum which is requested by TfL, and agreed by the applicant as a development cost, and would be secured as such within a s106 Legal Agreement.

Public Transport Improvements

- 8.52 CS policy SP08 seeks to promote the good design of public transport interchanges to ensure they are integrated with the surrounding urban fabric, offer inclusive access for all members of the community, and provide a high-quality, safe and comfortable pedestrian environment.

Buses

- 8.53 Four bus services terminate at the site (D3, D6, D8 and 135). To enable the development of the site as a District Centre, a reconfiguration of these facilities is proposed. This involves the creation of a layby on East Ferry Road and a bus layover within the service access area along the site's southern boundary.
- 8.54 Throughout the application process the applicant has worked with London Buses and the Borough's Highways section to redesign the proposed interchange. The final iteration of the bus stop has the support of TfL, allowing the D routes to drop off and pick up within the subject site. The 135 will drop off and pick up just south of the District Centre.
- 8.55 A stage 1 road safety audit has been carried out on the revised design, and several recommendations were made regarding the layout, which have been incorporated into the detailed design.
- 8.56 TfL have confirmed that they are satisfied that the proposed arrangements can operate safely, and do not raise objection to the proposed approach for buses.
- 8.57 TfL have requested a financial contribution of £510,000 towards London Buses. Currently routes 135, D3 and D7 all have high loadings, particularly in the AM peak northbound, and it is expected that bus trips generated from the proposal would increase bus loadings. Upon receipt of the funds, TfL would agree with the Borough on the nature of the improvements once the funds are forthcoming, but have advised that these would be within the Isle of Dogs area.

Docklands Light Railway

- 8.58 TfL considers that it is likely that most trips to the District Centre via the DLR will be made from Crossharbour station. A programme of works has already been identified to improve this station, relating to overall quality, safety and ease of access and egress. TfL and the applicants have agreed to a financial contribution of £400,000 for improvements to Crossharbour DLR station.

Pedestrian Environment

- 8.59 The development will undoubtedly result in an increase in the number of walking trips, mainly due to the improved accessibility of the site and the draw of new and improved local shopping and community facilities. The proposal incorporates a new diagonal north-south high street route linking East Ferry Road and Mudchute Park. The design code seeks to ensure active retail frontages and residential overlooking to this route, ensuring a high level of passive surveillance.
- 8.60 The design code seeks to secure high quality public realm within the site, with high quality materials, the use of natural stone paving, high quality integrated lighting and timber street furniture. The applicants have also agreed to a financial contribution of £873,903 towards

public realm/open space improvements within the vicinity of the site. It is expected that this will contribute towards:

- Improvements within Mudchute Park including the refurbishment and maintenance of existing routes;
- 'Legible London' directional signage is also proposed to assist the pedestrian environment and general wayfinding.

8.61 In addition, remodelling works to East Ferry Road through the introduction of a raised table and new pedestrian crossing via a s278 highways agreement would further serve to improve the pedestrian experience along East Ferry Road.

8.62 Conditions are recommended seeking full details of the improvement works to be delivered as a result of the above agreed financial obligations towards public realm improvements.

Inclusive Access

8.63 Policy 7.2 of the London Plan (2011), Saved UDP Policy DEV1, Policy SP10 of the CS and Policy DM23 of the MD DPD seek to ensure that developments are accessible, usable and permeable for all users and that a development can be used easily by as many people as possible without undue effort, separation or special treatment.

8.64 A growing awareness of the importance of creating environments that are accessible for all people has led the Council to emphasise the importance of 'inclusive design'. It is considered that the proposed development has been designed with the principles of inclusive design in mind.

8.65 The submitted design and access statement details that the scheme is fully inclusive, with access to amenity areas and public transport via integrated pedestrian routes rather than through segregated accessible circulation. The new pedestrian route through to Mudchute Park is fully accessible to all with DDA compliant ramped approach.

8.66 The principles of inclusive design are enshrined within design code, ensuring that the development adheres to inclusive access design policy.

Other

8.67 A contribution of £40,000 has been secured for the provision of real-time information which supports DLR' within the vicinity of the subject site.

Design

8.68 The NPPF promotes high quality and inclusive design for all development, optimising the potential of sites to accommodate development, whilst responding to local character.

8.69 CABI's guidance, By Design (Urban Design in the Planning System: Towards Better Practice) (2000) lists seven criteria by which to assess urban design principles, as follows: character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and diversity. In 2010 CABI released a guidance document for supermarket-led regeneration (Supermarket-led Development: Asset or Liability), which sets out principles of good supermarket-led design.

8.70 Chapter 7 of the London Plan places an emphasis on robust design in new development. Policy 7.4 specifically seeks high quality urban design having regard to the local character, pattern and grain of the existing spaces and streets. Policy 7.6 seeks highest architectural quality, enhanced public realm, materials that compliment the local character, quality adaptable space and optimising the potential of the site.

8.71 Saved UDP policies DEV1, DEV2 and DEV3 seek to ensure that all new developments are

sensitive to the character of their surroundings in terms of design, bulk, scale and use of materials. CS policy SP10 and Policy DM23 and DM24 of the MD DPD seek to ensure that buildings and neighbourhoods promote good design principles to create buildings, spaces and places that are high-quality, sustainable, accessible, attractive, durable and well-integrated with their surrounds.

8.72 The planning application is in hybrid form, with phase 1 (84 residential units, retail space, replacement supermarket, basement and relocated bus stop) in detail for determination, and the remainder of the development in outline with all matters reserved. Details of layout and external appearance are therefore reserved until a later date. However, the planning application includes parameter plans, which set a framework within which the layout of buildings and spaces will arrive. A Design Code has also been submitted, which sets out mandatory requirements that reserved matters applications must accord with, as well as promoting further design aspirations. The application is supported by a Design and Access Statement, which includes an indicative masterplan, illustrating how the scheme parameters may be interpreted. The indicative layout is shown below.

