

**PLANNING COMMITTEE MEETING: 11 August 2011**

**PLANNING APPLICATION FOR DETERMINATION BY THE LTGDC  
REPORT OF THE DIRECTOR OF PLANNING**

<b>UDC CASE NUMBER:</b>	LTGDC-11-017-FUL	<b>DATE MADE VALID:</b>	22.3.2011
<b>APPLICATION NUMBER:</b>	PA/11/00485	<b>TARGET DATE:</b>	16.9.2011

<b>APPLICANT:</b>	Bow Village Limited
<b>AGENT:</b>	RPS Planning and Development Ltd.
<b>PROPOSAL:</b>	Construction of a hotel, comprising 161 rooms together with access and landscaping
<b>LOCATION:</b>	Site C Twelvetrees Crescent, Bromley by Bow, London, E3 3TT

**SUMMARY**

1.1 On 4 March 2011, Bow Village Limited submitted a full planning application to redevelop land at Twelvetrees Crescent with a 161 bedroom hotel with associated access and landscaping. The application site boundary is attached at Appendix 1. On 5 July 2011 the application was revised to address a number of responses relating to design, highways and access and town centre impact. The application is not referable to the Mayor of London. The determination of the application is subject to a Planning Performance Agreement (PPA) between the applicant and the Corporation.

1.2 The application site is located within Bromley by Bow; an area experiencing significant land use change and regeneration that is characterised by its proximity to Bromley by Bow (London Underground) and Devons Road (Docklands Light Railway), the strategic road network (A12 Blackwall Tunnel North Approach) and the waterways and heritage assets of the Lower Lea Valley. The application site is a circular plot of land that was created when the A12, and associated grade separated junction with Twelvetrees Crescent and Devas Street, was constructed in the 1960s. It is larger than the similar plot of landscaped land located west of the A12. The site is located south of the planned Bromley by Bow District Centre, which benefits from a part-detailed and part-outline planning permission.

1.3 The acceptability of redeveloping the site with a hotel is informed by a number of adopted and emerging planning policy documents of varying weight and level of support for the proposal that collectively promote the area for significant regeneration and land use change from industrial to mixed used development focussed on a new district centre.

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As the site is located a short distance from Bromley by Bow station and the proposed new district centre; is surrounded by development sites that are either complete, under construction, benefit from planning permission or are promoted for redevelopment; and is underused and creates a poor quality environment, the physical and economic benefits of redevelopment are considered to outweigh any policy ambiguity about its proposed use.

1.4 While the proposed hotel may create competition for an already consented hotel within a sequentially preferred site within the proposed new district centre to the north, the planning and regeneration benefits of the scheme are considered to outweigh any potential harmful impacts on the vitality and viability of the district centre. There is an established need and demand for new hotel accommodation within London, and, more specifically, within easy access of Stratford Metropolitan Centre, the Olympic Park, Canary Wharf, the O2 Arena and Central London; there is a lack of hotel accommodation within the north east part of Tower Hamlets. The site is in an edge of centre location that benefits from good pedestrian accessibility to Bromley by Bow and Devons Road stations and the planned district centre. The scheme creates strong building form to the A12 that contributes to the enclosure and humanisation of the street. The scheme delivers improvements to the pedestrian environment and the occupants of the hotel are likely to increase footfall within the district centre. Furthermore, the physical constraints of the site are such that there are few alternative uses of it to help regenerate the area.

1.5 The application raises no significant planning objections in relation to highway capacity and safety, flood risk, energy and sustainability, noise and air quality subject to the use of planning conditions and a S106 Agreement.

1.6 The applicant has agreed to contribute a total of £200,000 towards the Corporation's Planning Obligations Community Benefit Strategy. Given the scale and type of development, the application is considered to make a reasonable financial contribution towards mitigating its impacts. It is recommended that the S106 Agreement ring fence the monies towards local public transport and pedestrian accessibility improvements and local training initiatives as detailed in paragraph 9.49 (below).

1.7 It is recommended that the Planning Committee give delegated authority to the Director of Planning to **GRANT PLANNING PERMISSION** subject to a S106 agreement securing the Heads of Terms set out at section 11 of the report and to the planning conditions set out at Section 12 of the report.

## **SITE AND PROPOSAL**

### 2.1 Description of Site & Surroundings

#### ***The Application Site***

2.1.1 The site measures 0.32 hectares and currently accommodates a car wash and areas for van and lorry parking.

2.1.2 The site is bounded by the A12 Blackwall Tunnel North Approach to the west and the eastern arm of the grade separated junction between the A12 and Twelvetreves Crescent to the south, east and north. The site was created by the construction of the grade separated junction and is surrounded on all sides by road infrastructure. The grade separated junction enables north or southbound A12 traffic to travel east or west along

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Twelvetrees Crescent or Devas Street (See Appendices 1 and 2).

2.1.3 The A12 is elevated as it rises to cross the London Underground and National Rail lines to the north. This creates a gradual level change between the site and the A12. Bromley by Bow London Underground station is located 150m north west of the site and can be accessed via the pavement alongside and a subway under the A12. The route requires the use of stairs down to and up from the subway.

2.1.4 A 5-8 storey residential development (the Maltings) and vacant development sites (owned by the London Development Agency and London Borough of Tower Hamlets) are located beyond Twelvetrees Crescent to the east, north and south of the site respectively. The Maltings is located a minimum of 60m from the proposed hotel block. The part completed and part under construction St Andrew's Hospital residential development is located west of the site beyond the A12. A 25 storey tower and a 2-3 storey block will be located adjacent to the A12 between the railway corridor and an existing landscaped area (See Appendix 6).

2.1.5 The planned district centre is located approximately 150m from the north west corner of the site beyond the London Underground and National Rail lines and would be accessed by pedestrians via the pavement alongside the A12.

2.1.6 The River Lea Navigation and River Lea are located approximately 150m to the east of the site. Twelvetrees Crescent bridge provides controlled access to the Twelvetrees Crescent Gasholder site and the Cody Road Industrial Estate. Twelvetrees Crescent bridge also benefits from planning permission to facilitate pedestrian and cycle access improvements access between the isthmus which is situated between the Lea Navigation Canal and the River Lea and part of the River Lea Park project. These improvements will provide a point of access to the Lea River Park from the west.

### ***The Surrounding Area***

2.1.7 The road, railway and waterway infrastructure divides the surrounding area into distinct and largely unconnected quadrants characterised by different land uses. The area west of the A12 is characterised by residential development. The area east of the A12 is characterised by low grade industrial developments occupying land with an historic association with the waterways. Given the development opportunities created by the proximity of the area to the strategic road network and public transport services, piecemeal redevelopment has resulted in retail (Tesco) and residential (The Maltings) developments. The site falls within the south east quadrant created by the A12 and the railway.

2.1.8 The south east quadrant accommodates the application site, an existing 5-8 storey residential development (The Maltings) and proposed development sites at Bow Locks and Twelvetrees Crescent.

2.1.9 The north east quadrant includes an existing 1980s format Tesco foodstore and primarily low grade industrial land. The area is divided into two development areas by Three Mill Lane. The site south of Three Mills Lane comprises the Tesco foodstore and industrial land. On 21 July 2010 the Corporation granted planning permission for the comprehensive redevelopment of the site to create a new district centre comprising new retail, commercial, residential and community uses and associated townscape and accessibility improvements. The commercial floorspace included a 104 bedroom budget hotel. In July and September 2010 a public inquiry was held into the Corporation's

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compulsory purchase of the land required to deliver the approved development. The Corporation awaits the outcome of the CPO inquiry.

