LONDON BOROUGH OF NEWHAM

STRATEGIC DEVELOPMENT COMMITTEE

20 February 2018

Application Number: 17/01847/OUT
Validation Date: 26 May 2017
Location: Former Parcel Force Depot
Stephenson Street
Canning Town
London
E16 4SB
Ward: Canning Town North
Applicant: Berkeley Homes (South East London) Limited
Agent: Savills

Purpose of Report / Proposal

The purpose of this report is to set out the Officer recommendations to Strategic Development Committee regarding a hybrid planning application relating to the following proposal:

Detailed planning application for Phase 1 with works to include: The proposed demolition of existing buildings and structures and the erection of buildings, including tall buildings, comprising:

1,020 Residential Units (Use Class C3) 689 sqm (GEA) of Business Floorspace (Use Class B1); 5,400 sqm (GEA) of Retail Floorspace (Use Class A1-A4); and 12,004 sqm (GEA) of Community and Leisure Floorspace including a Secondary School (Use Class D1 and D2). Associated infrastructure, including a new bridge connection to West Ham Station and two footbridges across Manor Road; Alterations to the existing access road and vehicle bridge; Streets, open spaces, landscaping and public realm; car, motorcycle and bicycle parking spaces and servicing spaces; Utilities including energy centre and electricity substations; and other works incidental to the proposed development. And;

Outline planning application (all matters reserved) for the balance of the site for:

The proposed demolition of existing buildings and structures; The erection of buildings, including tall buildings, comprising: Residential Units (Use Class C3); Business Floorspace (B1); Retail (A1-A4); Community and Leisure (D1 and D2); and
Associated infrastructure; Streets, open spaces, landscaping and public realm; Car, motorcycle and bicycle parking spaces and servicing spaces; Utilities including electricity substations; and Other works incidental to the proposed development.

This application is accompanied by an Environmental Statement under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended).

This application was advertised as a departure from the local plan.

This application affects the setting of the Three Mills Conservation Area (LB Newham), the Three Mills Conservation Area (LB Tower Hamlets), Sugar House Lane Conservation Area (LB Newham), Limehouse Cut Conservation Area (LB Tower Hamlets).

This application affects the setting of the following listed buildings:

- Seven gasholders, former Bromley by Bow gasworks (grade II listed)
- Twelvetrees Crescent Bridge (grade II listed)
- Tide Mill (known as the House Mill), Three Mill Lane (grade I listed)
- Clock Mill (grade II* listed)
- Offices opposite Clock Mill, Three Mill Lane, Custom House (grade II listed)
- War Memorial, Twelvetrees Crescent (grade II listed)
- Abbey Mills Pumping Station, Abbey Lane (grade II*)
- B station at Abbey Mills Pumping Station (grade II listed)
- C station with associated Valve House, Abbey Mills Pumping Station (grade II listed)
- Northern outfall sewer bridge over Channelsea River (grade II listed)
- Offices (former Superintendent’s House) at Abbey Mills (grade II listed)
- Bases of pair of former chimney stacks at Abbey Mills to north-west and south-east of pumping station (grade II listed)
- Gate lodge at Abbey Mills, Abbey Lane (grade II listed)
- Gates and gatepiers at entrance to Abbey Mills Pumping Station (grade II listed)
- Nos. 116-130 Abbey Lane (grade II listed)
- Paved roadway extending from west side of House Mill to wall and gate on east side of Clock Mill, Three Mill Lane (grade II listed)
- Engine house at West Ham Pumping Station, Abbey Road (grade II listed)
- Statue of Sir Corbett Woodhall, Bromley by Bow Memorial Garden (grade II listed).
Recommendations

The Strategic Development Committee is asked to resolve to:

1. agree the reasons for approval as set out in this report; and
2. delegate authority to the Head of Planning and Development to finalise the drafting of the planning conditions and S106 listed at Appendix 1 and Appendix 2 of this report; and
3. delegate to the Head of Planning and Development authority to agree that the Applicant has provided sufficient justification to validate the assumptions set out in the Applicant’s viability report dated 22 November 2017, particularly third party access rights and TfL air rights; and
4. refer this application to the Mayor of London (the GLA) as a Stage 2 referral; and
5. subject to the Mayor of London (or delegated authorised officer) advising that he is content to allow the Council to determine the application itself and does not wish to direct refusal, or to issue a direction under Article 7 that he is to act as the Local Planning Authority for the purpose of determining the application; and
6. delegate authority to the Head of Planning and Development to grant planning permission subject to the completion of a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended), based on the Heads of Terms identified at Appendix 2 of this report, and satisfactory justification to validate the assumptions in the viability report as set out in paragraph 3 above and the Draft Conditions listed in Appendix 1 of this report and summarised below by 20 August 2018 and in the event that the section106 agreement and/or the viability justification is not completed by such date the item should be returned to Committee for reconsideration.

Conditions – Summary

A summary of the proposed conditions is set out below. Please refer to Appendix 1 for the proposed conditions in full.

Detailed Component (A Conditions)

A1. Time limit
A2. Drawings and documents
A3. Revised drawings Building S01A
A4. Revised drawings Plot C01
A5. Landscaping and maintenance
A6. Public realm and landscape management and maintenance scheme
A7. School access management plan/highway improvement scheme
A8. Delivery of the school
A9. Temporary school playground arrangements
Outline Component (B Conditions)

B1. Reserved matters application
B2. Drawings and documents
B3. Reserved matters specification
B4. Reserved matters details
B5. Quantum of built floorspace
B6. Public realm and landscape management and maintenance scheme
B7. Wind effects
B8. Wind microclimate
B9. Ecological mitigation and management plan
B10. Landscaping and maintenance scheme

Conditions Relating to Whole Development (C Conditions)

C1. Phased permission
C2. Compliance with environmental standards
C3. Phasing strategy
C4. Construction logistics plan
C5. Written scheme of investigation
C6. Travel plan
C7. Construction method and management
C8. Road and rail traffic noise levels
C9. Surface water drainage scheme
C10. Section 50 street works licence
C11. Demolition/construction noise and vibration management plan
C12. Noise break-in calculations
C13. External amenity areas noise assessment
C14. Acoustic mitigation scheme
C15. Bat roosting
C16. Detailed lighting design scheme
C17. Reptile method statement
C18. Black Redstart monitoring plan
C19. Neighbour and public relations strategy
C20. Condition survey of the highway
C21. Asbestos management survey
C22. Rooftop plant, screening and parapet detail
C23. Details of balconies, entrances, shopfronts and typical bay
C24. Details of external surfaces
C25. PV panels
C26. Emergency flood plan
C27. Scheme for brown and green roofs
C28. Details of grease digester system or grease trap
C29. Details of mechanical ventilation
C30. Car club spaces
C31. Electric vehicle charging points
C32. Car parking management and allocation plan
C33. Delivery and servicing plan (per plot)
C34. Cycle parking
C35. Scheme of sound insulation
S106 – Summary of Heads of Terms

A summary of the proposed S106 Heads of Terms is set out below. Please refer to Appendix 2 for the proposed S106 heads of Terms in full:

1) 40% affordable housing (by hab room) & review mechanism
2) Tenure split 57% intermediate / 43% rented (by hab room).
3) 21% x 3 bedroom units
4) Employment training payment to be £900,000 per annum (indexed) for 12 years or £10.8m.
5) Local Supply Chains
6) A primary school contribution of £6,000,000
7) S106 monitoring fee of £180,000.
8) Travel Plan Monitoring Fee of £20,000
9) Pedestrian way finding and signage scheme
10) Transport infrastructure delivery
11) Car club arrangements
12) Restrictions on applications for car permits
13) Architect Design Certifiers
14) Safeguard future links to Abbey Mills Site
15) London Plan Carbon offset fund payment;
16) Payment of the Council’s reasonable legal fees
17) Multi-use of community facility and school.
18) Developer to pay consultant fees for reviewing future financial viability appraisals and environmental matters.
19) All main roads and pavements within the development are constructed to adoptable standards.
20) 15 year covenant on PRS
Reasons for the Recommendations

In accordance with section 38 (6) of the Planning and Compulsory Purchase Act 2004, officers have considered the planning application with regard to the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) (the application being subject to transitional provision, contained in the Town and Country Planning (Environment Impact Assessment) Regulations 2017 that came into force on 16 May 2017), National Planning Policy Framework, and the development plan (The London Plan, the London Borough of Newham Core Strategy and the Detailed Sites and Policies Development Plan Document), so far as material to the application, and to other material considerations including representations received from statutory and non-statutory consultees, and is satisfied that planning permission should be granted subject to the conditions and compliance with the associated legal agreement under s106 of the Town and Country Planning Act 1990 (as amended), which accords with the provisions of the Community Infrastructure Levy Regulations 2010 (as amended).

The National Planning Policy Framework stresses the importance of having a planning system that is genuinely plan-led and because the proposals are found to accord with the Council’s up to date development plan, officers recommend approval of the application, as required by the presumption in favour of sustainable development at paragraph 14 of the NPPF notwithstanding the scale and mass of the proposals.

It is considered that the scale and massing of the proposed development is contrary to Policy SP4 of the Newham Core Strategy and Policy SP8 of the Detailed Sites and Policies Development Plan Document (Adopted 20th October 2016). However, with the pressing need to deliver more homes in London and together with the beneficial S106 package of infrastructure, a new school and affordable housing proposed, Officers have favoured, on balance, a view in support of sustainable development in accordance with the NPPF.

The proposal represents an efficient re-use of a brownfield site that benefits from good access to public transport accessibility which will improve further due to the transport infrastructure proposed by the scheme. The proposed commercial use floorspace is considered to be appropriate and would positively contribute to delivering an employment-led mixed use site.

The proposed development would provide an appropriate mix of units, including family-sized units and a high quality standard of residential accommodation.

The proposed development would make an important contribution towards the provision of new housing within the Borough and London, and the proposal demonstrates compliance with the Development Plan in relation to the provision of
on-site affordable housing in accordance with the NPPF, Policy 3.12 of the London Plan and Policy H2 of the Council’s Core Strategy.

The detailed proposals are acceptable in respect of, Amenity Space, Play Space and Public Realm provision, Environmental Impact, Transportation Considerations, Accessibility and Inclusivity considerations, Energy & Sustainability, Waste and Aviation Safeguarding. Strong concerns remain however that the proposal could have a detrimental impact upon some neighbouring properties, in terms of loss of daylight and overshadowing. Notwithstanding this, Officers have assessed the public benefits and they are considered to outweigh the identified harm.

Officers have given considerable importance and weight to the desirability to preserve the setting of heritage assets in accordance with Section 66(1) and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended). In accordance with the Council’s statutory duties and relevant policies of the development plan, the Council has paid special attention to the desirability of preserving or enhancing the character or appearance of the setting of the nearby Conservation Areas. Additionally, Officers have considered paragraph 134 of the NPPF and given substantial weight to the less than substantial harm, however, on balance, the public benefits by way of contributions to affordable housing and regeneration, as well as making the optimum viable use of the site is considered to outweigh the less than substantial harm identified to the Grade II listed Clock Mill by Historic England. Furthermore, it is noted in the Environmental Statement that all likely effects in terms of Townscape, Visual Impact and Built heritage are beneficial or neutral. Officers agree with this assessment.

Officers are satisfied that the submitted Environmental Statement along with the additional information submitted by the Applicant in response to the Council’s Regulation 22 Request, the ‘Stephenson Street Response to Environmental Statement Review (September 2017)’ presents a sound assessment of the likely impacts of the development in relation to: Socio-Economics, Traffic and Transport, Noise and Vibration, Air Quality, Wind Microclimate, Daylight, Sunlight, Overshadowing and Solar Glare, Ground Conditions, Water Resources, Drainage and Flood Risk, Archaeology (Buried Heritage), Ecology and Nature Conservation, Townscape, Built Heritage, Visual Impact, Effect Interactions, Residual Effects and Conclusions. Mitigation measures identified within the assessment of the Environmental Statement will be secured through appropriate Conditions/Section 106 obligations.

Although part of the site lies within Flood Zone 3 and is therefore considered to be at risk of flooding, the site lies within an area classed as benefitting from food defences and on this basis the proposed development of the site is acceptable.

This application was advertised as a departure from the local plan. Officers assert that based on the above reasoning, the proposal is in general conformity with the development plan.

Subject to conditions and the completion of a Section 106 Agreement the application is considered to be acceptable and is supported by Officers.
Human Rights Act

The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report.