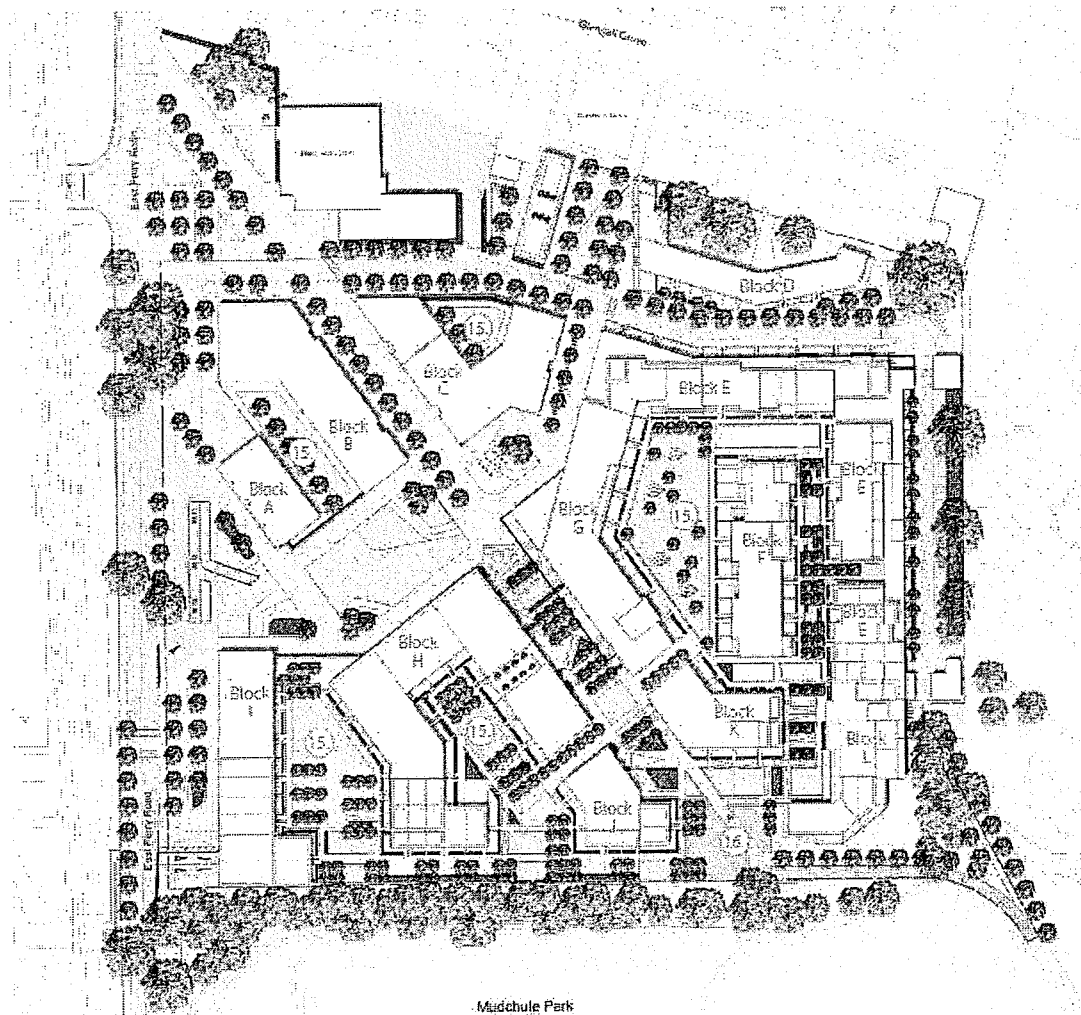


Figure 4: the indicative masterplan

8.73 The proposal incorporates three development zones, which are subdivided further into building parcels. The development zones are shown below.