2.1.10 The site north of Three Mill Lane is referred to as Bromley by Bow North and comprises several industrial sites and part of the Tesco car park. A hybrid planning application is expected to be submitted imminently for a high density residential scheme and commercial space. The Corporation has recently acquired land within this site (Leycol Printers) and the adjoining land to the south (Colas and Dance Club) forms part of the Bromley by Bow South CPO. The adjoining land to the north is in the ownership of East Thames and Southern Housing Associations.

2.1.11 The Twelvetrees Crescent gas holders are located beyond the River Lea Navigation and River Lea and railway approximately 100m from the south east of the site. The application site is located outside the Health and Safety Executive's outer consultation zone.

2.1.12 The south west quadrant is characterised by existing and proposed residential development. The St Andrews's Hospital site redevelopment is under construction and will provide 964 units, community facilities (including a Primary Care Trust facility), public open space and access improvements.

2.1.13 The north west quadrant is characterised by a mix of low, medium and high rise post war estate development constructed in the 1950s and 1960s. The A12 severs the site from the existing Bromley by Bow residential community.

### ***Site Accessibility***

2.1.14 The site benefits from direct access to the strategic road network and is within walking distance of London Underground, Docklands Light Railway, local bus services and the Lea Valley Park pedestrian and cycle routes.

2.1.15 The site has a Public Transport Accessibility Level (PTAL) of 5 given its proximity to London Underground and bus routes. Bromley by Bow London Underground station is located beyond the A12 to the north west of the site and provides access to District and Hammersmith and City line services. Devons Road Docklands Light Railway station is located approximately 500m west of site and is accessible via the A12 subways and local roads.

2.1.16 Pedestrian access between the station and the site relies on the use of a subway under, and pavement alongside, the A12. The subway is located north of the railway corridor and pedestrians are required to walk over the railway bridge to access the site or the station. The subway is located at ground level beneath the elevated A12 as it rises to cross the railway. This provides a greater sense of openness and visual connection with the land either side of the subway. The subway will be significantly improved as part of the district centre scheme. Another pedestrian subway is located further south, opposite the Bow Locks site, which is owned by LBTH and being proposed for a secondary school.

2.1.17 The site is served by the 108 (Stratford – Lewisham), 488 (Bromley by Bow – Dalston) and 323 (Mile End – Canning Town) bus routes. The 108 (southbound) and 488 (northbound) routes are accessed at the bus stop located outside the site. The 108 northbound is accessed outside Bromley by Bow station on the opposite side of the A12. The 488 southbound terminates at Hancock Road outside the Tesco store. The 323 is

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accessed at Devas Street.

2.1.18 The site can be accessed directly from the northbound or southbound carriageways of the A12. General traffic approaching from the north has to leave the A12 by the slip road to Twelvetrees Crescent while general traffic approaching from the south is required to use the slip road to Devas Street. There are no formal pedestrian crossing facilities south or east across Twelvetrees Crescent.

2.1.19 Vehicular access into and egress from the site is via that part of Twelvetrees Crescent that passes beneath the A12 to connect Devas Street and Twelvetrees Crescent as part of a grade separated junction that enables all movements. An existing bell mouth junction exists along the site's eastern boundary, opposite the junction that provides access to the vacant LDA site and the Maltings residential development.

2.1.20 The Lea Valley Walk includes tow path access between the River Lee Navigation and the River Lea south to Bow Locks, the Limehouse Cut, the Limehouse Basin and River Thames and north to the Olympic Park and Hackney Wick. The Lea River Park will provide new pedestrian and cycle routes between the Olympic Park and the River Thames via Three Mills, Bow Locks, Cody Road, Poplar Riverside, Canning Town and East India Dock Basin. It will use the existing tow paths that pass the site before crossing the River Lea using Twelvetrees Crescent bridge and continuing south along the eastern bank of the River Lea. The Lea River Park is being designed, funded and implemented by the Corporation.

## 2.2 Description of Proposal

2.2.1 The application proposes a part 6, 7 and 8 storey L-shaped block comprising 161 hotel bedrooms and associated facilities, pedestrian and vehicular access and landscaping. (See Appendices 3, 4 and 5 and paragraphs 9.22 to 9.26 for more detail).

## **MAIN ISSUES**

3.1 The main planning issues for consideration are:

- Policy Context
- Land Use
- Architecture and Design
- Access, Parking and Servicing
- Noise
- Air Quality
- Flood Risk
- Energy and Sustainability
- Planning Obligations Community Benefit Strategy

## **RELEVANT SITE HISTORY**

4.1 None.

## **CONSULTATIONS/NOTIFICATIONS**

### London Borough of Tower Hamlets

5.1 On 2 August 2011 the London Borough of Tower Hamlets objected to the principle of redeveloping the site with a hotel on grounds that it is contrary to planning policies that encourage their location within town centres well served by public transport.

5.2 The following summarises the comments made by the internal departments within LBTH to the application.

#### *Design and Conservation*

- The proposal is acceptable in terms of its height and form and the revised material palette appropriately responds to its context.

#### *Highways and Transportation*

- Raise concern about the validity of the trip rates. Require the submission of a Delivery and Servicing Plan to be secured by planning condition;
- Raise concern about the distance between the disabled parking bays and the pedestrian entrance and the absence of a dedicated route;
- There appears to be conflict between the swept path of a 15m large luxury coach within the site layout, and particularly the entry/exit barriers;
- Require confirmation that motorcycle parking is provided;
- Require confirmation of which parts of the site are to be offered for highway adoption;
- Require confirmation of the impact of existing/proposed trees on visibility splays.

#### *Strategic Planning*

- The application is not considered to be in compliance with adopted policy that requires new hotels to be located in areas of high public transport accessibility and within town centres;
- Consider hotels to be best located in areas with good access to public transport, adequate road access and are close to the other goods and services that support visitor activity;
- While the London Plan identifies Opportunity Areas as appropriate locations for hotels, the LLVOAPF encourages commercial uses to be located within the planned district centre located north of the site;
- While supporting the provision of tourist accommodation, there is concern about site accessibility for all modes and the ease of access to goods and services that support the local and wider economy.

#### *Communities, Localities and Culture*

- Request an open space contribution of £265,607 in accordance with the draft Planning Obligations Supplementary Planning Document.

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#### *Air Quality*

- No objection subject to a requirement for compliance with the Code of Construction Practice for dust mitigation during demolition/construction phase.

#### *Corporate Access Officer*

- Require further analysis of the pedestrian routes to and from the station;
- Require the disabled parking arrangements to be re-considered.

#### *Energy Efficiency Unit*

- Require further details of the connection to Olympic Park Heat Network to be provided;
- Require more information about the size of photovoltaic cells;
- Require information about the alternative heating and cooling strategy should the connection to the Olympic Park Heat Network prove unviable;
- Require the building to achieve BREEAM excellent.

#### *Building Control*

- The means of fire escape are unclear.

#### *Crime Prevention Officer*

- The adjacent Bellway Scheme experiences large scale anti-social behaviour. A hotel will experience similar problems;
- Car parking needs to be of a PARK MARK standard i.e. clear sight lines from the hotel reception, CCTV, signage of security measures etc;
- Introduce thorny bushes around “defensible space”, maintained to maximum 1.0m height. Tree canopies to be 2.0m from the ground;
- Ensure footpaths are well-lit;
- Provide CCTV coverage of cycle parking areas;
- Resist building recesses of more than 600mm

#### *Employment and Enterprise Team*

- 20% of goods and services procured during the construction phase should be by businesses in Tower Hamlets;
- 20% of the construction phase workforce should be Tower Hamlets residents;
- Request £11,634.84 towards local training initiatives.