Equalities

In determining this planning application the Council had regard to its equalities obligations including its obligations under section 149 of the Equality Act 2010.

Local Government (Access to Information) Act 1985

Background papers used in preparing this report:

- Planning Application
- Statutory Register of Planning Decisions
- Correspondence with Adjoining Occupiers
- Correspondence with Statutory Bodies
- Correspondence with other Council Departments
- National Planning Policy Framework
- London Plan
- Local Plan - Core Strategy, DPD, SPGs,
- the Council’s Proposed Submission Draft Local Plan (approved by the Mayor in Consultation with Cabinet on the 21st November 2017)
- Other relevant guidance
List of Enclosures / Appendices:

Officer Report:
- Part 1: Planning Application Fact Sheet
- Part 2: Assessment and Conclusions
- Part 3: Background Information

Appendix 1: Draft Conditions
Appendix 2: S106 Heads of Terms
Appendix 3: Images
Appendix 4: A summary of the likely residual effects of the proposed development
Illustrative Masterplan
## The Site

| Address       | Former Parcel Force Depot  
|               | Stephenson Street  
|               | Canning Town  
|               | London  
|               | E16 4SB  

| Applicant     | Berkeley Homes (SEL) Limited  
|               |  

| Ward          | Canning Town North  
|               |  

| Local Plan allocation | Strategic Site S11 Parcelforce  
|                       | Local Industrial Location (LIL1) (Part)  
|                       | LBN Core Strategy ‘Arc of Opportunity’  

| Conservation Area nearby | The Three Mills Conservation Area (LB Newham)  
|                         | The Three Mills Conservation Area (LB Tower Hamlets),  
|                         | Sugar House Lane Conservation Area (LB Newham),  
|                         | Limehouse Cut Conservation Area (LB Tower Hamlets)  

| Listed Buildings nearby  
|--------------------------|--------------------------------------------------|
|                         | Seven gasholders, former Bromley by Bow gasworks (grade II listed)  
|                         | Twelvetrees Crescent Bridge (grade II listed)  
|                         | Tide Mill (known as the House Mill), Three Mill Lane (grade I listed)  
|                         | Clock Mill (grade II* listed)  
|                         | Offices opposite Clock Mill, Three Mill Lane, Custom House (grade II listed)  
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|                         | Abbey Mills Pumping Station, Abbey Lane (grade II*)  
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|                         | Gate lodge at Abbey Mills, Abbey Lane (grade II listed)  
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- Nos. 116-130 Abbey Lane (grade II listed)
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- Engine house at West Ham Pumping Station, Abbey Road (grade II listed)
- Statue of Sir Corbett Woodhall, Bromley by Bow Memorial Garden (grade II listed)

<table>
<thead>
<tr>
<th>Setting of Listed Building</th>
<th>Yes</th>
</tr>
</thead>
</table>
| Building of Local Interest nearby | - Former London Gasworks, Twelvetrees Crescent  
- Star Primary School, Star Lane  
- Gainsborough Road Primary School, Gainsborough Road |
| Tree Preservation Order | No |
| Flood Risk Zone | Combination of Flood Zone 1, Flood Zone 2 and Flood Zone 3 |
| Other | Adjacent to Site of Importance for Nature Conservation, Site of Borough Importance Grade II (Newham Biodiversity Action Plan 2010) |

### Housing

| Density | Proposed Density Hr/Ha 956 Hr/Ha  
Proposed Density U/Ha 356 U/Ha |
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<tbody>
<tr>
<td>Existing PTAL Rating</td>
<td>Ranging from 1a to 6a</td>
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| London Plan Density Range* | 200-700 Hr/Ha  
70-260 U/Ha (Urban) |

<table>
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<tr>
<th>Internal Space Standards</th>
<th>Comply with London Housing SPG (March 2016)? Yes</th>
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<tbody>
<tr>
<td>Amenity Space</td>
<td>Comply with London Housing SPG (March 2016)? Yes</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Comply with Lifetime Homes? Yes</td>
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*The London Plan accepts that large scale development can define its own density. Significant development is Central in character and densities of up to 1100 habitable rooms per hectare can therefore be expected. As noted in the London Plan, the density matrix is not be applied mechanistically an higher densities can be acceptable.*
### Detailed Phase 1 Residential Unit Mix
**Plots N01, S01, S03, S04, C01**

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<tr>
<th>Home Type</th>
<th>Private for Sale</th>
<th>Private for Rent</th>
<th>Intermediate (Shared Ownership)</th>
<th>Affordable (Affordable Rented)</th>
<th>Total Homes</th>
<th>Overall Split</th>
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<tr>
<td>Studio</td>
<td>59</td>
<td>10</td>
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<td>1 Bed</td>
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<td>2 Bed</td>
<td>109</td>
<td>120</td>
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<td>3 Bed</td>
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<td><strong>290</strong></td>
<td><strong>229</strong></td>
<td><strong>99</strong></td>
<td><strong>1020</strong></td>
<td><strong>100%</strong></td>
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### Illustrative Phase 2 Residential Home Mix
**Plots N02, S02, S05, S06, S07, S11**

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<th>Overall Split</th>
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<td>2 Bed</td>
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<td>3 Bed</td>
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<td><strong>Total</strong></td>
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<td><strong>172</strong></td>
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<td><strong>147</strong></td>
<td><strong>972</strong></td>
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### Illustrative Phase 3 Residential Home Mix
**Plots N03, N04, N05**

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<th>Overall Split</th>
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<tbody>
<tr>
<td>Studio</td>
<td>51</td>
<td>54</td>
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### Illustrative Phase 4 Residential Home Mix
**Plots S08, S09, S10, C02**

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Detailed Phase 1 and Illustrative Phase 2-4

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<td>127</td>
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Summary of Floorspace across Detailed Phase 1 & Indicative Masterplan

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<th>Phase</th>
<th>Plot</th>
<th>Use Class (GEA sqm)</th>
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<td></td>
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<td>C3 (not inc. facilities area)</td>
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<td>24,506.1</td>
</tr>
<tr>
<td></td>
<td>N05</td>
<td>16,973.1</td>
</tr>
<tr>
<td>4 illustrative</td>
<td>S08</td>
<td>28,433.6</td>
</tr>
<tr>
<td></td>
<td>S09</td>
<td>11,606.6</td>
</tr>
<tr>
<td></td>
<td>S10</td>
<td>34,442.8</td>
</tr>
<tr>
<td></td>
<td>C02</td>
<td>-</td>
</tr>
</tbody>
</table>

Non-residential Uses

<table>
<thead>
<tr>
<th>Existing Use(s)</th>
<th>Existing Use / Operator</th>
<th>Land is vacant</th>
<th>Existing Use Class(es) sqm</th>
<th>None</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Use(s)</td>
<td>Proposed Use / Operator</td>
<td>Use Class B1, A1-A4, D1 and D2</td>
<td>Proposed Use Class(es) sqm</td>
<td>Detailed (Phase 1) B1 – 689 sqm A1-A4 - 5,400 sqm D1,D2– 12,004 sqm</td>
</tr>
<tr>
<td>Outline (Phases 2, 3 and 4 - maximum floorspaces)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C3 – 261,716 sqm</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A1-A4 – 9,310 sqm</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B1 – 6,463 sqm</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D1, D2 – 390 sqm</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total: 277,878 sqm</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing number of jobs</td>
</tr>
<tr>
<td>None</td>
</tr>
<tr>
<td>Proposed number of jobs</td>
</tr>
<tr>
<td>Construction Jobs - 678 full time construction workers per annum on the Site during the construction phase. Operational jobs – 1181 jobs (worst case scenario based on flexible floorspace)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
</tr>
<tr>
<td>Existing PTAL Rating</td>
</tr>
<tr>
<td>Ranging from 1a to 6a</td>
</tr>
<tr>
<td>Closest Rail Station / Distance (m)</td>
</tr>
<tr>
<td>Directly adjacent to West Ham Station</td>
</tr>
<tr>
<td>Bus Routes</td>
</tr>
<tr>
<td>276, 323</td>
</tr>
<tr>
<td>Parking Controls</td>
</tr>
<tr>
<td>Residents Parking Zone?</td>
</tr>
<tr>
<td>Within Industrial Zone and not marked for CPZ.</td>
</tr>
<tr>
<td>RPZ Hours</td>
</tr>
<tr>
<td>N/A</td>
</tr>
<tr>
<td>Previous RPZ Consultation (if not in RPZ)</td>
</tr>
<tr>
<td>N/A</td>
</tr>
<tr>
<td>Other on-street controls</td>
</tr>
<tr>
<td>Single yellow lines</td>
</tr>
<tr>
<td>Refuse/Recycling Collection</td>
</tr>
<tr>
<td>Summary of proposed refuse/recycling strategy</td>
</tr>
<tr>
<td>Tri-separator waste chute will be provided within each residential core. Residents will transport their own waste to the hopper located on each floor. Waste collection vehicles will collect from ground level.</td>
</tr>
</tbody>
</table>
Commercial waste will be stored either within designated commercial waste stores or within the individual unit.

<table>
<thead>
<tr>
<th>Sustainability / Energy</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BREEAM Rating</strong></td>
</tr>
<tr>
<td><strong>Renewable Energy Source / %</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Education</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>No. of Pupils</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>No. of Forms of Entry</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>No. of Staff</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>No. of Classrooms</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Outdoor space (sqm)</strong></td>
</tr>
<tr>
<td></td>
</tr>
</tbody>
</table>

* Together with a £6m contribution to primary education
<table>
<thead>
<tr>
<th><strong>Public Consultation</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of properties consulted</td>
</tr>
</tbody>
</table>
| Expiry of public consultation period | Original = 15 June 2017  
After EIA Reg. 22 = 4 October 2017 |
| Number of responses | 3 |
| Number in support | 0 |
| Number of objections | 1 |
| Number of other representations (neither objecting or supporting) | 2 |
PART 2: Assessment and Conclusions

1. Executive Summary

1.1 Site

1.1.1 The Stephenson Street site is GLA owned and consists of 10.69 hectares of unoccupied land located in east London within the London Borough of Newham and is known as part of the Former Parcelforce Depot.

1.1.2 As land owner for the Site, GLA Land & Property Ltd invited developers in April 2015 to tender for the role of development partner in the regeneration of this key site through an invitation to tender competition. The brief for this process stated that the successful developer would deliver a scheme that included a range of new homes, including affordable homes, including private for sale homes and homes within the emerging private rent sector (PRS) tenure. The successful developer would also identify land for a new secondary school, create a new entrance into the West Ham Station and ultimately deliver a sizeable new development in an area of unprecedented residential growth.

1.1.3 The Applicant was selected as the GLA Land & Property Ltd’s preferred development partner in November 2015 and a Development Agreement was signed in April 2016. The winning masterplan architect was Patel Taylor, who was selected by the Applicant due to their experience in designing high quality schemes of this size and complexity, particularly at the nearby Athlete’s Village. Sheppard Robson was appointed as school and PRS architect due to their record in these specialist areas. Weston Williamson, with its specialist knowledge of transport architecture was appointed to design the new station entrance, the two new pedestrian bridges that will span Manor Road, and the extension to the Stephenson Street Road Bridge, connecting Stephenson Street with the existing community to the west.

1.1.4 Since April 2016, the Applicant and their design team have worked together to develop the illustrative masterplan that is the basis of this hybrid planning application.

1.1.5 The application site includes 1.21 hectares of land to the east of the railway line owned, in the main, by London Underground, DLR and LBN, where new infrastructure is to be proposed. The application boundary therefore derives a total of site area of 11.9 hectares.

1.1.6 The site is bounded to the north by the District / C2C / Hammersmith & City lines, to the east by the Jubilee line / DLR lines, to the west by Bromley-by-Bow gasworks (now surplus to operational requirements) owned by National Grid (NG) and to the south by a mixture of industrial and sui generis uses including West Ham Bus Depot and a series of storage and distribution premises. To the west, the gasworks contain a number of listed gas holder structures and two pairs of semi-detached houses where the site meets the
railway embankment.

1.1.7 Parts of the industrial estate to the south are private land. Vehicular access to the site is currently taken from Stephenson Street via a road bridge located to the south of the site which connects back to Manor Road.

1.1.8 The site was most recently used during the Olympics in 2012 as a coach park but is currently unoccupied. The depot has been demolished with the exception of some small structures that sit in an area of scrub. The site is relatively flat and comprises mostly hardstanding.