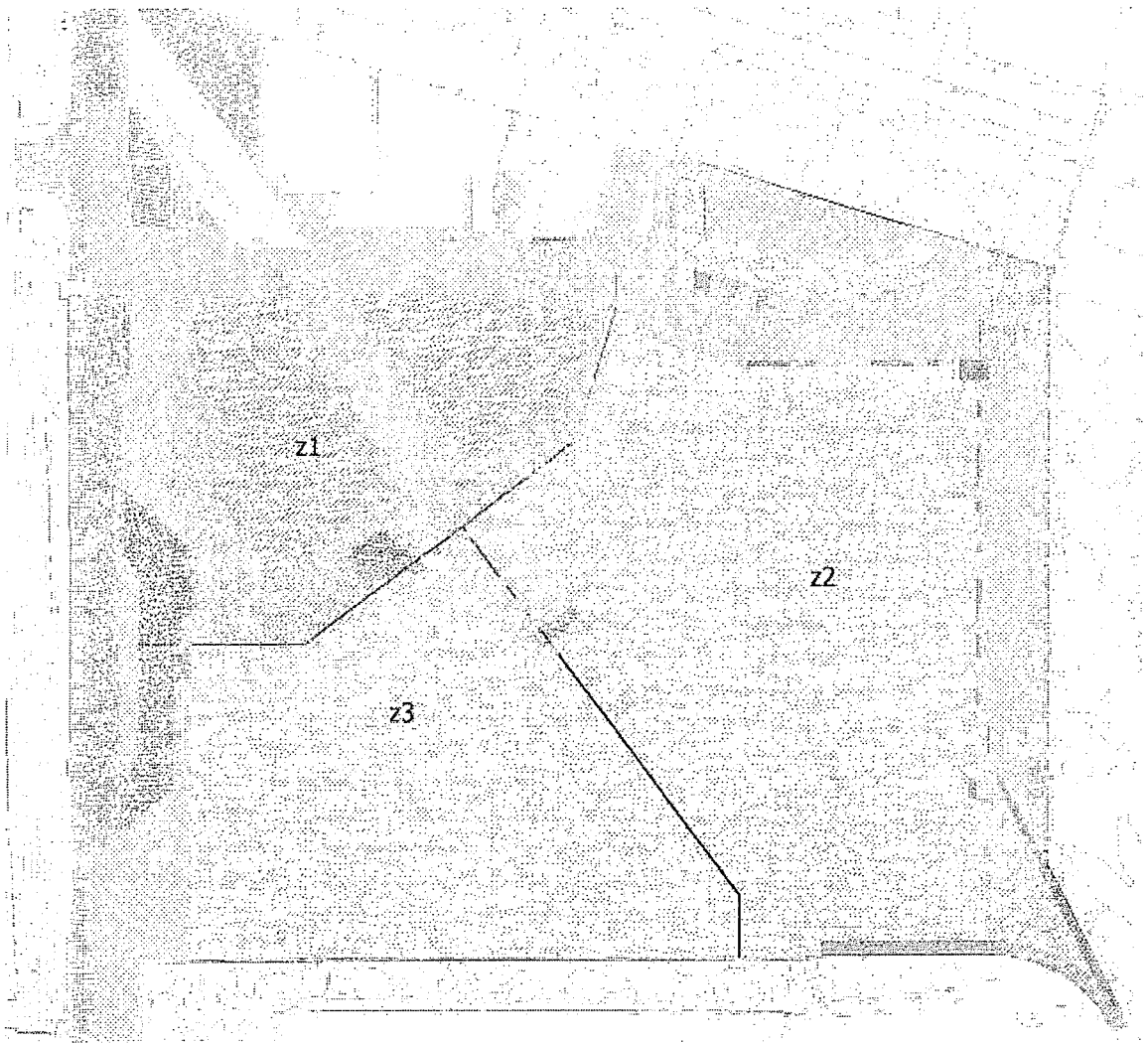


Figure 5: The development zones

- 8.74 The proposal is split into three Development Zones, although the delivery of the proposal will come forward in accordance with the Phasing strategy outlined in paragraphs 8.355 – 8.363 of this report, which would be secured within a s106 Legal Agreement. Development can arrive subject to the rules in the Design Code and on submitted parameter plans. The development zones are as follows:
- 8.75 Zone 1: Blocks A, B and C, including flexible retail space, community space, residential units, public open space and routes through the site.
- 8.76 Zone 2: Blocks D, E, F, G, K and L including new supermarket, flexible retail space, residential units, public open space, bus stops, basement and route through to Mudchute Park.
- 8.77 Zone 3: Blocks H, I and J including new flexible retail space, residential units, public open space, basement and bus stops.
- 8.78 Within the overall outline boundary sits the detailed application. The detailed part of the application is spread across basement, ground level and residential Block G which sits above the relocated supermarket, and comprises 84 residential units.

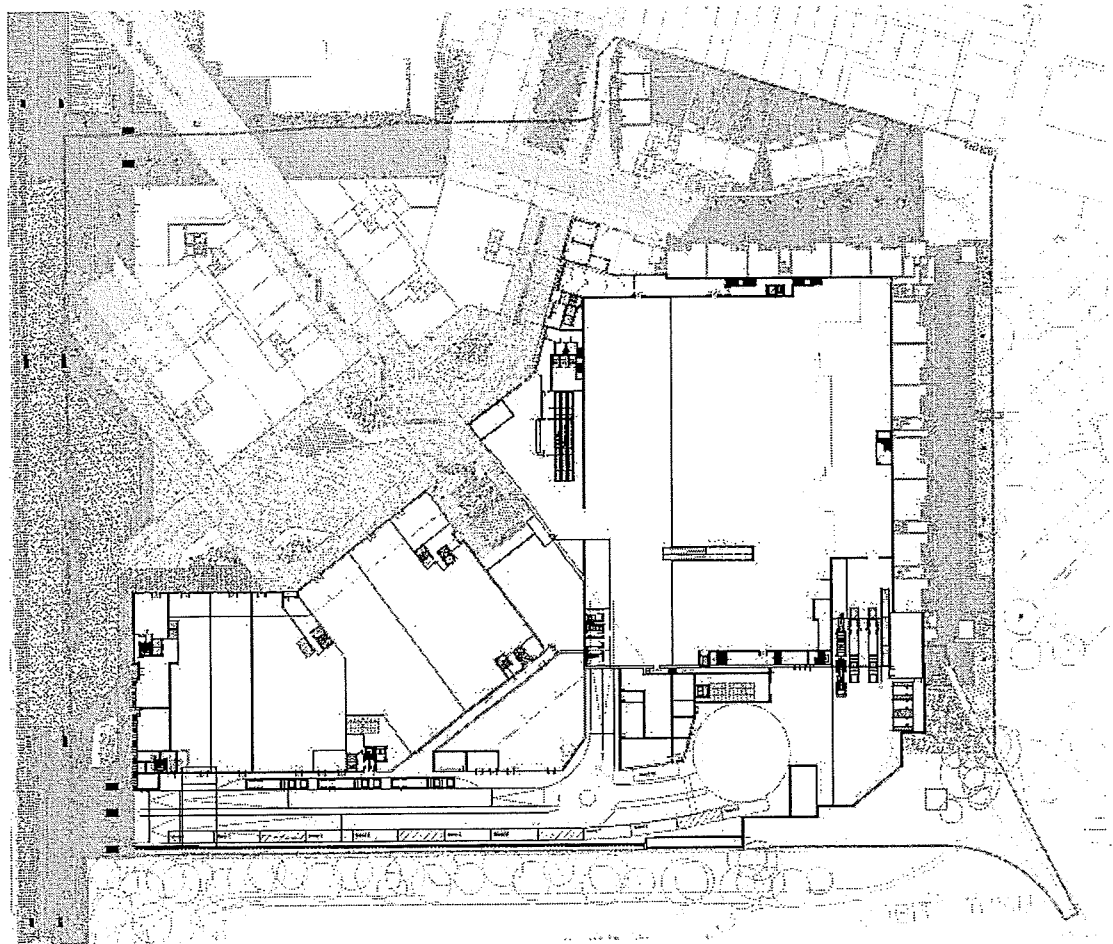


Figure 6: Ground Floor Plan - Detail

- 8.79 The ground floor plan above illustrates those elements being proposed in detail at ground level, which include the relocated superstore, flexible retail space, bus layover and servicing area, together with access to basement parking and new public square.
- 8.80 The two following plans set out the detailed layouts at 'transition' level and 'podium' level.
- 8.81 At 'transition' level it can be seen that the diagonal pedestrian route through to Mudchute Park is also secured in detail, together with the new pedestrian bridge.
- 8.82 At 'podium' level Block G above the supermarket together with associated amenity space for residents is also secured.