#### Transport for London (Surface Transport)

5.3 Transport for London requests planning conditions requiring the submission of Construction Logistics and Delivery and Servicing Plans; request an Approval in Principle (AIP) submission is sent to TfL Tunnels and Structure team; and require the applicant to enter into S278 and S38 Agreements.

#### London Underground

5.4 No comment.

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English Heritage (Archaeology)

5.5 The application site is located within an Archaeological Priority Area. English Heritage raises no objection and do not require an archaeological assessment of the site.

British Waterways

5.6 British Waterways note the [potential] links to Bow Locks and the attractive river setting which will be enhanced by the works to create the Lea River Park and that a hotel has the potential to bring more visitors to the waterside. British Waterways request £60,000 towards landscape maintenance.

5.7 British Waterways recommend that if the applicant has access between the site and the River Lea there may be an opportunity to use of the water for cooling the building.

Network Rail

5.8 No comment.

**APPLICATION PUBLICITY**

6.1 Site Notice Expiry: 1/8/2011

6.2 Press Notice Expiry: 1/8/2011

**REPRESENTATIONS**

7.1 Three letters of objection have been received from the planning consultants acting for Tesco Stores Ltd. and one local residents The reasons for objection are summarised below:

<b>Individual Comment</b>	<b>Response to Comment</b>
1. The Initial Impact Study (IIS) has not been prepared with reference to PPS4 policies EC10 and EC14-17;	See paragraphs 9.10 to 9.18
2. It cannot be concluded that limited supply of new hotels in the immediate area equates to a shortfall in supply when the lack of demand generators is taken into account. As such, a further hotel commitment would divert investment from more policy compliant locations to the detriment of future vitality and viability of the new centre;	See paragraphs 9.10 to 9.18
3. There is no proven need for another budget hotel in this location;	See paragraphs 9.10 to 9.18

<p>4. No consideration has been given to the quality of the linkage between the site and the District Centre;</p>	<p>See paragraphs 9.10 to 9.18</p>
<p>5. The application is contrary to PPS4 and PPS4 Practice Guidance. The site cannot be defined as being “edge of centre” as it does not occupy “a location that is well connected to and with easy walking distance (i.e. up to 300m) of the primary shopping area”.</p>	<p>See paragraphs 9.10 to 9.18</p>
<p>6. The poor physical connection between the hotel and District Centre will not encourage linked trips and instead will act as a standalone destination; spin-off expenditure within the centre is therefore likely to be very limited.</p>	<p>See paragraphs 9.10 to 9.18</p>
<p>7. Any impact on the establishment of the new District Centre must be treated with considerable caution. The application does not demonstrate compliance with Policies EC16.1 and EC17 of PPS4.</p>	<p>See paragraphs 9.10 to 9.18</p>
<p>8. “Budget” and Limited Service” hotels are one and the same. There is not recognition in planning terms of any distinction.</p>	<p>See paragraphs 9.10 to 9.18</p>
<p>9. Question whether the running of a hotel business is achievable in the area and, if not, what will happen to the infrastructure.</p>	<p>See paragraphs 9.10 to 9.18 and note that the infrastructure will only be provided if funding and an operator is identified for the scheme.</p>

## 8. RELEVANT PLANNING POLICY

### 8.1 Planning Policy Guidance

PPS1	Delivering Sustainable Development
PPS4	Planning for Sustainable Economic Growth
PPG13	Transport
PPS22	Renewable Energy
PPG24	Planning and Noise
PPS25	Development and Flood Risk

8.2 The London Plan: Spatial Development Strategy for Greater London (2011)

2.1	London and its global, European and United Kingdom context
2.3	Growth area and coordination corridors
2.4	The 2012 Games and their legacy
2.9	Inner London
2.13	Opportunity areas and intensification areas
2.14	Areas for regeneration
2.15	Town centres
4.1	Developing London's economy
4.5	London's visitor infrastructure
4.7	Retail and town centre development
4.12	Improving opportunities for all
5.1	Climate change mitigation
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.5	Decentralised energy networks
5.6	Decentralised energy network in development proposals
5.7	Renewable energy
5.12	Flood risk management
5.13	Sustainable drainage
5.21	Contaminated land
6.1	Strategic approach
6.3	Assessing effect of development on transport capacity
6.4	Enhancing London's transport connectivity
6.9	Cycling
6.10	Walking
6.12	Road network capacity
6.13	Parking
7.1	Building London's communities and neighbourhoods
7.2	Creating an inclusive environment
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture
7.7	Location and design of tall and large buildings
7.14	Improving air quality
7.15	Reducing noise and enhancing soundscapes
8.2	Planning obligations

8.3 London Borough of Tower Hamlets Core Strategy Development Control Document (2010)

SP01	Refocusing on our town centres
SP02	Urban living for everyone
SP03	Creating healthy and liveable neighbourhoods
SP06	Delivering successful employment hubs
SP08	Making connected places
SP09	Creating attractive and safe streets and spaces
SP10	Creating distinct and durable places
SP11	Working towards a zero carbon borough
SP12	Delivering placemaking

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#### 8.4 Saved Policies of the London Borough of Tower Hamlets Unitary Development Plan

DEV1	Design Requirements
DEV2	Environmental Requirements
DEV3	Mixed Use development
DEV4	Planning Obligations
DEV12	Provision of Landscaping in Development
DEV50	Noise
DEV51	Contaminated Land
EMP1	Encouraging New Employment Uses
T16	Traffic Priorities for New Development
T18	Pedestrians and the Road Network
T21	Pedestrian Needs in New Development
U2	Consultation Within Areas at Risk of Flooding

### **9. ASSESSMENT OF MAIN ISSUES**

#### Policy Context

9.1 The Corporation has been in discussions with the applicant about the development potential of the site since 2008. The location, setting, size and shape of the site are impacted on all sides by major road infrastructure. As such, its redevelopment potential is heavily constrained by noise, air quality and visual impacts, and difficulties associated with creating safe and effective vehicular and pedestrian access arrangements. An understanding of these constraints has informed the planning policy context that relates to the site.

9.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with relevant provisions of the development plan unless other material considerations indicate otherwise. The development plan comprises the London Plan, the LBTH Core Strategy Development Plan Document (CSDPD) and the saved policies of the LBTH Unitary Development Plan (UDP). The adopted Lower Lea Valley Opportunity Area Planning Framework (LLVOAPF) and LBTH Interim Planning Guidance, draft Olympic Legacy Supplementary Planning Guidance (OLSPG) and the LBTH Site and Place Making Development Plan Document (S&PDPD) all provide land use objectives and allocations and are also material considerations to which varying weight can be attached.

9.3 The London Plan locates the site within the Lower Lea Valley Opportunity Area; an area identified to support a significant new residential community and the development of a new Metropolitan retail, leisure and business centre focused on Stratford Town Centre and the Olympic Park and its hinterlands. Policy 2.13 requires development to maximise residential and non-residential densities and to contain a mix of uses; realise scope for intensification associated with existing public transport accessibility; and support improvements to environmental quality and integrate development proposals to the surrounding area.

9.4 The LBTH CSDPD locates the site within the Bromley by Bow Local Area Partnership 5 & 6, where the overall vision is to create a prosperous neighbourhood set against the River Lea and a transformed A12. The vision diagram does not identify a preferred use for the site. Similarly, while the draft LBTH S&PDPD promotes land use change at Bromley

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by Bow North and South and Bow Locks, the application site is not explicitly identified as a development site.