1.1.9 West Ham Station is located immediately adjacent to the north east of the site, albeit there is currently no direct access from the site into the station. The Station provides access to services on each of the C2C, District, Hammersmith and City, Jubilee and DLR lines and Manor Road is also served by the 276 and 323 bus routes. There are no Transport for London (TfL) Cycle Hire Docking Stations within the vicinity of the Site. As a result, the Site has a mixed public transport accessibility level (PTAL) of ranging from 1a to 6a.

1.1.10 The site does not contain any listed buildings but the proposed development affects the setting of the gas holders within the Bromley-by-Bow gasworks site owned by the National Grid (NG) and located to the west of the site which are Grade II Listed. The site does not lie within a Conservation Area, however the site is close to the Three Mills Conservation Area, the Sugar House Lane Conservation Area and the Limehouse Cut Conservation Area. Of these, the Tree Mills Conservation Area which lies across the rail lines to the north and covers the area surrounding the Channelsea River, Prescott Channel and the Three Mills Wall River is most relevant. It should be noted that the following buildings are listed and the setting of these buildings and the Conservation Area form a material consideration of the scheme:

- Seven gasholders, former Bromley by Bow gasworks (grade II listed)
- Twelvetrees Crescent Bridge (grade II listed)
- Tide Mill (known as the House Mill), Three Mill Lane (grade I listed)
- Clock Mill (grade II* listed)
- Offices opposite Clock Mill, Three Mill Lane, Custom House (grade II listed)
- War Memorial, Twelvetrees Crescent (grade II listed)
- Abbey Mills Pumping Station, Abbey Lane (grade II*)
- B station at Abbey Mills Pumping Station (grade II listed)
- C station with associated Valve House, Abbey Mills Pumping Station (grade II listed)
- Northern outfall sewer bridge over Channelsea River (grade II listed)
- Offices (former Superintendent’s House) at Abbey Mills (grade II listed)
- Bases of pair of former chimney stacks at Abbey Mills to north-west and south-east of pumping station (grade II listed)
- Gate lodge at Abbey Mills, Abbey Lane (grade II listed)
- Gates and gatepiers at entrance to Abbey Mills Pumping Station (grade II listed)
- Nos. 116-130 Abbey Lane (grade II listed)
- Paved roadway extending from west side of House Mill to wall and gate on east side of Clock Mill, Three Mill Lane (grade II listed)
- Engine house at West Ham Pumping Station, Abbey Road (grade II listed)
- Statue of Sir Corbett Woodhall, Bromley by Bow Memorial Garden (grade II listed).

1.1.11 The site is in proximity to a Site of Importance for Nature Conservation (Borough Importance Grade II). The Site is allocated as a Strategic Site (S11 Parcelforce) within the LBN’s Core Strategy for employment-led mixed use development linked to Cody Road industrial area, which contributes to creating a new local centre in the vicinity of West Ham Station, with the possibility of a future link to S10 Abbey Mills strategic site to the north of the Site. Part of the site lies within a Local Industrial Location (Policy J4, LIL1 – Stephenson Street).

1.1.12 The Environment Agency’s (EA) flood zone maps show that the Site partially lies within Flood Zone 3. The Site is therefore considered to be at risk of flooding; however, it also lies within an area classed as benefitting from flood defences.

1.2 Proposal

1.2.1 The proposed development is a hybrid application described as:

*Detailed planning application for Phase 1 with works to include:* The proposed demolition of existing buildings and structures and the erection of buildings, including tall buildings, comprising:

1,020 Residential Units (Use Class C3) 689 sqm (GEA) of Business Floorspace (Use Class B1); 5,400 sqm (GEA) of Retail Floorspace (Use Class A1-A4); and 12,004 sqm (GEA) of Community and Leisure Floorspace including a Secondary School (Use Class D1 and D2). Associated infrastructure, including a new bridge connection to West Ham Station and two footbridges across Manor Road; Alterations to the existing access road and vehicle bridge; Streets, open spaces, landscaping and public realm; car, motorcycle and bicycle parking spaces and servicing spaces; Utilities including energy centre and electricity substations; and other works incidental to the proposed development. And;

*Outline planning application (all matters reserved) for the balance of the site for:* The proposed demolition of existing buildings and structures; The erection of buildings, including tall buildings, comprising: Residential Units (Use Class C3); Business Floorspace (B1); Retail (A1-A4); Community and Leisure (D1 and D2); and Associated infrastructure; Streets, open spaces, landscaping and public realm; Car, motorcycle and bicycle parking spaces and servicing spaces; Utilities including electricity substations; and Other works incidental to the proposed development.
This application is accompanied by an Environmental Statement under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended).

This application was advertised as a departure from the local plan.

This application affects the setting of the Three Mills Conservation Area (LB Newham), the Three Mills Conservation Area (LB Tower Hamlets), Sugar House Lane Conservation Area (LB Newham), Limehouse Cut Conservation Area (LB Tower Hamlets).

This application affects the setting of the following listed buildings:

- Seven gasholders, former Bromley by Bow gasworks (grade II listed)
- Twelvetrees Crescent Bridge (grade II listed)
- Tide Mill (known as the House Mill), Three Mill Lane (grade I listed)
- Clock Mill (grade II* listed)
- Offices opposite Clock Mill, Three Mill Lane, Custom House (grade II listed)
- War Memorial, Twelvetrees Crescent (grade II listed)
- Abbey Mills Pumping Station, Abbey Lane (grade II*)
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- Engine house at West Ham Pumping Station, Abbey Road (grade II listed)
- Statue of Sir Corbett Woodhall, Bromley by Bow Memorial Garden (grade II listed).

1.2.2 Phasing: The hybrid development is intended to be completed in 4 Phases and the works are anticipated to start in (April 2018). The construction timetable is set out below.
### Phase

<table>
<thead>
<tr>
<th>Phase</th>
<th>Start</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1 (note this includes enabling works)</td>
<td>April 18</td>
<td>April 22</td>
</tr>
<tr>
<td>Phase 2</td>
<td>March 20</td>
<td>June 24</td>
</tr>
<tr>
<td>Phase 3</td>
<td>Jan 23</td>
<td>Sept 27</td>
</tr>
<tr>
<td>Phase 4</td>
<td>Jan 25</td>
<td>Aug 29</td>
</tr>
</tbody>
</table>

1.2.3 The proposals seek to provide a mixed use scheme comprising a maximum of 416,983 sqm (GEA) of floorspace. This comprises up to 277,878 sqm (GEA) as an outline permission (the ‘Outline Component’) and full planning permission for Phase 1 comprising 139,105 sqm (GEA) of mixed use development (the ‘Detailed Component’).

1.2.4 The detailed application for Phase 1 comprises the delivery of 1,020 Residential Units (Use Class C3), 689 sqm (GEA) of Business Floorspace (Use Class B1), 5,400 sqm (GEA) of Retail Floorspace (Use Class A1-A4); and 12,004 sqm (GEA) of Community and Leisure Floorspace including a Secondary School (Use Class D1 and D2). The outline application for subsequent phases (Phases 2, 3 and 4) identifies a range of uses that will be brought forward in a series of subsequent Reserved Matters applications.

1.2.5 The overall masterplan comprises of 18 building Plots. 14 of the proposed Plots are predominantly residential, with non-residential / commercial / retail activity at ground floor level. 2 Plots are reserved for mixed use community / retail buildings, 1 Plot is commercial and a final Plot provides a secondary school.

1.2.6 Phase 1 (detailed) comprises Plots N01, S01, S03, S04 and C01. Phase 2 (outline) comprises Plots N02, S02, S05, S06, S07 and S11. Phase 3 (outline) comprises Plots N03, N04 and N05. Phase 4 (outline) comprises Plots S08, S09, S10 and C02.

### Phase 1 Floorspace by Land Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Units</th>
<th>(GEA sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Use Class C3</td>
<td>1020</td>
<td>107,346</td>
</tr>
<tr>
<td>Retail Use Class A1-A4</td>
<td>-</td>
<td>5,400</td>
</tr>
<tr>
<td>Community Use Class D1</td>
<td>-</td>
<td>284</td>
</tr>
<tr>
<td>School Use Class D1</td>
<td>-</td>
<td>11,720</td>
</tr>
<tr>
<td>Office Use Class B1</td>
<td>-</td>
<td>689</td>
</tr>
<tr>
<td>Parking spaces</td>
<td>180</td>
<td>13,325</td>
</tr>
<tr>
<td>Landscaping</td>
<td>-</td>
<td>39,199</td>
</tr>
<tr>
<td>Play space</td>
<td>-</td>
<td>1,869</td>
</tr>
<tr>
<td>Green roof</td>
<td>-</td>
<td>3,759</td>
</tr>
<tr>
<td>Brown roof</td>
<td>-</td>
<td>3,087</td>
</tr>
</tbody>
</table>
### Phase 1 Floorspace by Plot

<table>
<thead>
<tr>
<th>Phase</th>
<th>Plot</th>
<th>Use Class (GEA sq. m)</th>
<th>C3 (not inc. facilities area)</th>
<th>A1 - A4</th>
<th>B1</th>
<th>D1 - D2</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>N01</td>
<td>30,248.7</td>
<td>2,485.5</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>S01</td>
<td>30,879.5</td>
<td>1,643.6</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>S03</td>
<td>46,217.5</td>
<td>408</td>
<td>689</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>S04</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>11,720</td>
</tr>
<tr>
<td></td>
<td>C01</td>
<td>-</td>
<td>862.4</td>
<td>-</td>
<td>-</td>
<td>284.3</td>
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</table>

### Phase 1 Residential Units by Building Plot

<table>
<thead>
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<th>Phase</th>
<th>Plot</th>
<th>Residential Units</th>
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</thead>
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<tr>
<td>1</td>
<td>N01A</td>
<td>211</td>
</tr>
<tr>
<td></td>
<td>N01B</td>
<td>46</td>
</tr>
<tr>
<td></td>
<td>N01C</td>
<td>54</td>
</tr>
<tr>
<td></td>
<td>S01A</td>
<td>191</td>
</tr>
<tr>
<td></td>
<td>S01B</td>
<td>45</td>
</tr>
<tr>
<td></td>
<td>S01C</td>
<td>65</td>
</tr>
<tr>
<td></td>
<td>S03A</td>
<td>59</td>
</tr>
<tr>
<td></td>
<td>S03B</td>
<td>59</td>
</tr>
<tr>
<td></td>
<td>S03C</td>
<td>54</td>
</tr>
<tr>
<td></td>
<td>S03D</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>S03E</td>
<td>56</td>
</tr>
<tr>
<td></td>
<td>S03F</td>
<td>120</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>1020</td>
</tr>
</tbody>
</table>
Plot N01 (Phase 1 detailed)

1.2.7 Plot N01 is located at the north-east corner of the Site. The tallest element, Building N01A is 115.025m above ordnance datum (AOD) and comprises 32 storeys (plus two Podium levels). This Plot comprises flexible non-residential floorspace at ground and first floor levels (associated with the Podium), and residential units within the remaining upper 30 levels. A total of 311 residential units will be provided within Plot N01, ranging from studio to 3-bedroom units. Private amenity space will be provided for all residential units in the form of balconies (for apartments not facing the railway line) or additional internal amenity space within the apartment itself for those adjacent to the railway line impacted by environmental conditions. A semi-private courtyard is located at second floor level of Plot N01 on the Podium. The apartments on this floor will each have 2m of private garden space to provide a buffer between public and private areas.
Plot S01 (Phase 1 detailed)

1.2.8 Plot S01 is proposed as a cluster of three residential buildings set over a two storey podium. The mid-rise buildings, S01B and S01C are 11 and 15 storeys in height (including the two-storey podium), with S01A comprising 30 storeys (including the two-storey podium). The ground floor of Building S01 provides flexible non-residential accommodation as well as plant, refuse and car parking. The upper floors of Building S01 provide a mix of residential accommodation ranging from 1 bed 2 person, to larger 3 bed 6 person apartments. A total of 301 residential units will be provided in Plot S01. The southern footbridge will be integrated into the built form of the illustrative masterplan through its connection to S01.

Plot S03 (Phase 1 detailed)

1.2.9 Plot S03 is located towards the south-east corner of the Site and is split over two buildings. A total of 408 residential units will be provided within Plot S03, ranging from studio to 3-bedroom units. The units in Plot S03 consist of Shared Ownership (118 units) within buildings S03A & S03B and PRS (290 units) within Buildings S03C, S03D, S03E & S03F. Communal amenity spaces are provided at the first floor and fifteenth floor. The amenity space at first floor level will also provide a playable landscape for young children. Buildings S03A, S03B, S03C and S03E are eleven storeys. Building S03D is fourteen storeys and Building S03F is twenty six storeys. The workspace is two storeys and occupies the space between Buildings S03B and S03D. This Plot also comprises 408 sqm (GEA) of Use Class A1-A4 retail space and 689 sqm (GEA) of Use Class B1 space.