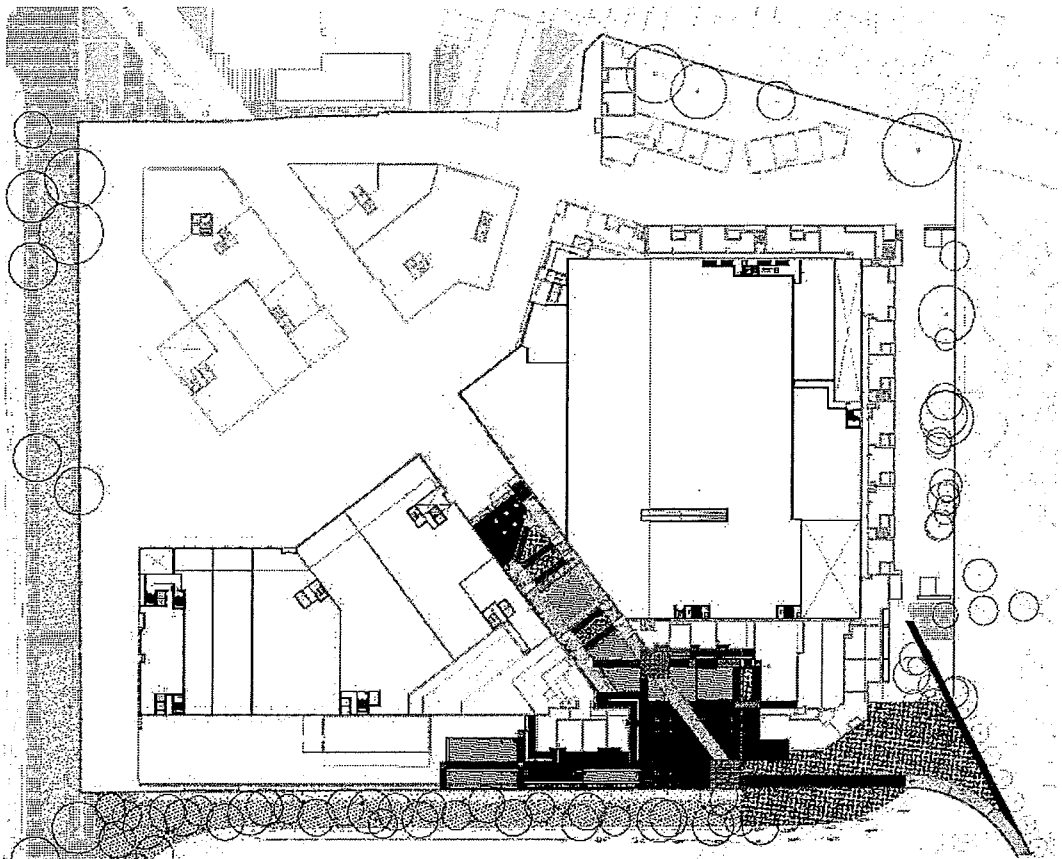


Figure 7: Transition Level Plan - Detail

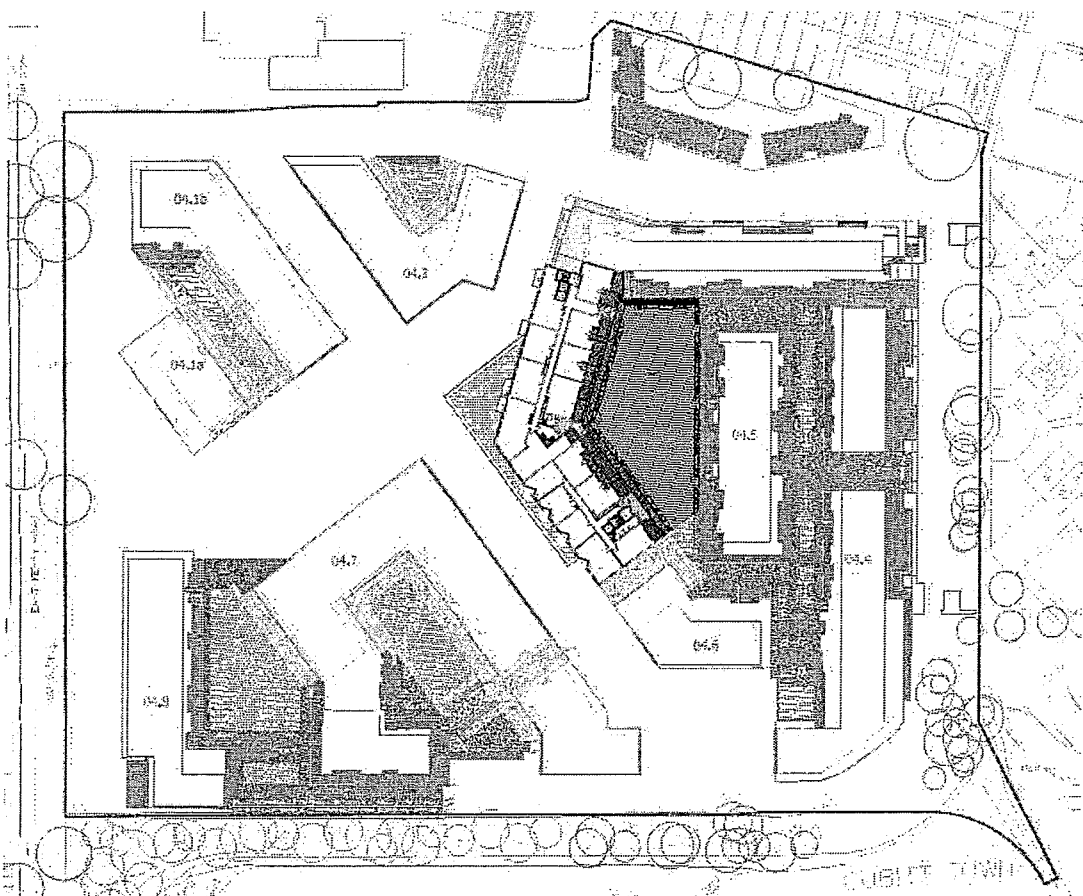


Figure 8: Podium Level Plan - Detail

8.83 The proposal covers an area of 4.5 hectares, and proposes development within Blocks

labelled A to L, as shown on the indicative masterplan.

Development Zone 1 (Northern Area, Blocks A, B and C)

- 8.84 Development Zone 1 is located to the north-east of the site, to the south of Island Health and east of East Ferry Road. A new square is the focus for community and civic activities as it is surrounded and defined by Block's A, B and C to the north. This zone contains the northern part of the diagonal high street.