9.5 The relevant policies within the LBTH UDP, which located the site within an Industrial Employment Area, have been removed and superseded by policies within the LBTH CSDPD that identify Bromley by Bow within the Lower Lea Valley regeneration and growth area where the managed release of industrial land will be implemented. To support regeneration and growth, policy SP01 promotes a new District Centre at Bromley by Bow located north of the application site.

9.6 The LLVOAPF provides strategic planning guidance for land use and development proposals in the Lower Lea Valley. While the Composite Proposals Map does not specifically promote the site for redevelopment, the Bromley by Bow Sub-area Site Plan locates it within an area of potential new housing that includes St. Andrews Hospital site, land at Imperial Street and Three Mills Lane, Bow Locks and the remainder of the Twelvetrees Crescent site that accommodates the Bellway development. Of these built, planned or potential development sites, the application site is most constrained by its location, setting, size and shape. Any indication that the site is appropriate for potential new housing is considered to be predicated on the removal of the "clover-leaf" junction and its replacement with an all movement at-grade junction. This would facilitate land assembly and create a more regular development plot, and help address major vehicular and pedestrian accessibility constraints.

9.7 The draft Olympic Legacy Supplementary Planning Guidance (OLSPG), which is, in part, expected to supersede the LLVOAPF, locates the site at the edge of an area identified as the new District Centre without identifying a preferred use.

9.8 The LBTH IPG includes the Leaside Area Action Plan (LAAP). While the LAAP Sub Areas and Development Sites Map does not allocate the site for specific uses, the Spatial Strategy Diagram places the site within an area alongside the A12 considered suitable for mixed use and/or employment mixed use development. The Bromley by Bow North Sub-Area Diagram is consistent with this approach but advises the reader to refer to text and site allocations for detail. The Bromley by Bow North Sub-Area Development Sites does not designate the site as a development site.

9.9 The acceptability of redeveloping the site with a hotel is informed by a number of adopted and emerging planning policy documents that collectively promote the area for significant regeneration and land use change from industrial to mixed use development focussed on a new District Centre but offer contradictory guidance on the extent to which the site is allocated for redevelopment and/or what constitutes its preferred use. As the site is located a short distance from Bromley by Bow station and the proposed new District Centre; is surrounded by development sites that are either complete, under construction, benefit from planning permission or are promoted for redevelopment; and is underused and creates a poor quality environment, the physical and economic benefits of redevelopment are considered to outweigh any policy ambiguity about its development potential.

### Land Use

9.10 Planning Policy Statement 4: Planning for Sustainable Economic Growth (PPS4) requires local planning authorities to adopt a positive and constructive approach towards planning applications for economic development and requires planning applications to be assessed in terms of carbon dioxide emissions and resilience to climate change;

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accessibility by a choice of means of transport; high quality and inclusive design; impact on economic and physical regeneration; and impact on local employment. Hotels are included in the list of main town centre uses to which the development management policies apply. PPS4 Policies EC14–EC17 establish the criteria against which planning applications for main town centre uses are assessed where they are not located within an existing town centre or in accordance with an up-to-date development plan and require sequential and impact assessments to be undertaken before consideration.

9.11 London Plan Policy 4.5 commits the Mayor to supporting London's visitor economy and stimulating its growth, and encouraging the provision of an additional 40,000 hotel bedrooms by 2031, with new hotels focussed in town centres and Opportunity Areas with good public transport access to central London and national and international transport termini. The policy also seeks to promote, enhance and protect the special characteristics of major clusters of visitor attractions, including the Olympic Park, Lea Valley Regional Park and Greenwich Riverside. These visitor attractions are within walking, cycling or easy public transport access of the proposed hotel.

9.12 Furthermore, the application site is located within the Lower Lea Valley Opportunity Area and on the edge of a potential new town centre which benefits from planning permission. The emergence of Stratford as an enhanced retail and leisure destination, and the area's relative proximity to central London, Canary Wharf and the O2 Arena provide additional weight to the appropriateness of a hotel development in the surrounding area.

9.13 The adopted LBTH CSDPD and draft S&PDPD establish the principle of a new District Centre at Bromley by Bow and propose a future town centre boundary. Policy SP06 of the SCDPD states that one of the preferred locations for new hotels is within district centres. The proposed town centre boundary has been informed by the consented Tesco scheme and includes the land bounded by the A12 to the east, the River Lea Navigation to the west, the realigned Three Mill Lane to the north and the railway corridor to the south. The application site is located approximately 150m south of the proposed town centre boundary. According to PPS4 this is defined as an edge of centre location where pedestrians are within easy walking distance of the town centre. While pedestrians will be required to walk alongside the A12, the walking route is direct and unimpeded between the site and the proposed town centre.

9.14 The delivery of the town centre is dependent on the outcome of a Compulsory Purchase Order (CPO) made by the Corporation, in its capacity as regeneration agency, to assemble the necessary land, and Tesco securing TfL approval to implement an All Movements Junction (AMJ) at the junction of the A12 and Three Mills Lane. A decision on the CPO is expected in mid August and an AMJ design is to be finalised shortly.

9.15 Where hotels are proposed outside an existing town centre, or are not in accordance with an up-to-date development plan, PPS4 requires sequential and impact assessment to be undertaken and used to inform any decision. For the reasons described above, it is reasonable to treat the consented district centre as a district centre for PPS4 purposes and therefore to treat the application site as an edge of centre site. PPS4 requires that, in applying the sequential test, the impact of the development should be considered on "existing, committed and planned public and private investment" in a centre. This would clearly cover the consented district centre scheme. The consented Tesco scheme, and proposed district centre, includes a 104 bedroom budget hotel and a range of retail and business uses. There are no other sites within the proposed town centre boundary that could accommodate an additional hotel without the loss of other

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uses that form an essential part of the district centre. As preference should then be given to edge of centre locations which are well connected to the centre by means of easy pedestrian access, the application site is capable of satisfying the sequential test.

9.16 When assessing the impact of redeveloping an edge of centre site with a hotel, PPS4 requires consideration to be given to its impact on existing, committed and planned investment; on town centre viability and vitality; on allocated sites outside the town centre being developed in accordance with the development plan; the scale of the proposal in relation to the size of the centre; and locally important impacts on centres as defined by the development plan.

9.17 The impact of redeveloping the application site on the planned investment of a hotel proposed within the district centre has been raised by Tesco and rebutted by the applicant. Tesco argues that the redevelopment of a less sequentially preferred site will undermine the prospects of redeveloping a suitable, available and viable site within the district centre and that an inadequate case has been made to satisfy the PPS4 tests. The applicant has sought to differentiate between the two schemes and the demand 'profile' they meet. A distinction is drawn between the "budget" offer proposed within the Tesco scheme and the "limited service" offer proposed by the application to justify claims that the application will not impact on planned investment and the vitality and viability of the district centre. It is considered that only limited weight can be given to this approach given that this distinction could not be controlled by the planning process. The applicant has recently forwarded correspondence detailing expressions of interest from the Wyndham Hotel Group and Hilton Worldwide.

9.18 While the proposed hotel will create competition for a planned hotel within a sequentially preferred site within a planned district centre, the planning and regeneration benefits of the scheme are considered to outweigh any potential harmful impacts on the vitality and viability of the district centre. There is an established need and demand for new hotel accommodation within London, and, more specifically, within easy access of Stratford Metropolitan Centre, the Olympic Park, Canary Wharf, the O2 Arena and Central London, as confirmed by the new London Plan. There is a lack of hotel accommodation within the north east part of Tower Hamlets. The site adopts an edge of centre location that benefits from good pedestrian accessibility to Bromley by Bow and Devons Road station and the planned district centre and the hotel occupants are likely to increase footfall to and within the district centre; the scheme established a strong building form to the A12 that will contribute to its enclosure and the humanisation of the street and delivers public realm and landscaping improvements.