Plot S04 (Phase 1 detailed)

1.2.10 Plot S04 comprises a four (ground plus three floors) storey building with a height of up to 24.09m AOD and is located in the south-east corner of the Site and will contain the new premises for the East London Science School. The main school entrance is positioned directly off the Science Garden. The ground level will be used as general teaching spaces for Years 7 and 8. The classrooms are arranged to form a horseshoe along the north, east and west wings around a double-height lecture theatre and atrium. The atrium forms a focal point within the school building, it houses a feature staircase which connects to all floors via circulation balconies overlooking the atrium. The atrium will be used for a variety of events, and when used in conjunction with the connecting multi-use hall and lecture theatre will provide a significant space for both school and community events. The first floor provides general teaching space for Years 9 to 11, and mirrors the layout of the ground floor.

1.2.11 The upper level of the lecture theatre and balcony are also accessible from this floor. The sports hall and associated changing facilities are located in the south wing of this floor, along with the activity studio located in the south-west corner of the building. All of these facilities are accessible by the wider community from the secondary out-of-hours entrance and can be segregated.
from the main school. The second floor of Plot S04 provides teaching and seminar space for Sixth Form students, which maintains the horseshoe layout from the lower floors. Specialist classrooms and facilities are provided for art, computer science, music and drama at this level. A five-a-side football pitch is located in the south wing of this floor as a designated multi-use games area (MUGA).

Plot C01 (Phase 1 detailed)

1.2.12 Plot C01 is located at the east of the Site to the south of Plot N01. The building is situated on top of the two-storey podium and will be used for a range of non-residential uses. Levels 2-4 contain a publicly accessible café, restaurant and several back of house areas. This plot contains 862.4 sqm (GEA) of Use Class A1-A4 and 284.3 sqm (GEA) of Use Class D1-D2. The proposed community centre in Phase 1 will form part of the pavilion building which sits at the entrance of the site. The pavilion is located in the centre of the entrance plaza outside the new station entrance to West Ham. The pavilion is orientated to give views down the 350m long park. The community facility will be located within the top floor of this building and will be flexibly designed to allow the facility to provide a range of potential functions including exhibition space, performance space and informal meeting space.

Transport Infrastructure Proposals

1.2.13 The detailed component of the proposed development includes a number of transport improvements, including a new additional entrance to West Ham Station within the first phase of the development. The new entrance is located in the north east corner of the site and will provide level access into the entrance plaza at the top of the Four Seasons Park.

1.2.14 Two new pedestrian footbridges and improvements to the existing Stephenson Street vehicle bridge are proposed. The northern footbridge will connect the new Podium public realm with the existing town centre on the east side of Manor Road and the southern footbridge will connect from the site to beside the blank gable wall of a row of terraced houses on Milner Road. These elements will also form part of Phase 1, apart from the Vehicle Bridge expansion which will be delivered prior to first occupation of Phase 2.

Car Parking and Cycle Parking

1.2.15 Car Parking will primarily be provided beneath the proposed buildings within a podium structure, however some on street parking spaces, car club spaces and service lay-bys are proposed within the landscape. The application contains a maximum of 493 car-parking spaces for all uses, comprising 457 resident spaces, 20 car club spaces, 10 visitor spaces and 6 accessible spaces serving the school. The residents parking will include 10% disabled parking provision for the residential spaces which equates to 47 spaces. Additional, disabled parking spaces required to meet the 10% of all proposed units will be provided through a managed conversion system.
1.2.16 A total of 180 car parking spaces will be provided within Phase 1. This is broken down as follows:
- 131 undercroft residential parking spaces in the Podium of Plots N01, S01 and S03;
- 35 on-street residential parking spaces;
- 6 on-street car club spaces;
- 2 on-street commercial visitor spaces; and
- 6 school parking spaces.

1.2.17 Four on-street service bays will be provided for refuse vehicles, deliveries to commercial spaces, home deliveries, residential servicing (e.g. domestic plumbers, electricians etc.) and residential drop-off.

1.2.18 Phase 1 would provide a total of 1,562 residential cycle parking spaces, and will be situated either within the double height podium for Plots N01 and S01, or within the ground floor podium for Plot S03. Visitor parking for both residential buildings and for retail and commercial spaces will be provided in the form of 27 Sheffield stands, providing a total of 54 cycle spaces. Space for 27 Santander cycle stands will also be safeguarded within the detailed component of the Proposed Development for future use.

Open Space

1.2.19 The illustrative masterplan incorporates approximately 60% of the site area as open space. A key part of this comprises a new park (known as the Four Seasons Park) which occupies 18,000 sqm at the heart of the site. In respect of Open Space, the proposed masterplan includes a variety of spaces. At the heart of the development, the Four Seasons Park is proposed. This new 1.5 hectare park will be of a London scale and will be 55m across and 350m in length providing a central route from east to west across the application site. A second park, the Science Garden, is proposed to run north-south ending at the proposed East London Science School. This 0.41 hectare park is designed in part as a complementary space to the school to make use for teaching. Overall, the development, as set out within the detailed application for the first phase and the indicative masterplan covering the outline part of the site, provides for 4.83 hectares of publicly accessible open space. When compared to a site area of 10.69 hectares, this equates to 45% of the site as public open space. Further in respect of the first phase, 2.6 hectares of the proposed open spaces is proposed to be delivered. The proposed parks will also be used for temporary activities including elements of food, culture and community events. These events will assist and support the establishment of a new centre at West Ham and in turn the commercial units and local businesses who occupy the new place.

Flexible Workspace

1.2.20 The planning application includes a maximum of 6,463 sqm floorspace for business uses (Class B1) including 689 sqm in the first phase. In particular, Phase 1 includes a ‘maker-space’ within Plot S03 and it is envisaged that this will become the ‘cultural anchor’ proposed as part of the site wide cultural
strategy. This type of light industrial maker-space will be rolled out at appropriate locations across the rest of the site and will help to alleviate pressure on the SIL to the south. Further a larger amount of flexible Class B1 Office floorspace is proposed within Phases 2-4 (6,155 sqm in Plot S02). Berkeley’s commercial advisers have suggested that this building is most likely to let once ‘place’ has been established through the delivery of Phase 1. Officers are supportive of this view.

*Construction Jobs and Training*

1.2.21 Prior to the delivery of the development, the construction phase alone will generate significant employment opportunities. It is estimated that the development will generate 678 full time construction jobs per annum over a 12 year period, resulting in 8,136 jobs over the life of the development. The development will provide the following employment space over the phases of the scheme (sqm):

<table>
<thead>
<tr>
<th>Use</th>
<th>Phase 1</th>
<th>Phases 2-4</th>
<th>All Phases</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1-A4</td>
<td>5,023</td>
<td>8,052</td>
<td>13,075</td>
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<tr>
<td>B1</td>
<td>601</td>
<td>5,847</td>
<td>6,448</td>
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<tr>
<td>Total</td>
<td>5,624</td>
<td>13,899</td>
<td>19,523</td>
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</table>

1.2.22 As set out in the Socio-Economics Chapter of the Environmental Statement, the gross number of jobs estimated to be generated under the minimum area scenario when the development is complete and operational is 1,181 jobs.

1.2.23 In addition to the provision of employment across the scheme, the development offers training opportunities. Berkeley Group are committed to working with LB Newham to ensure that the employment created at the site during construction of the development directly benefits Newham residents encouraging occupiers to engage with Workplace.

1.3 **Key Issues**

1.3.1 **Principle of Development**

*Site Allocation* – Officers are supportive of the principle of development with regard to the strategic site allocation delivering an employment-led mixed use scheme taking into account floorspace, design, market testing, Workplace benefits and infrastructure. Officers support the retail offer which is considered to meet the need for the required Local Centre. The proposed development will make substantial physical and financial contributions to local infrastructure in terms of schools, health, community, transport and open space. Whilst satisfied that the scheme is employment led, Officers would also be the view of officers that even if described as a residentially led-scheme that such a departure would on balance be acceptable. In either scenario, the proposed development will still generate a number of employment related opportunities including the creation of a number of jobs within the construction and operational phases which will be of significant
employment benefit.

Residential Use - The proposed development would make an important contribution towards the provision of new housing within the Borough and London, and delivers on-site affordable housing in accordance with the benchmark set out in Policy H2 of the Newham Core Strategy.

Housing Mix – Through the course of viability discussions the proposed quantum of family accommodation within the proposed development shall equate to a minimum of 21% of the total number of residential units. This figure is an uplift when compared to the Applicant’s original proposal of 18.5% family housing upon submission (May 2017). Whist this proposal does not meet the Council’s requirement to provide 39% family accommodation (or the site indicative residential typology of medium family housing defined as 30%), on balance, and taking account of scheme viability, the quality of the family accommodation proposed is considered to be sufficient, with some units also benefiting from private gardens. Cumulatively the proposals would contribute circa 808 family homes which is considered to be a significant and welcome contribution to the Borough’s housing stock.

Density - The proposal is not compliant with the density ranges specified within the London Plan but Officers have given material weight in this instance to the strategic importance of the proposed development and the extensive S106 Heads of Terms that positively deliver overall benefits to the Council and residents in terms of jobs and homes. Officers have also given careful consideration to the sustainable location of the site, compliance with space standards and extensive public realm.

Quality of Residential Accommodation - All of the units have been designed to comply with the Mayor of London’s nationally prescribed space standards. Dual aspect units within the scheme have been maximised. The proportion of residential units to building cores is considered to be appropriate which does not exceed the GLA criteria of 8 units per core and is a further indication that the scheme would provide high quality residential accommodation. 10% of the units have been designed to be adaptable, to be wheelchair accessible.

Community Use / School – the provision of community facilities in this location is supported and wholly consistent with Policies S1, S4, SP6 and INF8 of the Newham Core Strategy and Policy INF10 of the Detailed Sites and Policies Development Plan Document. As the school is considered necessary to make the development acceptable in planning terms, a S106 Head of Term is proposed to secure a multi-use purpose of the community facility and school to enable wider use amongst Newham residents.

1.3.2 Affordable Housing

Policy H2 of the Council’s Core Strategy outlines Newham’s affordable housing policy. The policy seeks to ensure that 50% of the number of new homes built over the plan period are affordable and that new developments
with capacity of 10 dwellings or more provide between 35-50% affordable housing, comprising 60% social housing, subject to the mix and tenure considerations.

This application proposes 40% affordable housing (on a habitable room basis) whereby the 1 and 2 bedroom properties are at affordable rents based on LHA caps and the 3 bedroom properties are at social rents at target rent.

The Local Planning Authority has sought to robustly critique the Applicant’s Financial Viability Appraisal through the appointment of BNP Paribas. The conclusions from the BNP Paribas report noted that the Applicant’s original proposal of 35.2% affordable housing (on a habitable room basis) was considered reasonable for the proposed development. During the course of further negotiations the affordable housing offer has increased to 40% (on a habitable room basis).

It is acknowledged by Officers there is the potential of receipt of grant on the 10% shortfall taking the scheme to the equivalent of 50 per cent of new homes being affordable.

BNP Paribas concluded that the 10% shortfall would equate to circa £44,000,000. It would be possible that due to the high level nature of their assessment that the payment from the GLA of £40,000,000 would be reasonable.

The GLA Stage 1 report affirms the Mayor of London’s expectation that this site will contribute fully towards his strategic commitment to delivering 50% affordable housing on public land [see para 23].

**Affordable Housing and Mix Offer Comparisons**

<table>
<thead>
<tr>
<th>Submitted Scheme (May 2017)</th>
<th>Amended Scheme (Feb 2018)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total number of homes</td>
<td>Up to 3800</td>
</tr>
<tr>
<td>Private for sale (by hab room)</td>
<td>33.8%</td>
</tr>
<tr>
<td>Private for rent (by hab room)</td>
<td>31.1%</td>
</tr>
<tr>
<td>Affordable (by hab room)</td>
<td>35.1%</td>
</tr>
<tr>
<td>Family provision (3 beds+) by unit</td>
<td>18.5%</td>
</tr>
</tbody>
</table>

This affordable housing offer is an improvement on the original submission and, on balance, Officers consider it represents a satisfactory offer when weighed against the Council’s aspiration of achieving mixed and balanced communities and more closely reflects LBN’s Core Strategy focus on maximising the delivery of low rent family accommodation.
The affordable housing provision, together with the overall package of S106 contributions, is considered to be in accordance with Objective 173 of the NPPF, Policy 3.12 of the London Plan and Policy H2 of the Newham Core Strategy and is a material consideration in the assessment of this planning application.