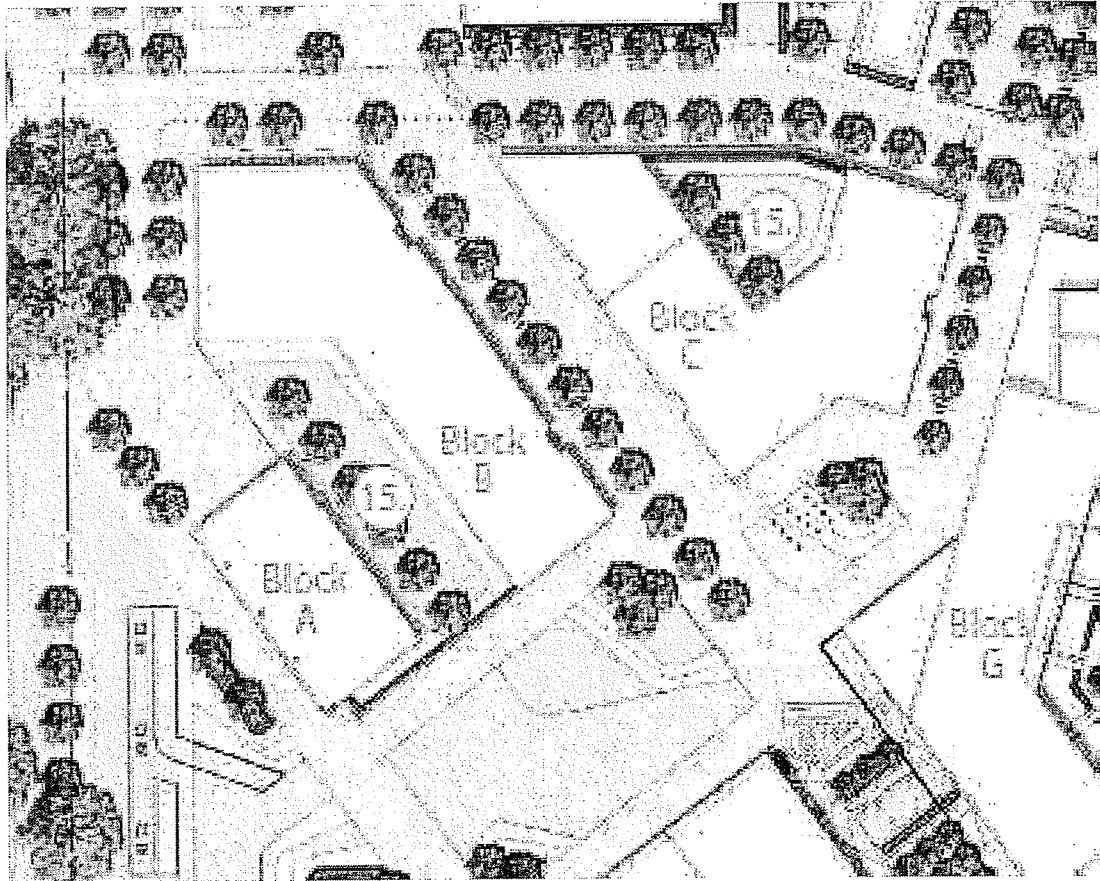


Figure 9: Blocks A, B and C – Zone 1

- 8.85 Block A is the tallest building within the proposal, with a rectangular floorplate up to a maximum height of 86.65m AOD, or 23 storeys as shown on the indicative scheme. This block contains flexible retail space at ground and first, with residential above, and is linked with Block B by a 2 storey podium level which has amenity space on its roof.
- 8.86 Block B is proposed to a maximum of 37.65m AOD, and is shown on the indicative scheme as approximately 7 storeys as shown on the indicative scheme, and also contains flexible retail space at lower levels with residential above.
- 8.87 Block C is proposed to a maximum height of 34.65m AOD, and is shown on the indicative scheme as approximately 7 storeys. This block contains flexible commercial space at lower levels, the proposed community facility and a shop mobility unit. This block frames the diagonal high street, pedestrian route from Glengall Grove and public open space.

Development Zone 2 (Eastern Area, Blocks D, E, F, G, K and L)

- 8.88 Development Zone 2 is located on the eastern side of the site, adjoining the rear of properties on Glengall Grove, as well as Mudchute Park. This zone contains the southern part of the diagonal high street, new supermarket, residential blocks and public and private

amenity space.

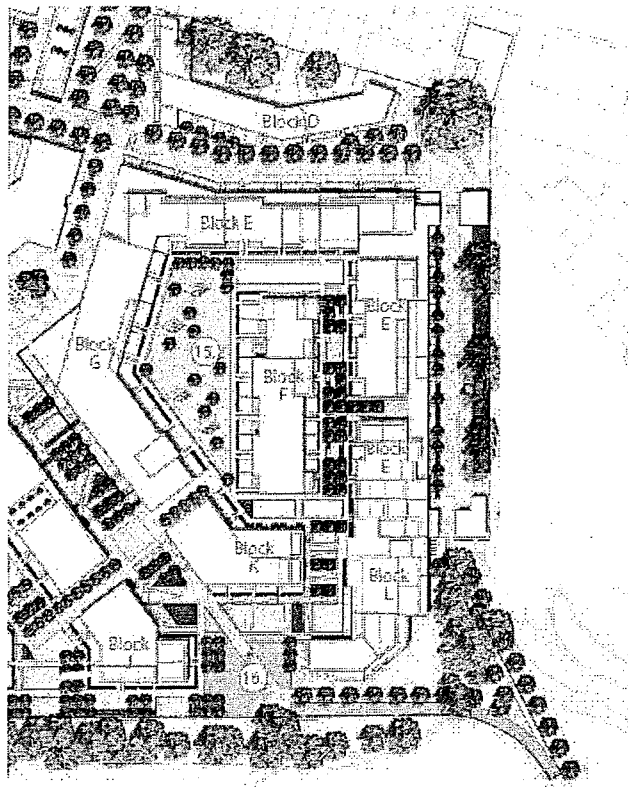


Figure 10: Blocks E, F, G, K and L – Zone 2

8.89 The supermarket sits underneath Blocks E, F, G, K and L.

Block D comprises a linear residential block with houses with front doors onto a northern mews street. This block reaches a maximum height of 18.4m AOD, and shown on the indicative scheme as reaching 4 storeys.

8.90 Block E wraps the supermarket in residential development along its northern and eastern perimeter. Again, front doors are proposed onto the northern and eastern mews streets, and cores provide access to upper-level units. Block E is proposed to a maximum height of 29.1m AOD and is shown on the parameter plans as being 7 storeys, stepping back at upper floors.

8.91 Block F is also a residential block, sitting above the western extent of the supermarket, defining semi-private pedestrian routes at podium level. The maximum height proposed for this building is also 29.1m AOD, with a height of 4 storeys above podium.

8.92 Block G is proposed in detail, providing 84 residential units in a building 35.1m AOD, 6 storeys above podium. This building overlooks the new public square and transition high street as it climbs up to podium level. This block falls within the detailed part of the proposal.

8.93 Block K sits to the south of Block G, providing residential units accessible from the new high street. This block is proposed to a maximum height of 35.01m AOD, shown as 5 storeys above podium in the indicative scheme.

8.94 Finally Block L adjoins the southern extent of Block E at the south-west boundary of the site. This block includes a café at podium level providing views over Mudchute Park, together with residential units to a maximum height of 29.1m AOD, with a height of 4 storeys above podium shown in the indicative scheme.