#### Architecture and Design

9.19 Policy 7.1 of the London Plan requires development to interface with surrounding land and improve people's access to the Blue Ribbon Network, local shops, employment opportunities and public transport, and be designed to help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood. Policies 7.2 and 7.3 require new development to be inclusive and design out crime. Policy 7.4 requires new development to have regard to the pattern and grain of existing spaces and streets in orientation, scale, proportion and mass; be human in scale and ensure buildings create a positive relationship with street level activity and people feel comfortable with their surroundings. Policy 7.6 requires buildings to be of the highest architectural quality; be of a proportion, composition, scale and orientation that enhances, activates and appropriately defines the public realm; comprise details that complement the local architectural character; do not cause harm to the amenity of surrounding land and

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buildings; and provides private high quality indoor and outdoor spaces.

9.20 UDP Policy DEV1 requires development to (1) take into account and be sensitive to the character of the surrounding area in terms of design, bulk, scale and the use of materials, (2) be sensitive to the development capabilities of the site, not result in over development or poor space standards; be visually appropriate to the site and its setting and (3) maintain the continuity of street frontages, and take account of existing building lines, roof lines and street patterns. Policy DEV2 requires development to ensure that adjoining buildings are not adversely affected by loss of privacy, or a material deterioration of their daylight and sunlight conditions.

9.21 Policy SP10 of the CSDPD requires buildings to promote good design principles to create buildings, spaces and places that are high quality, sustainable, accessible, attractive, durable and well integrated with their surrounds. New development is required to protect amenity and promote well being; use design and construction techniques; respect local context and townscape; contribute to the enhancement of local distinctiveness; and use high quality architecture.

9.22 The scheme comprises a part 6, 7 and 8 storey L-shaped block. The storey variation takes into account the difference in level between the A12 and the site and how this level reduces southwards along the site's western boundary. The long elevation is located parallel to the A12 and the short elevation parallel to Twelvetrees Crescent. The block's siting creates a generous space alongside the A12 and an access and service courtyard to the rear which is accessed directly from Twelvetrees Crescents as it turns to pass beneath the A12. The block is sited to enable a widening of the A12 footway and the creation of a footway along the Twelvetrees Crescent frontage. The block adopts a simple massing arrangement that logically responds to site context and setting.

9.23 The block adopts a height, scale and massing that responds logically to its challenging setting and creates a successful relationship to and enclosure of the A12 and Twelvetrees Crescent. The scheme applies a conventional block layout to a heavily constrained site configuration and setting. The block establishes an acceptable massing relationship to the adjacent Maltings residential development. The separation distance of a minimum of 60m will overcome any adverse sunlight and daylight impacts on west facing properties. The block also has the potential to form a counterpoint to the consented 2-3 storey block that forms part of the St Andrew's Hospital site that fronts the A12.

9.24 The internal layout provides a 161 bedroom hotel with the majority of rooms facing east or west and accessed from double loaded corridors. Pedestrian entrances are located at A12 footway and courtyard levels. The A12 is at a level higher than the site because it is rising to bridge over the railway corridor. The A12 gradually reduces in level southwards along the western boundary of the site before the left hand turn into Twelvetrees Crescent. At this point Twelvetrees Crescent is level with the site until it falls to move beneath the A12 beyond the bell mouth junction that provides vehicular access to the rear courtyard.

9.25 The hotel reception and breakfast area provide an active glazed frontage to the A12 and Twelvetrees Crescent. The kitchen, bin stores, plant room, laundry, refuse and recycling, staff cycle parking and changing facilities and secondary pedestrian entrance are accessed from the rear courtyard. The courtyard accommodates a coach bay, deliveries bay, disabled parking, taxi rank and vehicle turning and drop off area. A lift core and stairs provide access from courtyard level to the A12 level reception area and

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the upper floors.

9.26 The surrounding area displays a range of architectural styles and use of building materials. To withstand the environmental conditions created by the A12, the applicant was encouraged to use natural self coloured materials. The predominant finishing material is brick and the applicant has confirmed that the regular fenestration will comprise windows recessed by 275mm to provide relief, solidity and articulation. The simple development form and use of brick contributes to an emerging architectural language that can help create a sense of place and neighbourhood identity within the wider Bromley by Bow regeneration area. The elevational treatment has been significantly changed following comments from the Corporation and LBTH.

9.27 It is recommended that the detailed aspects of the scheme, including materials specification and signage, are secured by planning condition. The application is considered to be in accordance with Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.7 of the London Plan, Policies DEV1 and DEV2 of the Unitary Development Plan and Policies SP10 of the Core Strategy Development Plan Document.

#### Access, Parking and Servicing

9.28 Policy 6.1 of the London Plan encourages the closer integration of transport and development by encouraging patterns and nodes of development that reduce the need to travel; seeking to improve accessibility by public transport, walking and cycling; facilitating the efficient distribution of waste; and promoting walking by ensuring an improved public realm. Policies 6.7, 6.9, 6.10, 6.12 and 6.13 require new developments to promote walking, cycling and public transport and tackle congestion and minimise car parking.

9.29 Policy SP08 of the CSDPD seeks to improve the capacity, quality and accessibility of Bromley by Bow interchange to support regeneration and population growth. Policy SPO9 of the CSDPD seeks to improve connectivity of areas that suffer from poor permeability by creating new routes; ensure new development does not impact on the safety and capacity of the road network; promote schemes that minimise on-site parking provision, particularly in areas with good public transport; and create a high quality public realm.

9.30 The application site benefits from a Public Transport Accessibility Level of 5 (where 6 is the highest) by virtue of its proximity to London Underground, Docklands Light Railway and bus services. The application minimises on-site parking provision and provides land to improve the pedestrian environment around the site. The application formalises the existing site access and egress arrangements for traffic visiting and servicing the development. Vehicle access and egress is achieved opposite the junction that provides access to the Maltings residential development and LDA owned site located east of the application site. The bell mouth junction provides access to a courtyard that accommodates a coach bay, deliveries bay, disabled parking, taxi rank and vehicle turning and drop off area. The applicant has submitted swept path vehicle tracking diagrams to demonstrate that long wheel base vehicles can manoeuvre safely (see Appendix 7). The hotel is estimated to generate up to 25 deliveries a week based on servicing patterns experienced by a similar sized Holiday Inn Express at Stratford High Street.

9.31 The Transport Assessment (TA) includes TfL supplied accident data which confirms that between 2004 and 2009 13 Personal Injury Accidents (PIAs), with the majority

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caused by driver error, were recorded for the surrounding network. The continued use of the existing site access arrangements, combined with low trip rates generated by a car-free hotel, are not considered to create any new highway safety concerns.

9.32 LBTH Highways and Transportation raise no in-principle objection to the proposed development but note the difficulties associated with manoeuvring a 15m long bus within the site, question the reliability of the deliveries and servicing trip data, request a planning condition requiring the submission of a Deliveries and Servicing Plan and require further discussion to agree the land to be adopted as public highway. It is concluded that these issues can be satisfactorily resolved by planning conditions and a S106 Agreement.