1.3.3 Urban Design

It is agreed that the exceptions test in Policy SP4 has been met with regard to the suitability of the site for tall buildings however, the number and height of tall buildings is very concerning and not supported because the scale and massing of the proposal causes some detrimental impacts to the character of the area undermining the strategic approach within Policy SP4, as well as causing major adverse significant effects on daylight and sunlight amenity to approximately 75 nearby residential properties.

Officers and the Council's Design Review Panel are supportive of the masterplan layout and disposition of routes and public spaces.

The architecture has been subject to several reviews by the DRP and has the potential to be successful, subject to high quality materials and detailing. Conditions in relation to further detail in relation to plots C01 and S01 are necessary to address concerns over proposed materials.

In terms of secured by design the proposals have incorporated the principles of security and safety. Subject to an appropriate condition, the Met Police are supportive.

Overall, the concern regarding scale and massing is a material consideration in weighing the benefits of the scheme against the harms and is a departure from the adopted Local Planning Policy, albeit supported by the London Plan. It is not possible to recommend conditions that would mitigate the harm identified. However, with the pressing need to deliver more homes in London (3,850 per year as set out in the Mayor of London's Draft London Plan) and together with the beneficial S106 package of infrastructure, a new school and affordable housing proposed, Officers have favoured a view in support of sustainable development in accordance with the NPPF. The public benefits of the proposed development are therefore considered to outweigh any harm caused by the scale and massing of the development.

1.3.4 Environmental Impact Assessment

The application is accompanied by an Environmental Statement, which includes a Townscape and Visual Impact Assessment and an Environmental Statement of Conformity (dated Dec 2017). Officers are satisfied that the submitted Environmental Statement (May 2017) together with the Stephenson Street Response to Environmental Statement Review (September 2017), submitted by the Applicant in response to the Council's Regulation 22 Request, presents a sound assessment of the likely impacts

1.3.5 Amenity Space, Play Space and Public Realm

The significant amount of open space, which includes the Four Seasons London scale park exceeds the policy requirements of the London Plan and the Strategic objectives of local policy INF6. The proposals would greatly contribute to ‘greening the Borough’ in accordance with Policy SC1.

As well as providing private amenity space, the proposal exceeds the minimum requirements of children’s playspace.

Suitable conditions would be recommended on any grant of planning permission that require further details of the location and type of play equipment to be submitted for approval within the landscaping strategy.

1.3.6 Transportation Considerations

The proposed access arrangements for the site, impacts upon the local highway network, and the proposed provision of car, cycle and blue badge parking provision is considered to be acceptable. A range of mitigation measures and improvements have been identified in order to facilitate and mitigate the impact of the proposed development. Officers consider that such measures are necessary to make the development acceptable in planning terms and able to be secured through appropriate means, including the use of conditions and Section 106 obligations if planning permission were to be granted. The transportation impacts have been appropriately assessed through the Environmental Assessment and the Transport Assessment. A package of Heads of Terms has been agreed with the Applicant to deliver the necessary infrastructure within Phase 1 of development. Officers note that this does not include the extension to the Stephenson Street Vehicle Bridge which will be delivered prior to first occupation of Phase 2.

1.3.7 Accessibility and Inclusivity

The application is supported by a Design and Access statement, and addendum to the Design and Access Statement (submitted during the course of the application) which demonstrate that the development responds to the principles of inclusive design, where typical floor plans have been included showing how the design of the residential units meets Lifetime Homes standards. 10% of the total number of units (approx. 380 units) within the scheme are proposed as wheelchair adaptable units, and as such
complies with Policy H1 and London Plan Policy 3.8 (Housing Choice). The proposed location of these units spread across blocks within the scheme is also supported.

1.3.8 Energy & Sustainability

The application targets a BREEAM rating of ‘Excellent’ for the commercial aspect of the development. The commercial aspect of Phase 1 achieves a 15.6% reduction against part L of Building Regulations 2013. For the residential aspect of Phase 1 PV Panels are proposed with a total capacity of approximately 741 PV panels (with an output of 184.1kWp and a total effective panel area of 1,180sqm) which measures 48.9% reduction against part L of Building Regulations 2013. Overall, Phase 1 of the development achieves a 40.3% reduction against part L of Building Regulations 2013.

The remaining regulated carbon dioxide emissions should be offset via a contribution to the Mayor’s carbon offset fund. This equates to a total of £1,158,091 for Phase 1.

For Phases 2, 3 and 4 the carbon offset payment shall be made prior to commencement of the relevant Phase and calculated on the basis of a shortfall of residential emissions up to a 100% carbon dioxide reduction and non-residential emissions up to a 35% carbon dioxide reduction calculated at £60 per tonne over 30 years which will be secured via a planning obligation.

Subject to suitable conditions to safeguard the above measures, the proposal is considered to be satisfactory in terms of sustainability and energy matters and in compliance with Policies 5.2, 5.3, 5.7, 5.9 of the London Plan and Policy SC1 of the Newham Core Strategy.

1.3.9 Waste

Within the residential blocks of fifteen storeys and above in height, a tri-separator waste chute will be provided within each residential core, with the outfall of the chute located in the ground floor refuse store.

Within the residential blocks below 15 storeys in height, residents will deposit their waste directly into the ground floor refuse stores.

There were concerns over the strategy to compact waste arising from households in Blocks N01 and S01 as the Council’s preference is to see alternative options such as rotating bins and presenting them for collection elsewhere on the development. The key concern of the LBN Waste officer is the additional cost of a private waste collection on the residents' service charge.

In terms of additional cost to residents, this equates to an average of less than approximately £8 per unit per month for residents within Block N01 and S01. This is based on a fee quotation from a private contractor that provides waste management services in the East London Area.
1.3.10  **Aviation Safeguarding**

It is unlikely that the development will impact on the operation of London City Airport. The LBN Airport monitoring officer was consulted on the application. The response confirmed no objections with regard to aviation safeguarding.

1.4  **Recommendations**

In accordance with section 38 (6) of the Planning and Compulsory Purchase Act 2004, officers have considered the planning application with regard to the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) (the application being subject to transitional provision, contained in the Town and Country Planning (Environment Impact Assessment) Regulations 2017 that came into force on 16 May 2017), National Planning Policy Framework, and the development plan (The London Plan, the London Borough of Newham Core Strategy and the Detailed Sites and Policies Development Plan Document), so far as material to the application, and to other material considerations including representations received from statutory and non-statutory consultees, and is satisfied that planning permission should be granted subject to the conditions and compliance with the associated legal agreement under s106 of the Town and Country Planning Act 1990 (as amended), which accords with the provisions of the Community Infrastructure Levy Regulations 2010 (as amended).

The National Planning Policy Framework stresses the importance of having a planning system that is genuinely plan-led and because the proposals are found to accord with the Council’s up to date development plan, officers recommend approval of the application, as required by the presumption in favour of sustainable development at paragraph 14 of the NPPF notwithstanding the scale and mass of the proposals.

It is considered that the scale and massing of the proposed development is contrary to Policy SP4 of the Newham Core Strategy and Policy SP8 of the Detailed Sites and Policies Development Plan Document (Adopted 20th October 2016). However, with the pressing need to deliver more homes in London and together with the beneficial S106 package of infrastructure, a new school and affordable housing proposed, Officers have favoured, on balance, a view in support of sustainable development in accordance with the NPPF.

The proposal represents an efficient re-use of a brownfield site that benefits from good access to public transport accessibility which will improve further due to the transport infrastructure proposed by the scheme. The proposed commercial use floorspace is considered to be appropriate and would positively contribute to delivering an employment-led mixed use site.

The proposed development would provide an appropriate mix of units, including family-sized units and a high quality standard of residential accommodation.

The proposed development would make an important contribution towards the
provision of new housing within the Borough and London, and the proposal demonstrates compliance with the Development Plan in relation to the provision of on-site affordable housing in accordance with the NPPF, Policy 3.12 of the London Plan and Policy H2 of the Council’s Core Strategy.

The detailed proposals are acceptable in respect of, Amenity Space, Play Space and Public Realm provision, Environmental Impact, Transportation Considerations, Accessibility and Inclusivity considerations, Energy & Sustainability, Waste and Aviation Safeguarding. Strong concerns remain however that the proposal could have a detrimental impact upon some neighbouring properties, in terms of loss of daylight and overshadowing. Notwithstanding this, Officers have assessed the public benefits and they are considered to outweigh the identified harm.

Officers have given considerable importance and weight to the desirability to preserve the setting of heritage assets in accordance with Section 66(1) and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended). In accordance with the Council’s statutory duties and relevant policies of the development plan, the Council has paid special attention to the desirability of preserving or enhancing the character or appearance of the setting of the nearby Conservation Areas. Additionally, Officers have considered paragraph 134 of the NPPF and given substantial weight to the less than substantial harm, however, on balance, the public benefits by way of contributions to affordable housing and regeneration, as well as making the optimum viable use of the site is considered to outweigh the less than substantial harm identified to the Grade II listed Clock Mill by Historic England. Furthermore, it is noted in the Environmental Statement that all likely effects in terms of Townscape, Visual Impact and Built heritage are beneficial or neutral. Officers agree with this assessment.

Officers are satisfied that the submitted Environmental Statement along with the additional information submitted by the Applicant in response to the Council’s Regulation 22 Request, the ‘Stephenson Street Response to Environmental Statement Review (September 2017)’ presents a sound assessment of the likely impacts of the development in relation to: Socio-Economics, Traffic and Transport, Noise and Vibration, Air Quality, Wind Microclimate, Daylight, Sunlight, Overshadowing and Solar Glare, Ground Conditions, Water Resources, Drainage and Flood Risk, Archaeology (Buried Heritage), Ecology and Nature Conservation, Townscape, Built Heritage, Visual Impact, Effect Interactions, Residual Effects and Conclusions. Mitigation measures identified within the assessment of the Environmental Statement will be secured through appropriate Conditions/Section 106 obligations.

Although part of the site lies within Flood Zone 3 and is therefore considered to be at risk of flooding, the site lies within an area classed as benefitting from food defences and on this basis the proposed development of the site is acceptable.

This application was advertised as a departure from the local plan. Officers assert that based on the above reasoning, the proposal is in general conformity with the development plan.

Subject to conditions and the completion of a Section 106 Agreement the application
is considered to be acceptable and is supported by Officers.
2. **Assessment**

2.1 Key Issues:

Given the complex nature, scale and extent of the hybrid application and supporting information, this Officer Report will summarise and discuss the primary planning issues, with the full detail available in the submission documents.

The key issues relevant to this hybrid application are:

1. **(2.2) Principle of Development**
   - Site Allocation
   - Residential Use
   - Housing Mix
   - Density
   - Quality of Residential Accommodation
   - Community Use
   - Planning Obligations Monitoring Fee

2. **(2.3) Affordable Housing**

3. **(2.4) Urban Design**
   - Scale and Massing
   - Layout
   - Architecture
   - Secured by Design

4. **(2.5) Environmental Impact Assessment**
   - Socio-Economics
   - Traffic and Transport
   - Noise and Vibration
   - Air Quality
   - Wind Microclimate
   - Daylight, Sunlight, Overshadowing, and Solar Glare
   - Ground Conditions
   - Water Resources, Drainage and Flood Risk
   - Archaeology (Buried Heritage)
   - Ecology and Nature Conservation
   - Effect Interactions
   - Residual Effects and Conclusions
   - Townscape, Visual Impacts and Built Heritage

5. **(2.6) Amenity Space, Play Space and Public Realm**

6. **(2.7) Transportation Considerations**

7. **(2.8) Accessibility and Inclusivity**

8. **(2.9) Energy & Sustainability**

9. **(2.10) Waste**

10. **(2.11) Aviation Safeguarding**
2.2 Principle of Development

Policy Context and Strategic Site Allocation

2.2.1 The table below illustrates the proposed floorspace by land use whereby Phase 1 is in Detail and Phases 2-4 are in Outline:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Plot</th>
<th>Use Class (GEA sqm)</th>
<th>C3 (not inc. facilities area)</th>
<th>A1 - A4</th>
<th>B1</th>
<th>D1 - D2</th>
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2.2.2 Paragraph 14 of the National Planning Policy Framework (March 2012) emphasises that there is a presumption in favour of sustainable development. Furthermore, paragraph 19 states that planning should operate to encourage and not act an impediment to sustainable growth. In addition, paragraph 22 states where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

2.2.3 The site lies within the Lower Lea Valley (including Stratford) Opportunity Area defined by London Plan Policy 2.13 as one of a number of growth areas where regeneration and intensification activities should support strategic policy directions, optimising opportunities that will sustain growth.