Development Zone 3 (Western Area – Blocks H, I and J)

- 8.95 The western area is bound by East Ferry Road to the west and Mudchute Park to the south. This zone contains the larger format retail stores within the southern block, main entrance into the basement car park together with bus stand area below podium, public square and rising high street, together with the new bus stop.

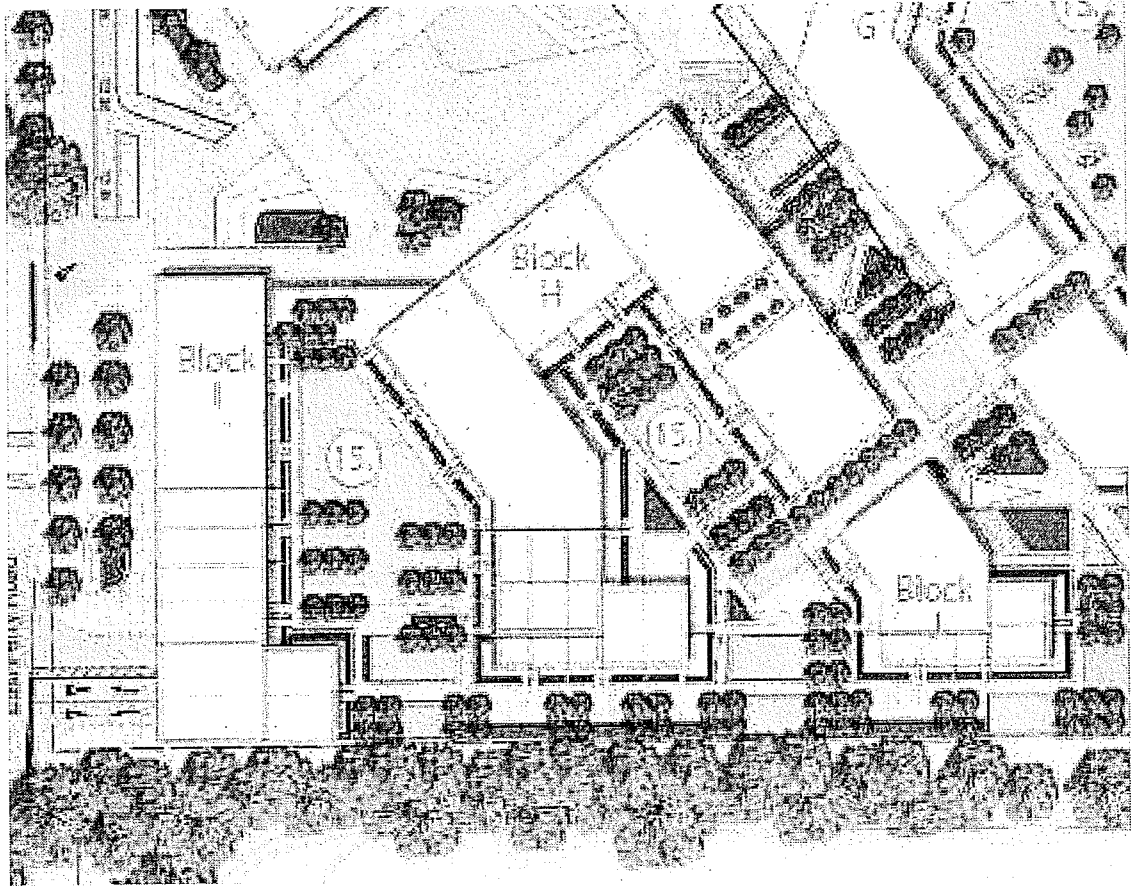


Figure 11: Blocks I, H and J – Zone 3

- 8.96 The new public square is proposed to be defined on its southern edge by larger retail format stores, with residential development above. Between the blocks semi-private communal space is proposed.
- 8.97 Block I is situated on the western boundary of the site, proposed to a maximum height of 40.65m AOD at its northern end, and stepping down to a maximum of 28.65m AOD at its southern end adjoining Mudchute Park (4 – 8 storeys above podium in indicative scheme). This is represented as 4 – 8 storeys above podium within the indicative scheme. It is proposed as a residential block accessible from both East Ferry Road and the central courtyard area.
- 8.98 Block H is arranged in a U-shape above the larger format retail which faces onto the public square. The eastern wing which aligns the rising high street is proposed to a maximum height of 37.65m AOD, stepping down to 25.65m at its southern extent where it becomes Block J. Adjoining the public square maximum heights vary between 31.65m and 43.65m AOD (7 – 9 storeys above podium in indicative scheme), and stepping down to 28.65m (3 storeys above podium in indicative scheme) at the southern tip of the western wing.

This zone provides areas of semi-private amenity space between blocks, meeting Mudchute Park at a similar level allowing for landscaping and views over the park.

Assessment

- 8.99 Whilst the majority of the application is in outline form, it is considered that the overall design strategy (secured via requirements in the Design Code) and proposed layout parameters and development specification carefully balances all of the site constraints and opportunities and provides an acceptable option for the redevelopment of the subject site to secure the delivery of a new District Centre.
- 8.100 The general bulk, scale and mass of the building blocks proposed are considered acceptable as the overall massing steps down from the taller buildings to the north (Canary Wharf), following an established pattern of development set by developments such as Baltimore Wharf and Kelson House as one moves south down the Isle of Dogs. The tallest element of the proposal is situated at the north-western corner of the site, providing a marker for the District Centre and assisting with wayfinding, with scale stepping down toward the lower scale developments to the east of the site at Friars Mead, and north of the site along Glengall Grove. The distribution of heights is considered to be appropriate and conducive to successful placemaking.
- 8.101 The overall improvement to the site's permeability is welcomed as this will greatly enhance connectivity and permeability through the site, providing step-free access through to Mudchute Park. The location of pedestrian routes, open spaces and play space is considered to be acceptable, as the building layout ensures that they will be well surveillanced and legible.
- 8.102 It is considered that the location of retail frontages aligning the new high street and public square will create activity, and a new hub is appropriate and in accordance with CS and MD DPD policies, which seek the delivery of a new District Centre at Crossharbour.
- 8.103 Whilst the majority of the application is in outline, the visual appearance of the buildings and the overall palette of materials outlined in the Design Statement and Design Code are considered to be sympathetic to the site's context within a protected view, introducing elements of brick, glass, timber, render and pre-cast concrete. It will be for the reserved matters stage to confirm the quality of this detail and suitable conditions are recommended.
- 8.104 The proposal is therefore considered to provide a high standard of urban design, having regard to the pattern and grain of the existing spaces and streets in the Crossharbour area. The proposal appears sensitive to the character of their surroundings in terms of overall layout, bulk, scale and use of materials. However the detailed reserved matters will confirm this further.