9.33 Transport for London (TfL) raise no objection to the trip generation impact of the development on the safe and efficient operation of the A12 subject to the use of planning conditions requiring the submission of Construction Logistics and Delivery and Servicing Plans. TfL also request that an Approval in Principle (AIP) submission be sent to the TfL Tunnels and Structure team and require the applicant to enter into S278 and S38 Agreements given the proposed works to the A12 footway.

9.34 The application is considered to be in accordance with Policies 6.1, 6.7, 6.9, 6.10, 6.11, 6.12 and 6.13 of the London Plan and Policies SP08 and SPO9 of the Core Strategy Development Plan Document.

#### Noise

9.35 Policy 7.15 of the London Plan requires new development to minimise the existing adverse impacts of noise and separate new noise sensitive development from major noise sources where practicable. Policy DEV2 of the Unitary Development Plan requires development to protect the amenity of [residential] occupiers from the effect of pollution and Policy DEV50 requires a control on the noise generated by new development. Policy SP03 and Policy SP10 of the CSDPD seek to address the impact of noise and the adoption of design and construction to reduce the impact of noise.

9.36 The development will create a noise barrier to the A12 from The Maltings residential development to the east. The noise generated by vehicles servicing the hotel is not considered to be intrusive and/or greater than the existing conditions created by the existing site activity and the surrounding road network.

9.37 LBTH Environmental Health has raised no objection to the application. It is recommended that the details of sound attenuation be secured by planning condition to ensure the noise created by the A12 and on-site plant and machinery is reduced to an acceptable level. The application is considered to be in accordance with Policy 7.15 of the London Plan and Policy SP10 of the Core Strategy Development Plan Document.

#### Air Quality

9.38 Policy 7.14 of the London Plan requires new development to minimise increased exposure to existing poor air quality and promote sustainable design and construction to reduce emissions from the demolition and construction of buildings. Policy SP03 of the CSDPD requires development to address the impact of air pollution.

9.39 LBTH Environmental Health raises no objection to the application subject to a requirement for compliance with the Code of Construction Practice for dust mitigation

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during the demolition/construction phase. It is recommended that an Environmental Management Plan be secured by planning condition.

### Energy and Sustainability

9.40 Policy 5.2 of the London Plan requires development to make the fullest contribution to minimising carbon dioxide emissions. Non-domestic buildings constructed from 2010-2013 are required to achieve a 25% improvement on 2010 Building Regulations. Policy 5.3 requires development to demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. Policy 5.6 requires development to evaluate the feasibility of Combined Heat and Power (CHP) systems within and beyond the site boundary and the selection of a system from a hierarchy that comprises connection to existing heating or cooling networks, site wide CHP network and communal heating and cooling. Policy 5.7 requires major development proposals to provide a reduction in carbon dioxide emissions through the use of on-site renewable energy generation.

9.41 Policy SP11 of the CSDPD promotes low and zero carbon energy and requires new development to provide a 20% reduction in carbon dioxide emissions through on site renewable energy.

9.42 The application proposes energy efficiency measures that result in a reduction in carbon dioxide emissions of 7.6% compared to 2010 Building Regulations. The connection to the proposed Olympic Park heat network will result in further carbon dioxide savings of 28% against 2010 Building Regulations. The use of roof mounted photovoltaic panels will reduce carbon dioxide emission by a further 5%. In the event that the Olympic Park heat network is not extended to include the site, the applicant has advised that an on-site CHP plant will be installed. The saving in carbon emissions would therefore reduce to 25% against 2010 Building Regulations. It is recommended that details of the associated carbon dioxide savings be secured by planning condition.

9.43 LBTH Sustainability and Energy Efficiency Unit consider the proposed energy strategy to be in accordance with London Plan and LBTH policy. The application is considered to be in accordance with Policies 5.2, 5.3, 5.6 and 5.7 of the London Plan and Policy SP11 of the Core Strategy Development Plan Document.

### Flood Risk

9.44 Policy 5.12 of the London Plan requires new development to comply with the flood risk assessment and management requirements set out in PPS25 over the lifetime of the development. Policy 5.13 requires new development to utilise sustainable urban drainage systems (SUDS) and should aim to achieve greenfield run off rates and ensure surface water run-off is managed as close to its source as possible. Policy SP04 of the CSDPD seeks to reduce the risk and impact of flooding.

9.45 A Flood Risk Assessment has not been submitted with the application. The Environment Agency confirmed that as the site measures less than 1 hectare and is within Flood Zone 1 they did not wish to be consulted.

### Planning Obligations Community Benefit Strategy

9.46 Policy 8.2 of the London Plan states that planning obligations should prioritise public transport improvements. Policy SP13 of the CSDPD states that the Council will negotiate

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planning obligations with financial contributions sought towards, amongst other items, sustainable transport and highways and public realm works.

9.47 The Corporation's Planning Obligations Community Benefits Strategy (POCBS) establishes the requirement for residential and non-residential developments to mitigate their impact by contributing financially, or as works in kind, towards the infrastructure required as a result in the Lower Lea Valley.

9.48 The applicant has agreed to contribute £200,000 towards public transport and pedestrian accessibility improvements. The LBTH Employment and Enterprise Team have requested £11,634.84 towards local training initiatives and British Waterways has requires £60,000 towards towpath landscape maintenance.

9.49 It is recommended that the £200,000 financial contribution is ring fenced towards local transport and pedestrian accessibility improvements, including station design, capacity and access improvements at Bromley by Bow station, A12 subway improvements and potential A12 and Twelvetrees Crescent pedestrian crossing improvements (£190,000) and local training initiatives (£10,000). The requests by British Waterways for monies towards landscape maintenance and LBTH towards open space provision are considered inappropriate in this instance given the type and scale of the development.

9.50 The application is considered to be in accordance with Policy 8.2 of the London Plan and Policy SP13 of the CSDPD.

## **10. CONCLUSION AND REASONS FOR APPROVAL/REFUSAL**

10.1 The redevelopment of the site to provide a hotel development is in general conformity with the London Plan, LBTH Core Strategy Development Control Document (CSDPD) and Interim Planning Guidance (IPG) policies designed to promote the provision of hotel accommodation within or at the edge of town centres with good public transport accessibility. The application will help meet the need for new hotel bedrooms and increase the quality and quantity of fully wheelchair accessible accommodation. While the policy preference is to locate hotel development within existing town centres, the planning and regeneration benefits of redeveloping a potential edge-of-centre site within a high profile regeneration area close to major existing and future visitor attractions are considered to outweigh this policy conflict. The application is considered to be in accordance with Policies 2.13, 2.15, 4.1 and 4.5 of the London Plan, Policy SP09 of the CSDPD, the and the Lower Lea Valley Opportunity Area Planning Framework.

10.2 The application proposes a building that adopts a height, scale and form that responds appropriately to its challenging context. The building creates a positive street definition and enclosure and complements the form and architecture of nearby development either under construction or approved. The simple building form and predominant use of natural self finishing materials has the potential to confront the presence of the A12. It is important that the architecture proposed in the application is maintained during the detailed design stage. The application is considered to be in accordance with Policies 7.1, 7.2, 7.3, 7.4, 7.6 and 7.7 of the London Plan and Policy SP10 of the CSDPD.

10.3 The application is not considered to harm the safe and efficient operation of the surrounding road network. The application provides land to widen and extend existing

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proposes footways and is designed to facilitate on-site access and servicing. The application is considered to be in accordance with Policies 6.3, 6.7, 6.10 and 6.14 of the London Plan and Policies SP08 and SP09 of the CSDPD.

10.4 The application proposes an energy efficient building that reduces carbon emissions. The application is considered to be in accordance with Policies 5.2, 5.3, 5.6 and 5.7 of the London Plan and Policy SP11 of the CSDPD.