2.2.4 The overarching aim of Local Plan: Core Strategy Policy S1 is to build communities that work, with planned growth contributing to the achievement of convergence, delivering homes that do not come at the expense of jobs and that are accompanied by the necessary infrastructure to support new communities. This includes promoting genuinely mixed use areas where
employment uses sit comfortably with housing and supporting services do not undermine town and local centres, which will be strengthened over time. This spatial policy in promoting job growth and new homes focuses on major development opportunities within an identified ‘Arc of Opportunity’, within which a number of strategic sites have been allocated for their contribution to the delivery of the objectives set out within Policy S1.

2.2.5 The application site falls within strategic site S11 - Parcelforce, allocated by Policy S4 (Canning Town and Custom House) of the Local Plan: Core Strategy and depicted on the London Borough of Newham Local Plan: Policies Map (2016). The strategic site allocation identifies the site as delivering:

“Employment-led mixed use linked to Cody Road industrial area that contributes to the creation of a new local centre in the station vicinity and facilitation of a possible future link to S10 Abbey Mills. Site access improvements will be required, including a link to West Ham station. Indicative residential typology – medium density, medium family.”

2.2.6 Spatial Policy S4 states approximately 7,950 new additional dwellings will be developed in the Canning Town and Custom House Community Forum area and the majority of these will come forward on identified Strategic Sites, including S11. The Council will not support the development of sites in a piecemeal way particularly where this would prejudice the realisation of the overall vision for the area or where the timing of delivery would be unsupported by infrastructure.

2.2.7 The site is also partially within a Local Industrial Location (LIL1 – Stephenson Street) designated by Policy J4 of the Local Plan: Detailed Sites and Policies DPD (DSPDPD) for its role in supporting the local economy. In this instance the site is afforded protection for its logistics and transport role, however J4 also encourages a more effective configuration of LILs in accordance with land use principles identified in Core Strategy policy J2.

2.2.8 Policy J1 of the Local Plan: Core Strategy supports development proposals that deliver a supply of land capable of securing economic growth and promotes employment as an important component of sustainable mixed use neighbourhoods, supporting local services. Policy J3 of the Newham Core Strategy seeks to help ensure that more Newham residents access work and share in the increasing wealth associated with the expanding local and London economy. This can include support for employability projects established by the Council. This is furthered by Policy J4 of the DSPDPD which requires proposals on strategic sites to address Convergence aims through an Employment Strategy that details: the phasing of new employment generating uses to maximise their benefit; marketing and demand testing; and commitments to the Council’s Workplace organisation.

2.2.9 Policy INF1 of the Newham Core Strategy supports investment to the strategic transport network including enhancements to rail, bus and cycling routes.
2.2.10 In addition to the strategic and employment policy context, a number of other policies pertaining to the mixed use element of the proposal that supports the residential component are discussed below.

2.2.11 Core Strategy Policy INF8 seeks to ensure that development is supported by appropriate community facilities (including religious and educational institutions) in suitable locations to meet local needs, retaining or re-providing community facilities where a local need exists that can be clearly demonstrated. It requires that community facilities be located in places accessible by a range of transport prioritising town and local centre sites where compatible with Policy SP6. The policy further requires that such facilities should be inclusive and open and available to all members of the local community.

2.2.12 Furthermore, Policy INF10 of the Detailed Sites and Policies Development Plan Document further supports Policy INF8 detailing specific criteria for the management of delivery and retention of community facilities. The policy stipulates the importance of demonstrating the local need for new, intensified or replacement facilities through evidence including: that at least 67% of users will be ordinarily Newham Residents; that the existing facilities cannot meet the identified need; published sufficiency assessments; and published strategic infrastructure plans/capital programmes. The policy reiterates the Council will adhere to a town/local centre first locational preference for community facilities. Finally, where an element of community facilities is proposed on strategic sites, INF10 prioritises the delivery of health, childcare and education facilities, with provision for shared use where possible.

2.2.13 Policy INF6 identifies that green infrastructure will be protected and strengthened over the plan period. Deficiencies of quantity and quality to open space will be addressed (partly) by ensuring major development contributes to the provision of new public parks.

2.2.14 The Council is currently in the process of undertaking a review of the Local Plan and recently published the Proposed Submission Draft Local Plan (approved by the Mayor in Consultation with Cabinet on the 21st November 2017). The document is now a material consideration and substantial weight will be given to the emerging Plan in the assessment of applications for planning permission.

2.2.15 The Proposed Submission Draft Local Plan has a number of implications for the determination of the application that are discussed throughout this report. In relation to employment objectives the document provides inter alia, increased emphasis for the diversification for the borough’s economy in supporting convergence aims, including through start-ups and social enterprises, and creative and cultural industries.

2.2.16 In relation to the Strategic Site allocation S11, the Draft Local Plan has proposed an extension to the boundary of the allocation to include the area of this application site that falls within the adjacent LIL, as well as the adjacent gasholders site to the west to encourage comprehensive
masterplanning and development that can meet the full range of sitewide objectives in this area ie. including new open space. We note that this application provides for this. Moreover, the site allocation text has been updated to ensure the protection of the historic listed gasholders and to promote the delivery of a riverside open space. The updated allocation also introduces updated indicative heights, further discussed in section 2.4. of this report.

2.2.17 The current adopted allocation for the majority of the site is therefore for an employment led mixed use scheme and the southern tip of the site is protected as LIL for employment generating uses, whilst the emerging site allocation boundary renders the scheme wholly within an employment-led strategic site allocation. The main considerations in assessing the suitability of the proposal against the site allocation include (1) whether the proposal is employment-led (2) whether the retail offer comprises the required local centre and (3) whether the proposal adequately meet infrastructure needs (with respect to schools, health, community and transport). The assessment will consider each point in turn.

Site allocation assessment: Is the proposal employment-led?

2.2.18 Stephenson Street is currently an underused site laid to hard standing and generates no jobs and no trade or other vocational opportunities. The last notable occupier was Parcelforce, but their premises have since been demolished and the site is no longer in active use. Local residents know it more recently as a temporary coach park for the London 2012 Olympic and Paralympic Games.

2.2.19 The detailed application for Phase 1 comprises the delivery of 1,020 Residential Units (Use Class C3), 689 sqm (GEA) of Business Floorspace (Use Class B1), 5,400 sqm (GEA) of Retail Floorspace (Use Class A1-A4); and 12,004 sqm (GEA) of Community and Leisure Floorspace including a Secondary School (Use Class D1 and D2). The outline application for subsequent phases identifies a range of uses that will be brought forward in a series of subsequent Reserved Matters applications.

2.2.20 In seeking to understand whether the proposal is employment-led, this assessment will firstly consider the quantum of residential floorspace in comparison to non-residential floorspace, secondly the design of the employment space, thirdly market testing results, fourthly appropriate Workplace/local employment and procurement benefits and finally consideration that the operation of TfL buses may require the portion of the site currently covered by LIL designation.

Employment-led: Floorspace

2.2.21 One aspect to consider in this assessment is the comparison of floorspace allocated as residential use compared to employment uses. This application proposes a total of 336,275 sqm (GEA) of residential floorspace compared to 33,485 sqm (GEA) of non-residential floorspace. Whilst the amount of residential floorspace is approximately 10 times greater than the non-
residential component, this does not necessarily translate that the development is not employment-led because the employment floorspace needs to be well designed and positively contribute to job creation and benefit the residents of Newham. It is widely accepted that in the place of the traditional industries we now find a whole growth sector based around businesses that are much more lithe and nimble and whose requirements and working practices have changed beyond the simplistic categorisation of the land use planning system.

2.2.22 Based on the quantum of floorspace, the gross number of jobs estimated to be generated under the minimum area scenario when the development is complete and operational is 1,181. This does not include the 678 full time construction jobs per annum over a 12 year period.

2.2.23 The proposal is contributing to the continued shift in the borough’s economy towards services and higher value industry by providing a significant proportion of office and retail and leisure space. Given the site’s location within the Arc of Opportunity and excellent public transport links, the development would create a new hub that draws a range of businesses, employees and visitors alike into the area.

2.2.24 The vast majority of the business floorspace would be built out within the first two phases of development ensuring that employment floorspace is delivered at the earliest viable and practicable opportunity and that the employment floorspace is in the most accessible location in the site (proximate to West Ham Station).

2.2.25 Overall in respect of the floorspace assessment, whilst the proposed quantum of residential floorspace is significantly larger than the non-residential element, this is only one aspect of whether the development is truly employment led. Market evidence suggests the proposed employment generating uses would be in growth sectors as per Core Strategy policy J1, and this has been afforded important weight in the context of the growth of the service sector in London.

Employment-led: Design

2.2.26 In terms of employment-led design, the Masterplan inter alia seeks to achieve a high quality landscape and London scale park in conjunction with feedback from Newham’s Design Review Panel. The result of this is that open areas in the scheme extend to nearly 5ha of new open space, equivalent to 45% of the total site area. This will provide for new and existing residents and workers and business that will benefit from its proximity.

2.2.27 Secondly, the Masterplan was driven by the need to ensure connectivity to the surrounding community, SIL and Strategic Sites and transport links and routes which will be delivered within the first phase.

2.2.28 Thirdly, the Masterplan was designed around the requirement to deliver a new local centre for West Ham. This centre was designed around the existing transport hub at West Ham with the requirement to deliver major
new connections to activate the site and surrounding area for development.

2.2.29 As a result of the above principles, the proposed new centre at West Ham will deliver; a new station plaza and new arterial routes through the masterplan, including the Four Seasons Park. These routes seek to increase permeability through the site but also from adjacent sites, providing the wider area access to this important transport node. Additionally, the proposed Retail, School and Employment uses are located on these routes, in order to activate the site whilst also providing a new dynamic, varied and viable centre which adds to the existing services and community currently present at West Ham.

2.2.30 The proposed new employment generating uses have been located to ensure that they are easily accessible and serviceable. Employment generating floorspace can therefore be found on the ground floor of selected appropriate blocks across the masterplan, in addition to the standalone mixed-use commercial building in Phase 2. This is concentrated along the public amenity areas of the Park and Central Square, creating a critical mass of activity. Uses will vary across the illustrative masterplan providing a range of offerings such as cafés, restaurants, local shops and workspaces.

2.2.31 Following on from the layout of the Masterplan, residential uses were located as part of a broader mixed use employment-led scheme, that also provides a high level of amenity to future residents with ample space to live and play.

2.2.32 There is adequate physical buffering between the proposed development and the adjacent SIL and LIL to the south via the Boulevard, which boarders the southern side of the site, running from east to west. This separation will ensure that the activities on the existing industrial park will not be impeded by the proposed residential uses, whilst also ensuring adequate residential amenity for those units fronting the Prologis business park, the bus station and the remainder of the Cody Road industrial estate.

2.2.33 The street and road layout of the masterplan ensures connectivity between the industrial areas and the proposed development. In particular, the proposed north-south streets align with the existing road layout within the industrial park allowing the two to be connected as part of a later phase, should this land come forward.

2.2.34 Careful consideration has been paid to allow residential uses to operate successfully alongside the proposed flexible A1-A4 and B1 (a-c) employment uses. Phase 1 includes some maker-space in S03 and, as part of the Cultural Strategy, the Applicant envisage securing a local and compatible business to provide a co-working / maker space offer. Once established, it is anticipated that similar workshops or enterprises would be able to take up space across the remainder of the masterplan, creating a buffer between the heavier industrial uses to the south and the retail/leisure uses proposed around the station, new public square and lining the Four Seasons Park.

2.2.35 The proposed development will provide a wide range of facilities currently
not available in the industrial estates to the south of the site. In particular, it will provide nearly 5 ha of publicly accessible open space across the site (45% of site area), including a 1.5 hectare public park, new and direct step free access into an improved West Ham Station, and retail and leisure facilities.

2.2.36 The commercial floorspace has been flexibly designed so that other D1 (employment-generating) uses could easily be accommodated within the development as required.