Detailed

- 8.105 The detailed element of the scheme includes the larger retail format stores and bus layover/servicing area within development zone 3, the supermarket and residential block G within development zone 2, and areas of public open space including the new square and rising high street to podium level with new pedestrian bridge access to Mudchute Park, and new bus stop.
- 8.106 Block G is constructed of pre-cast concrete on its elevation which faces the public square, along with all other blocks with this orientation within the outline scheme. At podium level the internal courtyard areas have a softer, more natural palette, introducing a mix of brick and timber, giving the podium level a more residential feel for future residents.
- 8.107 The elevational detail is simple yet strong, with deep window reveals and a mixture of projecting and inset balconies serving to break up the façade and provide interest.
- 8.108 The proposed supermarket and retail stores are more contemporary in design, with double height glazed shopfronts. Residential entrances are expressed through recesses in the

façade.

- 8.109 The detailed elements of the scheme are able to be delivered as the first phase of development, providing a mix of retail and residential uses, with appropriate areas of open space and communal amenity to serve the new population.
- 8.110 As such, the scheme accords with Chapter 7 of the London Plan (2011), saved policies DEV1, DEV2 and DEV3 of the Council's UDP (1998), Policies SP10 and SP12 of the Core Strategy (2010) and Policy DM23, DM24 and DM26 of the MD DPD (submission version 2012) which seek to ensure buildings and places are of a high quality of design and suitably located.

Building Heights and Tall Buildings

- 8.111 With regards to appropriateness of the development for tall buildings, this has been considered in the context of London Plan and local plan policies. A tall building is described as one which is significantly taller than their surroundings and /or having a significant impact on the skyline. Policy 7.7 of the London Plan (2011) deals with tall and large buildings, setting out criteria including appropriate locations such as areas of intensification or town centres, that such buildings do not affect the surrounding area in terms of its scale, mass or bulk; relates to the urban grain of the surrounding area; improves the legibility of the area; incorporates the highest standards of architecture and materials; have ground floor uses that provide a positive experience to the surrounding streets; and makes a significant contribution to local regeneration.
- 8.112 The tall buildings guidance paper prepared by CABI and English Heritage (EH), 'Guidance on Tall Buildings' (2007) recognises that in the right place, tall buildings can make a positive contribution to city life. Tall buildings can be included as part of outline planning applications however the CABI / EH guidance notes that "outline planning applications for tall buildings will need to include a comprehensive assessment of the site context and a visual impact assessment based on maximum and minimum scale parameters as part of the EIA".
- 8.113 SP10 of the Core Strategy also provides guidance on the appropriate location for tall buildings requiring them to relate to design and context, environment, socio-economic factors, access and transport and aviation requirements. The Core Strategy also seeks to restrict the location of tall buildings to Canary Wharf and Aldgate. Policy DM26 of the MD DPD reinforces the Core Strategy and states that for buildings outside of the areas identified for tall buildings, building heights will be considered in accordance with the town centre hierarchy and will be of a height and scale that is proportionate to its location within it, whilst also being sensitive to the context of its surroundings. The policy also states that development will need to provide a transition between taller buildings in Canary Wharf and the lower heights of the surrounding areas.
- 8.114 The proposed development provides a transition in scale between the high rise office buildings of Canary Wharf, and residential scale of the area around Crossharbour. Of particular note is an extant consent for a 43 storey tower on the former London Arena site, now known as 'Baltimore Wharf'. This development sits north-west of the subject site, providing a marker by which to signalise a reduction in scale from Canary Wharf to the proposed scheme. Figure 12 provides a western view of the Isle of Dogs, demonstrating this transition, and subject to localised impacts concerning amenity and heritage as discussed below, the principle of a tall building within the north-west corner of the site is considered acceptable in principle.

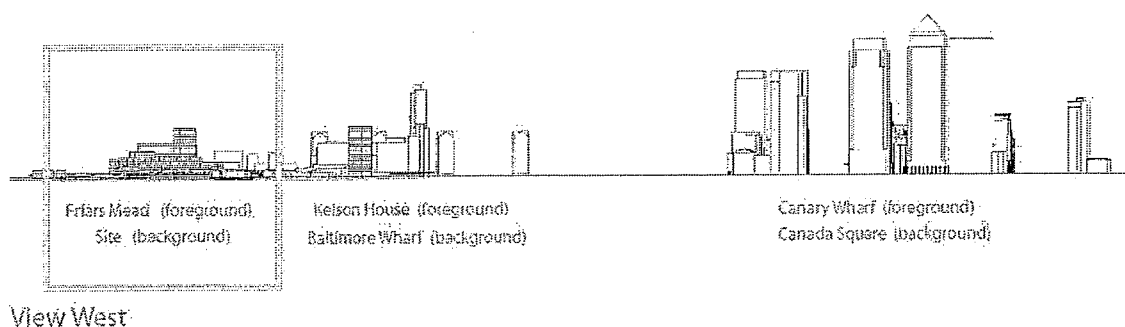


Figure 12 – Western view of key buildings, Isle of Dogs

- 8.115 The taller buildings have a higher proportion of private for sale accommodation and smaller unit sizes, hence Development Zones 1 and 3 have the majority of private residential accommodation, and Development Zone 2 has a higher proportion of affordable accommodation. The scale of buildings reduces towards the eastern and southern boundaries towards Glengall Grove, Friars Mead and Mudchute Park.
- 8.116 As detailed above, the application proposes a tall building at the northwest corner of the site within Development Zone 1. English Heritage has raised concern regarding the principle of a tall building of up to 23 storeys in outline form, given it is situated within an LVMF viewpoint, and suggested that the maximum parameters should be shown from this viewpoint. This is discussed below.
- 8.117 Submitted parameter plans set out allowable massing envelopes, defined in terms of the maximum and minimum, for each block. These must be adhered to in conjunction with the massing principles set out within the design code. These set rules on how the mass within the parameters should be designed and sets build-to lines, maximum heights in set locations, maximum and minimum storey differences between buildings as well as locations where steps and offsets must take place. Through applying the design codes, the maximum parameter can be sculpted to result in an almost infinite number of options totalling the maximum development area set within the planning application. Consequently assessing the maximum model would represent an undeliverable massing. The indicative scheme has been tested to provide a representative example of how the design codes can be applied to the parameter plans, and visualisations of the indicative scheme have been produced from various locations.
- 8.118 In terms of local views, the application is accompanied by a number of verified views and a full townscape analysis in the ES which, following consideration, indicates that the proposal will relate positively to the surrounding site context. The development is considered to form a positive addition to London's skyline, without causing detriment to local or long distant views. This is further discussed below in the heritage and conservation section of this report.