10.5 The application has agreed to contribute a total of £200,000 towards the POCBS. Given the scale and type of development, the application is considered to make a reasonable financial contribution towards mitigating its impacts. It is recommended that the S106 Agreement ring fence monies towards local public transport and pedestrian accessibility improvements and local training initiatives. The application is considered to be in accordance with the Planning Obligations Community Benefit Strategy, Policies 6A.4 and 6A.5 of the London Plan and Policy S2 of the Unitary Development Plan.

## 11. RECOMMENDATION

11.1 It is recommended that the Planning Committee give delegated authority to the Director of Planning to **GRANT PLANNING PERMISSION**, including any such changes that fall within the scheme of delegation, subject to:

- A. the finalisation of any planning conditions set out at Section 12 of the report;
- B. the completion of a S106 agreement securing the following Heads of Terms:
  - 1. A £190,000 contribution towards public transport and pedestrian accessibility improvements to be paid on first occupation of the development;
  - 2. A £10,000 contribution towards local training initiatives to be paid on first occupation of the development;
  - 3. Enter into S278 and S38 Agreements with the relevant Highway Authority (the applicant to fund all relevant enabling highway works).

## 12. CONDITIONS AND REASONS

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

A1. The development hereby permitted must be commenced no later than the expiration of THREE YEARS from the date of this permission.

*Reason: To comply with Section 92 of the Town and Country Planning Act 1990 and because of the scale and timescale of the development.*

A2. Save as these conditions provide otherwise, or any matter is reserved for the later approval of the Local Planning Authority, all works are to be completed in accordance with the drawing numbers 10.245\_PL01A, 10.245\_PL02A, 10.245\_PL03B, 10.245\_PL04B, 10.245\_PL05B, 10.245\_PL06A, 10.245\_PL07B, 10.245\_PL08A, 10.245\_PL09, 10.245\_PL012B and the Design and Access Statement dated July 2011 prepared by ATP Group unless otherwise approved in writing by the Local Planning

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Authority.

*Reason: To ensure that the development is constructed in accordance with the approved drawings in accordance with Policies DEV1 and DEV2 of the London Borough of Tower Hamlets Unitary Development Plan (adopted 1998 and saved from 18 September 2007 in accordance with the direction from the Secretary of State), Policy SP10 of the London Borough of Tower Hamlets Core Strategy Development Plan Document (adopted 2010) and Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.7 of the London Plan (adopted 2011).*

## B. External Design

B1. No development shall take place until full details, including samples, specifications and annotated plans of the following have been submitted to and approved in writing by the Local Planning Authority:

1. facing materials;
2. external signage,
3. windows;
4. external lighting;
5. external plant.

The development shall only be implemented in accordance with the approved details and to the satisfaction of the Local Planning Authority.

*Reason: To ensure a satisfactory standard of external appearance and to protect local amenity in accordance with Policies DEV1 and DEV2 of the London Borough of Tower Hamlets Unitary Development Plan (adopted 1998 and saved from 18 September 2007 in accordance with the direction from the Secretary of State), Policy SP10 of the London Borough of Tower Hamlets Core Strategy Development Plan Document (adopted 2010) and Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.7 of the London Plan (adopted 2011).*

B2. All ground floor doors shall open inwards into the site and not outwards over the public highway to the satisfaction of the Local Planning Authority.

*Reason: To ensure the development does not clutter the highway or compromise pedestrian safety in accordance with Policy T18 of the London Borough of Tower Hamlets Unitary Development Plan (adopted 1998 and saved from 18 September 2007 in accordance with the direction from the Secretary of State), Policy SP09 of the London Borough of Tower Hamlets Core Strategy Development Plan Document (adopted 2010) and Policies 7.2 ad 7.6 of the London Plan (adopted 2011).*

B3. No development shall take place until a Security Management Scheme has been submitted to and approved in writing by the Local Planning Authority. The Security Management Scheme shall include details of how the development meets the requirements of "Secured by Design". The Security Management Scheme shall be implemented on first occupation of the development and thereafter maintained to the satisfaction of the Local Planning Authority.

*Reason: To ensure the development is designed to maximise pedestrian safety and security in accordance with Policy DEV1 of the London Borough of Tower Hamlets Unitary Development Plan (adopted 1998 and saved from 18 September 2007 in accordance with the direction from the Secretary of State), Policy SP09 of the London Borough of Tower Hamlets Core Strategy Development Plan Document (adopted 2010)*

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*and Policy 7.3 of the London Plan (adopted 2011).*

B6. No development shall take place until details of the site boundary treatment have been submitted to and approved in writing by the Local Planning Authority. The site boundary treatment shall be implemented in accordance with the approved details and thereafter maintained to the satisfaction of the Local Planning Authority.

*Reason: To ensure a satisfactory standard of external appearance and to protect local amenity in accordance with Policies DEV1 and DEV2 of the London Borough of Tower Hamlets Unitary Development Plan (adopted 1998 and saved from 18 September 2007 in accordance with the direction from the Secretary of State), Policy SP10 of the London Borough of Tower Hamlets Core Strategy Development Plan Document (adopted 2010) and Policies 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 and 7.7 of the London Plan (adopted 2011).*

### C. Sustainability

C1. No development shall take place until details of the connection to the Olympic Park heat has been submitted to and approved in writing by the Local Planning Authority. In the event that a connection to the Olympic Park heat network cannot be achieved, details of an on-site combined heat and power (CHP) plant, including the estimated carbon dioxide savings, shall be submitted to and approved by the Local Planning Authority. The Olympic Park heat network, or on-site CHP plant, shall be implemented in accordance with the approved details and thereafter maintained to the satisfaction of the Local Planning Authority.

*Reason: In the interests of climate change and sustainability in accordance with Policy 7.11 of the London Borough of Tower Hamlets Core Strategy Development Plan Document (adopted 2010) and Policies 5.2, 5.3, 5.6 and 5.7 of the London Plan (adopted 2011).*

C2. No development shall take place until a certificate confirming BREEAM rating 'Excellent', accompanied by a full assessment of all energy saving measures that will be implemented to achieve this rating, has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented and operated in accordance with the BREEAM certificate.

*Reason: In the interests of climate change and sustainability in accordance with Policy 7.11 of the London Borough of Tower Hamlets Core Strategy Development Plan Document (adopted 2010) and Policies 5.2, 5.3, 5.6 and 5.7 of the London Plan (adopted 2011).*

C3. No development shall take place until details of the roof mounted photovoltaic panels have been submitted to and approved in writing by the Local Planning Authority. The roof mounted photovoltaic panels shall be implemented in accordance with the approved details and permanently maintained to the satisfaction of the Local Planning Authority.

*Reason: To ensure the development contributes adequately towards mitigating climate change and reducing carbon emission in accordance with Policy 7.11 of the London Borough of Tower Hamlets Core Strategy Development Plan Document (adopted 2010) and Policies 5.2, 5.3, 5.6 and 5.7 of the London Plan (adopted 2011).*

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#### D. Highways and Access

D1. No development shall take place until the detailed design of the following pedestrian and vehicular access works have been submitted to and approved in writing by the Local Planning Authority:

1. the A12 and Twelvetrees Crescent footways, including:
  - a. surface materials;
  - b. planting
2. the on-site access and service courtyard, including:
  - c. surface materials;
  - d. planting;
  - e. the location of taxi pick up and drop off;
  - f. vehicle loading and unloading;
  - g. barrier control;
  - h. signage;
  - i. drainage.