Employment-led: Market testing results

2.2.37 Cushman & Wakefield have undertaken some soft market testing, particularly in relation to the office building at S02. Their research showed that there were a number of potential occupiers who would be interested given the scheme’s location, excellent connectivity and the quantum of complimentary retail and leisure facilities proposed. It also showed that demand for office space in East London remains strong, with a number of large requirements (WeWork, HMRC) currently in circulation.

2.2.38 It was also noted that building S02 is likely to be a ‘co-working space’ (as opposed to a more traditional serviced office) as this approach to working space has seen significant growth across London in recent years. These spaces have greater focus on communal working, social events and activities and operate on a ‘club membership’ basis.

2.2.39 Early commercial tenants may benefit from incentives such as reduced rents, shorted leases etc., to ensure take-up and help the early stages of placemaking.

Employment-led: Workplace/local employment and procurement benefits

2.2.40 To further justify this proposal as an employment-led site it is acknowledged that there are serious employment challenges facing the Borough. In Newham, 68% of the people of working age are in work compared with the London average of nearly 73%. Unemployment has improved in recent years at 7.4% but remains higher than the London Average. The rate of 16-18 year olds not in education, employment or training remains above the London average, in which opportunities to better secure employment opportunities for young adults is key to building Newham’s economic platform, particularly those between 17-24 years.

2.2.41 To compound the problem, Newham has a lower level of qualification attainment compared to London and the third highest level of residents with no qualifications at 11%, making it particularly hard for residents to get a job. An aspirational target of 25% local labour for construction phase and 50% for end use phase has been set in order to create an achievable uplift in these figures. The Council seeks to ensure that jobs are provided for local people, both in the construction phase of development and, in end use development, to enable local people to benefit from development growth. Newham Council’s jobs brokerage, Workplace, supports residents through employer-led training; construction skill training and apprenticeships
and jobs; work experience placements; promotion of careers in schools related to the developments and through end use jobs. Even with the improving employment rate in the borough, Newham remains below the London average for weekly wages. In order to support individual and community resilience there remains a challenge to ensure that economic development can reduce the significant wage gap. Currently Newham remains 19% behind the weekly wage gap against the London average.

2.2.42 The Council and its partners are making significant investments in employability projects and will require major development schemes to make contributions to support the Council’s job brokerage mechanism (currently Workplace). A strategic objective is to improve people’s access to jobs in Newham to support local employment, skill development and training opportunities, particularly for those whose access to the labour market may be disadvantaged as well as tackling barriers to employment. Newham’s job brokerage Workplace is the primary tool for ensuring that local residents are able to live economically independent lives, particularly to provide support for local unemployment and those who are under-employed, improving access to training provision and business support services, as well as supporting local employment recruitment needs. In order to maximise employment opportunities for all, the Council will work with Workplace and seek a commitment from developers to meet Newham’s targets through Section 106 planning obligations towards the employment and training (including apprenticeships) of local people during demolition, construction and end use (operational) phases of development. The Council will seek a contribution for construction and operational use, training and local procurement to enhance the prospects of the use of local employment in the development.

2.2.43 In addition to the above, LBN have agreed with the Applicant, an employment training payment to be £900,000 per annum for 12 years (indexed) or £10.8m (indexed) which further reinforces the commitment to ensuring the important employment aspirations of this strategic site are delivered. This is consistent with the aims of Policy J3 of the Newham Core Strategy which seeks to help ensure that more Newham residents access work and share in the increasing wealth associated with the expanding local and London economy.

2.2.44 Important commitments to local labour will be secured via a S106 obligation to include 25% local employment on the construction phase of the Development; 50% of end user phase to be Newham residents and an Apprenticeship Target where appropriate of 1 new start Apprentice (Newham resident) per £3m of contract value.

2.2.45 Whilst it is noted that planning permission is tied to the land, the Applicant in this instance, Berkeley Homes, operates its own market leading apprenticeship programme that will be run in conjunction with any joint schemes with Workplace. Berkeley Homes has its own designated Apprenticeship Manager to co-ordinate this process and will liaise with LBN Workplace.

*Employment-led: Do TfL buses need the site?*
2.2.46 The West Ham bus garage that occupies LIL1 (including the area that falls outside of the application boundary) was opened in 2008 and became fully operational in 2009. The portion of LIL land included within the application red line is not required for its operation and following consultation with TfL they have not raised this as an issue.

*Site allocation assessment: Does the retail offer comprise the required Local Centre?*

2.2.47 The application includes a maximum of 14,709.5 sqm of flexible floorspace for shops (A1), financial and professional services (A2), restaurants and cafes (A3) and drinking establishments (A4). Within Phase 1 of the development 5,399.5 sqm of flexible floorspace is proposed.

2.2.48 The proposed retail and food and drink uses will be provided at ground level to create active frontages and to animate public spaces. The precise mix of the “A Class” uses will be subject to market demand at the time of implementation to ensure that the development is viable and that an appropriate mix of activities is provided to support the population and having regard to the facilities provided within West Ham and the surrounding centres. As facilities in West Ham are limited, a core quantum of floorspace is required in order to ensure a viable local centre. That proposed within Phase 1, providing a mid-range point between existing centres, is seen as reasonable in this regard.

2.2.49 Strategic Site (S11), within which the application site falls, includes the creation of a new Local Centre within the vicinity of West Ham station. Policy INF5 (‘Town Centre Hierarchy and Network) of the Local Plan: Core Strategy makes it clear that there is a need and an opportunity to create new Local Centres that reflect accessible locations, large scale development sites and gaps in the current network of commercial centres within the Borough. The Policy reinforces Site S11 at West Ham station as one such opportunity for a new viable Local Centre.

2.2.50 As the application site proposes a new commercial centre, the proposed commercial floorspace accords directly with the strategic land use framework established by the development plan. The proposed development accords with the sequential approach to site selection and therefore there is no need to consider alternative sites as part of the application.

2.2.51 Paragraph 26 of the NPPF states that planning applications for retail and leisure developments that exceed 2,500 sqm, or any proportionate, locally set floorspace threshold, not in an existing centre and not in accordance with an up to date development plan, to be accompanied by an assessment of the potential impact of the development. Policy INF5 of the Core Strategy confirms that the local impact threshold for developments including ‘main town centre’ land uses is 300 sqm.

2.2.52 As set out above, the application site is identified as an appropriate location for the creation of a new commercial centre as part of the Strategic Site 11.
It follows that the proposed delivery of commercial floorspace as part of the development is consistent with the strategic land use framework established by the Core Strategy. The Strategic Site allocation however identifies the site for a new ‘Local Centre’. The scale of the commercial floorspace to be provided at the application site is not established within either the Core Strategy or the subsequent DSPDPD.

2.2.53 Annex Two of the London Plan sets out the classifications of town centres. It does not establish a floorspace range or scale for Local Centres although it does state that they typically serve a localised catchment, are most accessible by walking and cycling and mostly used for convenience and other retail services. However, District Centres, the next level up from ‘Local Centres’, are defined as typically containing between 10,000 and 50,000 sqm of commercial floorspace, indicating that Local Centre floorspace will fall below that of the minimum district centre threshold. The proposed commercial floorspace is considered to accord with these characteristics despite the fact that its scale exceeds that typically associated with a ‘Local Centre’. This reflects the scale of the proposed residential development (illustrative figure of 3,810 units) and the anticipated, new community it will create (approximately 7,030 people).

2.2.54 In relation to District Centres, the London Plan continues to state that they are distributed more widely than the Metropolitan and Major centres, providing convenience goods and services for more local communities and accessible by public transport, walking and cycling.

2.2.55 The total commercial floorspace proposed over the four phases of the development will ultimately create a centre that falls within the range defined by the London Plan as a ‘District Centre’. Although the application site is allocated for a new commercial centre, the scale of the floorspace is considered to exceed the amount envisaged within the Strategic Site allocation. The Applicant has demonstrated that the additional floorspace over and above that anticipated by the allocation does not generate any new land use impacts that would trigger any significant adverse impacts. The following information summaries the assessment and conclusion of the Commercial Floorspace Assessment submitted in support of the application.

2.2.56 Canning Town is defined as a District Centre and performs a predominantly convenience and service role for a more localised catchment area. There is a high proportion of regional and independent operators and retail service uses which meet ‘day to day’ needs rather than higher order activities. The 2016 Retail Study identified Canning Town as having a ‘tight catchment’ area and therefore a small sphere of influence in the local retail hierarchy. The vacancy rate is approximately 12% which is in line with the national average, although this is slightly higher than other centres in the catchment which in part is a reflection of the strategic redevelopment which is currently being undertaken within the centre. The complete series of works are due to be completed in 2024.

2.2.57 In addition to Canning Town, the Commercial Floorspace Assessment submitted in support of the application outlines the viability of the other local and district Centres in proximity to the site. In summary, the Local, Town
and District Centres within Newham and in the neighbouring authority of Tower Hamlets are performing their respective roles well. They are all considered to be vital and viable. All of the centres are experiencing high levels of investment and regeneration to ensure commercial space meets operator requirements and supports the projected increase in population.

2.2.58 Further, in respect of new expenditure and the economic impact of the development, it is estimated that the new resident population will generate a total of £50m of additional retail expenditure once complete. This will comprise approximately £15.7m of convenience expenditure and £34.7m of comparison expenditure per annum at 2030.

2.2.59 With regard to Convenience Goods, the applicant has undertaken a detailed, statistical analysis of the anticipated trade diversion of the projected deficit at 2025 and 2030. The analysis is based on established methodologies and therefore the trade diversion assumptions have regard to established shopping patterns, the location and accessibility of the site and other facilities and the scale, format and role of other centres and / or individual stores.

2.2.60 The impact of the proposed commercial floorspace on the established centres in both Newham and the adjoining authority of Tower Hamlets is low. The highest single impact is on Canning Town although this is predominantly expected to fall (by between 3-7%). The limited level of diversion would not impact their ongoing operation. Based on existing performance and the levels of projected diversions, it is concluded that none of the impacts will result in the closure of any individual stores. It follows that there will be no change to the range or choice of facilities in any of the defined centres.

2.2.61 The analysis demonstrates that the impact of the proposed floorspace is not ‘significantly adverse’ and therefore the proposal accords with the development plan and Paragraphs 26 and 27 of the NPPF. The impact represents a ‘worst case’ scenario as they assume that the convenience provision within all of the centres remains constant between now and 2030. In reality, the floorspace will increase as part of new development and as a result the turnover of the centres will increase. This will have the effect of diluting the level of impact of the proposed development.

2.2.62 With regard to Comparison Goods, Table 1 of Appendix 3 of the Commercial Floorspace Assessment demonstrates that the turnover of the comparison floorspace in Phase 1 will be just £5.5m at 2025, rising to £6m by 2030. The turnover of Phases 2 – 4 is estimated to be £8.5m at 2025, rising to £9.3m at 2030. Table 2 demonstrates that the proposed development will generate a total of approximately £34.7m of additional comparison expenditure within the Borough by 2030. This will comprise approximately £10.3m from the units in Phase 1 and a further £24.4m from the units in the outline phases (Phases 2 – 4). Table 3 demonstrates that there will be a significant surplus of comparison expenditure at 2025 and 2030. When the full population has been realised by 2030, the comparison surplus is expected to reach approximately £19.4 m.
2.2.63 It follows that the comparison floorspace proposed can be wholly supported by the new population. Rather than having a negative impact through the diversion of trade from existing centres, the proposed development will have positive impacts given the surplus of comparison expenditure. The surplus expenditure will contribute towards the vitality and viability of other, higher order centres within the Borough. These shopping needs cannot be met in full at the application site as the comparison range will be relatively limited, reflecting the midscale commercial centre.

2.2.64 In order to ensure that a mix is maintained and the level of retail (A1) use is controlled having regards to retail provision in the surrounding area, Berkeley Homes proposes that the level of A1 floorspace will not exceed 70% of the total floorspace for “A Class Uses”. Berkeley Homes would agree to address this by way of a planning condition.

2.2.65 Overall, as the scale of the commercial floorspace is commensurate with the proposed residential community and the established requirement for a new commercial centre at this location, it is not anticipated that there will be any material changes to the role, catchment area or performance of any existing centres and the proposed development of a new commercial centre is in accordance with Strategic Site allocation S11 and Policy INF5 of the Newham Core Strategy.