The Design Code

- 8.119 To ensure the principles identified above are delivered through the detailed design of each phase of the development, a Design Code has been developed by the applicant in consultation with officers. The design code provides the design approach to be taken with each development zone and the various individual blocks within.
- 8.120 The Design Code sets principles regarding massing, design, access, public realm and open space, amenity space, residential layouts and relationships through the use of 'codes' which must be adhered to, 'advisories' for guidance, and 'illustrative' diagrams.
- 8.121 This Design Code is a fundamental instrument in establishing the design principles for outline proposals, and ensures that the reserved matters applications will deliver a high quality scheme.

Heritage & Conservation

- 8.122 The NPPF sets out the Government's objectives in respect of conserving and enhancing the historic environments.
- 8.123 Policies 7.3, 7.4, 7.8, 7.9 and 7.10 of the London Plan (2011) and the draft London World Heritage Sites – Guidance on Settings SPG (2011), saved policies DEV1 and DEV34 of the UDP, policies DEV2, CON1 and CON2 of the IPG, policies SP10 and SP12 of the CS and policies DM24, DM26, DM27 and DM28 of the MD DPD seek to protect the character, appearance and setting of heritage assets and the historic environment, including World Heritage Sites.
- 8.124 London Plan (2011) policies 7.11 and 7.12, policy SP10 of the Core Strategy Development Plan Document (2010) and policies DM26 and DM28 of the Managing Development DPD (Submission Version May 2012) seek to ensure large scale buildings are appropriately located and of a high standard of design whilst also seeking to protect and enhance regional and locally important views.

Strategic Views

- 8.125 Assessment point 5A.1 of the Draft Revised London View Management Framework is relevant to the application (relating to the General Wolfe Statue in Greenwich Park overlooking Maritime Greenwich World Heritage Site). The townscape conclusions suggest that the proposed development would be visible but there would be no significant impact on the setting of the view or the Outstanding Universal Value of the World Heritage Site. The GLA does not raise any objections in this respect. English Heritage suggested that the Borough satisfy itself with regard to matters including the visual qualities of external finishes which potentially could have a considerable impact on the setting of the World Heritage Site.
- 8.126 A view from assessment point 5A.1 was submitted with the proposal, and viewed in detail by officers of the Council and English Heritage. From this viewpoint the development is difficult to identify. The taller elements of the development would be visible, however they blend in with the existing cluster of tall buildings within the area. The distinctive pyramidal peak of One Canada Square remains.

Local Views and Impacts

- 8.127 Views surrounding the site have been considered and assessed, although there are no protected local views.

Glengall Grove

- 8.128 Properties that back onto the site along Glengall Grove would have clear views of the proposed development, visible above the island Health Centre. For other properties along Glengall Grove and in its vicinity the majority of built form within the site would be screened although taller elements would be visible above existing properties.

East Ferry Road

- 8.129 The completed development would create a landmark building within the streetscene of East Ferry Road, creating an edge to the road and a more vibrant streetscene. Long views of East Ferry Road are screened by intervening built form, and from Mudchute DLR station only the tall building is visible.

Friars Mead

- 8.130 The middle and upper storeys of the completed development would be visible from Friars Mead. The setback of tower elements from the eastern boundary would minimise views of the proposal in close proximity so that taller elements would not dominate properties on Friars Mead and the general composition of views would remain. However, it is noted that

due to the suburban feel of Friars Mead the views of the completed development would alter the largely open and vegetated skyline, bringing the 'the City' closer to views from this area.

Millwall Dock

- 8.131 Block A and taller elements of the proposal would be visible from views across Millwall Dock, which would be seen above the built form and eastern boundary of vegetation which surrounds the dock.

Mudchute Park and Millwall Park (Metropolitan Open Land -MOL)

- 8.132 Policy 7.17 of the London Plan (2011) affords the strongest protection to London's MOL. The loss of MOL is not supported, although appropriate development can include small scale structures to support outdoor open space uses and minimise any adverse impacts on the openness of MOL. Policy SP04 of the Council's Core Strategy (2010) seeks to protect and safeguard all existing open space such that there is no net loss, and improve access to MOL in the Borough, with specific mention to Mudchute Park and Millwall Park.
- 8.133 The proposed development including the proposed tower, would be visible from within Metropolitan Open Land (MOL) immediately to the south of the site.
- 8.134 The design of the proposal seeks to respond sensitively to Mudchute Park, hence the tall building (Block A) has been set back from the boundary, and there is a distinct step up in mass from Mudchute Park to the tower. Views through to the Canary Wharf cluster would be maintained, albeit in an altered form with the introduction of built form within the foreground.
- 8.135 Nevertheless, whilst the views would be altered, it is considered the sensitive palette of materials and stepping down nature of the mass would serve to provide an appropriate transition to the park level. The development's design is considered to be a sympathetic response to the setting and character of the MOL, given the urban nature of the surroundings, in which existing tall buildings provide an existing backdrop. The creation of a new urban edge on to the MOL of Mudchute Park would be handled appropriately through the proposed scale and appearance, and is therefore the views through to the north are considered acceptable.

Mudchute Farm

- 8.136 Views within Mudchute Farm will remain relatively uninterrupted due to the screening effect of trees.

Christ Church

- 8.137 An objection was raised on the basis of the relationship of the proposal with Christ Church. This church sits to the south east of the development site, and it is not considered that the proposal would have detrimental impacts upon views to or from this heritage asset.
- 8.138 On balance it is considered that the proposed development safeguards local and strategic views, conserving and enhancing the setting of the Greenwich Naval College (World Heritage Site), as well as nearby Chapel House and Island Gardens Conservation Areas. Importantly the proposed massing steps away from Mudchute Park, ensuring that the impacts upon this Metropolitan Open Land are not unduly affected.

Archaeology

- 8.139 In accordance with English Heritage's advice, archaeology conditions have been attached.

Housing

- 8.140 Policy 3.3 of the London Plan (2011) seeks to increase London's supply of housing, requiring Boroughs to exceed housing targets, and for new developments to offer a range of housing choices, in terms of the mix of housing sizes and types and provide better quality accommodation for Londoners.