*Reason: To agree an safe and well designed pedestrian and vehicle environment in accordance with Policies DEV1, DEV2, T18 and T21 of the London Borough of Tower Hamlets Unitary Development Plan (adopted 1998 and saved from 18 September 2007 in accordance with the direction from the Secretary of State), Policy SP09 of the London Borough of Tower Hamlets Core Strategy Development Plan Document (adopted 2010) and Policies 6.10 and 6.13 of the London Plan (adopted 2011).*

D2. No development shall take place until details of the design and location of a minimum of 10% wheelchair accessible rooms has been submitted to and approved in writing by the Local Planning Authority. The wheelchair accessible rooms shall be provided only in accordance with the approved details and thereafter permanently retained for such use.

*Reason: To ensure the provision of wheelchair accessible visitor accommodation in accordance with Policy 4.5 of the London Plan (adopted 2011).*

D3. No development shall take place until details of secure and covered cycle parking facilities have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until 27 cycle parking spaces have been installed in accordance with the approved details.

*Reason: To promote cycling in accordance with Policy SP09 of the London Borough of Tower Hamlets Core Strategy Development Plan Document (adopted 2010) and Policy 6.9 of the London Plan (adopted 2011).*

D4. No development shall take place until a Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with Transport for London. The Delivery and Servicing Plan shall set out the proposed management arrangements for taxis, coach pick up and set down and servicing using the rear courtyard.

*Reason: To prevent obstruction of the public highway and avoid accidents in accordance*

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*with Policy 6.13 of the London Plan (adopted 2011).*

#### E. Construction

E1. No development shall take place until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management shall include details relating to the demolition, construction, logistics and management of all works associated with the development, including:

- a. Details of the site manager, including contact details (phone, facsimilie, email and postal address);
- b. The location of a large notice board on the site that clearly identifies the name and contact details of the site manager;
- c. Any means, such as a restriction on the size of construction vehicles and machinery accessing the site, required to ensure that no damage occurs to the surrounding road network throughout the construction period;
- d. Any means of protection of services such as pipes and water mains within the site and the highway;
- e. Measures to be adopted to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;
- f. Measures to be adopted to ensure that pedestrian access past the site on public footways is safe and not obstructed;
- g. Location of workers' conveniences;
- h. Ingress and egress to and from the site for vehicles during the site works period;
- i. Proposed numbers and timing of HGV movements through the day and proposed routes;
- j. Procedures for controlling sediment run-off, dust and the removal of soil, debris and demolition and construction materials from public roads or places;
- k. Proposed hours of work on the site;
- l. Details of the effects of construction traffic on air pollution.

The approved Construction Management Plan shall be implemented and maintained throughout the entire demolition and construction period.

*Reason: To protect residential amenity and ensure no adverse impacts on the local road network in accordance with Policy SP09 of the London Borough of Tower Hamlets Core Strategy Development Plan Document (adopted 2010), Policy 6.11 of the London Plan (adopted 2011).*

E2. No demolition, construction or building works shall be carried out except between the hours of 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 Saturday or at any time on bank or public holidays without the prior written approval of the Local Planning Authority, unless the works have been approved in advance under section 61 of the Control of Pollution Act 1974.

Deliveries of construction and demolition materials to and from the site by road shall take place between 08:00 - 18:00 Monday to Friday and 08:00 - 13:00 on Saturday and at no other time except with the prior written approval of the Local Planning Authority.

*Reason: To minimise noise and disturbance in the interests of residential amenity in accordance with Policy DEV2 of the London Borough of Tower Hamlets Unitary Development Plan (adopted 1998 and saved from 18 September 2007 in accordance*

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*with the direction from the Secretary of State), Policy SP03 of the London Borough of Tower Hamlets Core Strategy Development Plan Document (adopted 2010) and Policy 7.15 of the London Plan (adopted 2011).*

F. Hydrology and Water Resources

F1. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details to the satisfaction of the Local Planning Authority.

*Reason: To avoid pollution to controlled waters, and with consideration to Policy SP04 of the London Borough of Tower Hamlets Core Strategy Development Plan Document (adopted 2010).*

G. Contamination

G1. No development shall take place until a Site Investigation and Remediation Scheme has been submitted and approved in writing by the Local Planning Authority. The scheme will identify the type and level of existing contamination and the remediation required to avoid risk to the public, buildings, and environment when the site is development and shall include:

- a. a proposal to undertaken an intrusive investigation at the site based on the findings of a desk top study;
- b. a Site Investigation Report to investigate and identify potential contamination;
- c. A Risk Assessment of the site;
- d. Proposals for any necessary remedial works to contain, treat or remove any contamination before the site is occupied;
- e. A Certificate of Validation Report shall be prepared by a suitably qualified person to confirm that the remedial works have been completed.

*Reason: To ensure that contaminated land is properly identified and remediated to protect public health in accordance with Policy DEV51 of the London Borough of Tower Hamlets Unitary Development Plan (adopted 1998 and saved from 18 September 2007 in accordance with the direction from the Secretary of State) and Policy 5.21 of the London Plan (adopted 2011).*

H. Noise and Vibration

H1. No development shall take place until a scheme to attenuate noise generated by existing road and rail sources has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a glazing specification for all windows to ensure a good standard of internal noise can be achieved during day time and night time in accordance with the guidelines levels of BS8233 1999: "Sound Insulation and Noise Reduction for Buildings – Code of Practice" or an equivalent standard. The development shall not be occupied until the noise attenuation scheme, including the glazing specification, has been implemented in accordance with the approved scheme and thereafter permanently retained.

*Reason: To protect the amenity of future occupants in accordance with Policy DEV2 of the London Borough of Tower Hamlets Unitary Development Plan (adopted 1998 and*

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*saved from 18 September 2007 in accordance with the direction from the Secretary of State) and Policy 7.15 of the London Plan (adopted 2011).*

H2. No development shall take place until a scheme to attenuate the noise generated by any electrical and mechanical plant has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include sound attenuation to ensure a good standard of internal noise can be achieved during day time and night time in accordance with the guidelines levels of BS4142 1997 or an equivalent standard. The development shall not be occupied until the noise attenuation scheme, including the glazing specification, has been implemented in accordance with the approved scheme and thereafter permanently retained.

*Reason: To protect the amenity of future occupants in accordance with Policy DEV2 of the London Borough of Tower Hamlets Unitary Development Plan (adopted 1998 and saved from 18 September 2007 in accordance with the direction from the Secretary of State) and Policy 7.15 of the London Plan (adopted 2011).*

#### I. Air Quality

I1. No development shall take place until details of any mechanical ventilation or other plant associated with breakfast area has been submitted to and approved in writing by the Local Planning Authority. Such details shall include full specifications of all filtration, deodorising systems, noise output and termination points. Particular attention shall be given to the potential high level discharge of kitchen extract air and/or the discharge of toxic or odoriferous extract air where a high level of discharge is usually essential. The approved ventilation equipment and/or other plant shall be installed and commissioned prior to the occupation of the development and shall be permanently maintained in proper working order to the satisfaction of the Local Planning Authority.

*Reason: To protect the amenity of residents and neighbours in accordance with Policy SP03 of the of the London Borough of Tower Hamlets Core Strategy Development Plan Document (adopted 2010).*

**CASE OFFICER:** Will Steadman

Appendix 1: Site Location Plan  
Appendix 2: Aerial Photographs  
Appendix 3: Proposed Site Layout Plan  
Appendix 4: Proposed Elevations and Section  
Appendix 5: Computer Generated Images  
Appendix 6: St Andrew's Hospital site model  
Appendix 7: Vehicle Tracking Diagrams