2.2.66 Officers, conclude that the proposals will be employment led. Whilst Officers are clear on the analysis that the scheme is employment-led it is our view that the benefits which flow from the delivery of this scheme, including the variety of employment benefits, would outweigh any concern around the relative balance of land use, even where this was also identified as a departure from the development plan.

Site allocation assessment: Does the proposal adequately meet infrastructure needs?

Schools

2.2.67 The Environmental Statement prepared by AECOM concludes that there is currently a surplus capacity at both primary and secondary school level, even using 95% capacity of existing schools as a benchmark for no further admissions. The ES outlines that the 35 primary schools within 2.3km of the site have a combined capacity of 15,752 places and 14,739 enrolled pupils, equating to surplus of 1,013 places. With respect to secondary schools, 26 secondary schools within 4.6km of the Site have a combined capacity of 31,696 places and 29,887 pupils enrolled as of 2015. This equates to a surplus of 1,809 places, which drops to 1,035 places once the Audit Commissions recommended 95% capacity buffer is applied. This development is forecasted to generate a child yield of 287 primary school children and 145 secondary school children (total 432).

2.2.68 A review of the Environmental Statement was undertaken by Amec Foster Wheeler on behalf of the Local Planning Authority and this concluded that the significance of residual effects would be negligible (not significant) for Primary Education and would be moderate beneficial (significant) for
Secondary Education. It is estimated that with respect to the proposed
development there is sufficient capacity of primary and secondary school
places for the estimated child yields as part of the proposed development.
This is discussed in more detail in the Socio-Economics Chapter of the ES.

2.2.69 Notwithstanding this, a response was received from LBN Education on 15
August 2017. In terms of child yield they stated, ‘the most recent
calculations for pupil product based on the Council’s policy for housing mix
and tenure equates to approximately: 1,180 primary pupils and 618
secondary pupils in the Stratford/West Ham area; and 1,080 primary pupils
and 567 secondary pupils in the Canning Town area. Any perceived primary
surpluses will be filled through the rising pupil population through high births
and the pupil yield from other residential developments. On this basis it is
incorrect that existing facilities within the local area will be able to
accommodate the additional children residing at the proposed development.
There is therefore a demonstrable need for the provision of additional
primary school places, preferably on-site.’

2.2.70 As part of this development, the proposal includes a new 5-form entry
secondary school for 1000 pupils (600 11-16 year olds & 400 sixth formers)
with 55 classrooms plus other staff rooms, workshops, store and prep rooms
which will be the new site for the East London Science School to be
delivered within the first phase. The existing ELSS accommodates 400
pupils and as such this provision represents a significant uplift in capacity.
The proposal does not include a primary school on site, however, as part of
the Legal Agreement, a contribution of £6m to fund a new primary school
within the London Borough of Newham is necessary to make the
development acceptable in planning terms, welcomed and would mitigate
the harm identified by LBN Education towards provision of increased
primary school places.

Health

2.2.71 In Newham, healthcare is below average with 1,926 patients per GP
compared to a national average of 1,800 patients per GP. There are two
practices within 1km of the site (Star Lane Medical Centre and Abbey Road
Medical Practice) with an average of 1,803 patients per GP.

2.2.72 Under the maximum (i.e. ‘worst-case’) scenario, the additional 7,268
residents anticipated to live at the Proposed Development will place
additional demand upon the local health facilities. Taking a ‘worst-case-
scenario’ in which all new residents register with a local GP, the additional
residents would increase the overall practice list size to 2,611 patients per
GP, a worse level of service compared with the LBN as a whole and the
targets for England. It is therefore considered that the Proposed
Development is deemed to have a moderate adverse (significant), long-
term, permanent effect on primary healthcare provision locally.

2.2.73 Newham Clinical Commissioning Group was consulted and their response
on 14 August 2017 confirmed that there is no requirement for a health
facility on site. The provision of healthcare need generated by the
development may be addressed through the Borough’s Community Infrastructure Levy (CIL).

Community

2.2.74 The application includes a maximum of 12,394.3 sqm floorspace for community and leisure uses (Class D1 & D2) including a new community facility in building C01 and secondary school in building S04 in Phase 1; 284.3 sqm and 11,720.0 sqm (GEA) respectively. The rest of the floorspace will be located within building C02, which is proposed at the western end of the main park.

2.2.75 The quantum of community floorspace in C01 is a product of the building’s size and design. C01 is an important building in townscape terms as it anchors the Four Season Park and provides a focal point for the new public square. The entire top floor of the building, which enjoys the best views across the park and west towards the City, will be given over to community uses in perpetuity. In accordance with Policy INF10 of the Newham Detailed Sites and Policies Development Plan Document the community uses will be for use by more than one section of the community and operate as multifunctional space. Furthermore, to ensure and enable the delivery of the community space with access to all members of the community a Head of Term in proposed within the Legal Agreement and an estate management strategy is included as a condition.

2.2.76 The community floorspace will be run and managed by the Applicant’s Estate Management alongside a ‘Community Board’ made up of local community leads, local residents, representatives from the East London Science School, new residents of the development across all tenures and representative from the London Borough of Newham.

2.2.77 The floorspace will be fully funded by the Estate through a form of cross-subsidisation that will be confirmed as the estate strategy is finalised.

2.2.78 Finally, in additional to the new community hub, elements of the new secondary school, such as the sports facilities and lecture theatre, will be accessible to the public and will provide access to sports and adult learning opportunities.

Transport

2.2.79 The detailed component of the proposed development includes a number of transport improvements, including a new additional entrance to West Ham Station within the first phase of the development and two new pedestrian footbridges and improvements to the existing Stephenson Street vehicle bridge, considered as necessary to make the development acceptable in planning terms.

2.2.80 West Ham Station Bridge: A new bridge connection at West Ham station is proposed to connect the Site with the Jubilee Line Concourse of West Ham Station. The bridge structure will span the northbound Jubilee Line and
accommodate a new gateline with associated staff and ticketing facilities. A series of pre-application meetings have been held with TfL to agree the location of the bridge, spatial gateline requirements and station accommodation facilities. The bridge will connect to the southern part of the Jubilee Line Concourse and utilise the quieter southern pair of escalators to access platform level.

2.2.81 The proposed development will provide seven gates (TfL requirement is five gates) from the outset which is additional capacity beyond the requirements of the scheme in order to future proof the capacity of the wider area should prospective development beyond the current application increase passenger levels in future.

2.2.82 Northern Pedestrian Bridge: The new western entrance bridge (West Ham Station Bridge) is a ticketed entrance to West Ham Station and is not able to provide a 24/7 free route for pedestrians between the Site and Manor Road. Therefore a further bridge is proposed that provides unrestricted pedestrian access between the Site and Manor Road subject to receiving all necessary consents and third party rights. This will enable existing residents to the east of the rail lines direct access to the development including the retail and community uses within the emerging local centre.

2.2.83 The proposed footbridge is located immediately to the north of West Ham Station and to the south of the rail bridge. It crosses the four Jubilee and DLR rail lines as well as Manor Road landing adjacent to the existing station entrance at Memorial Avenue.

2.2.84 The western end of the bridge widens out onto the podium level of the proposed development and is overlooked by retail units (Block N01). The ground and bridge/podium levels are connected via lifts and steps. The lifts are sized to accommodate wheelchairs and bicycles.

2.2.85 Southern Pedestrian Bridge: A further demand for pedestrian connectivity is expected at the south of the site particularly given the location of the secondary school site. To cater for this movement a footbridge is proposed between the site and Milner Road, which will also cross the Jubilee / DLR rail lines to the eastern side of Manor Road.

2.2.86 The western end of the bridge is integrated with Block S01 and overlooked by residential dwellings. The ground and bridge levels are connected via steps and lifts that are sized to accommodate wheelchairs and bicycles.

2.2.87 Stephenson Street Bridge: An existing vehicle bridge, part of Stephenson Street, provides vehicular access to the Site (and the wider industrial estate) from Manor Road across the Jubilee / DLR lines. Manor Road rises to the level of the Stephenson Street bridge to form a priority controlled junction. This junction has relatively limited visibility for vehicles turning out of Stephenson Street and interactions between relatively high volumes of turning HGVs / buses.

2.2.88 To the west of the rail lines Stephenson Street bends south and descends to ground level where there is a junction with the site access. The site
access bends north and passes West Ham Bus Garage into the site. An additional bridge is proposed to improve access which could be provided either north or south of the existing bridge (with appropriate re-grading of Stephenson Street and Manor Road). At the time of the planning application it has not been determined which option will be pursued, however it is likely that the northern option will be progressed. A new ramp between the Stephenson Street bridge level and the site will be provided to provide more direct access.

2.2.89 The existing Stephenson Street bridge is maintained by the Highway Authority. The additional connections are intended to be adopted by the Highway Authority. Together, this package of access routes is necessary to enable free and convenient access to the public and is important to link this site with the existing community because the site is currently severed by major rail and road infrastructure.

2.2.90 Offsite Crossing improvements: In terms of wider connections to the north of the Site there is an existing Greenway that provides a direct off-street route from Manor Road to Stratford High Street. CCTV and lighting is being introduced along the Greenway. To improve the connection between the Site and Greenway it is proposed to introduce a new parallel pedestrian/cyclist crossing to the north of Alan Hocken Way. A second new parallel pedestrian/cyclist crossing is proposed across Manor Road between Stephenson Street and Gobold Road to improve connectivity between the proposed development and the community to the east for cyclists.

2.2.91 Safeguarded Bus Route: The proposed development is the first major redevelopment of the Cody industrial area in the zone to the west of the Jubilee and DLR rail lines and the access strategy has focused on integrating the site with the existing community located east of the site. In future, further sites may come forward that adjoin the proposed development and future bus connectivity has been considered to these areas in discussion with LBN and TfL. The following connections are safeguarded by the proposed development:

- A possible bus connection between the Site and Abbey Mills Site to the north; and
- A possible bus connection between the Site and Twelvetrees Crescent / ProLogis Park to the west.

2.2.92 It is envisaged that the bus route through the site would be along the site access towards the new station entrance and then along the street at the south of the linear park. These streets have been designed to accommodate buses. It is expected that future bus stops would be located centrally on the site along the site access and adjacent to the park. The footway and carriageway are flush and therefore the design enables localised raised footway/kerbs to achieve bus accessibility requirements. The footways provide sufficient width to accommodate bus shelters.

2.2.93 Safeguarded Cycle Docking Stations: The Cycle Hire Scheme does not currently serve the areas immediately around the site. The nearest Docking Station is located along Devons Road in the London Borough of Tower
Hamlets.

2.2.94 During pre-application discussions TfL have noted a desire in future to extend the scheme eastwards. Appreciating that this may not happen for some years two locations have been safeguarded on the site for future provision. These areas are located on the western and eastern ends of the Four Seasons Park.

Open Space

2.2.95 The illustrative masterplan incorporates approximately 60% of the site area as open space. A key part of this comprises a new park (known as the Four Seasons Park) which occupies 1.4ha at the heart of the site. In respect of Open Space, the proposed masterplan includes a variety of spaces. This new park will be of a London scale and will be approx. 55m across and 350m in length providing a central route from east to west across the application site.

2.2.96 A second park, the Science Garden, is proposed to run north-south ending at the proposed East London Science School. This 0.41 hectare park is designed in part as a complementary space to the school to make use for teaching. Overall, the development, as set out within the detailed application for the first phase and the indicative masterplan covering the outline part of the site, provides for 4.83 hectares of publicly accessible open space. When compared to a site area of 10.69 hectares, this equates to 45% of the site as public open space. Further in respect of the first phase, 2.6 hectares of the proposed open spaces is proposed to be delivered. The proposed parks will also be used for temporary activities including elements of food, culture and community events. These events will assist and support the establishment of a new centre at West Ham and in turn the commercial units and local businesses who occupy the new place.

2.2.97 Overall, the proposed development will therefore make substantial physical and financial contributions to local infrastructure in terms of schools, health, community, transport and open space. Officers are satisfied that for the above reasons the proposal represents an employment led mixed use scheme and is therefore in accordance with Policies S1, S4, J1, J3, INF1, INF5 and INF6 of the Newham Core Strategy as well as Policy J4 of the Newham Detailed Sites and Policies Development Plan Document and the principle of development is supported on this basis.

2.2.98 The following sections of the report shall consider the principle of residential accommodation, housing mix, density and the quality of residential accommodation.

Residential Use

2.2.99 At a national level the National Planning Policy Framework (NPPF) through Chapter 6 states that Local Planning Authorities through their evidence base should objectively assess the needs of the housing market to ensure that affordable housing is delivered. The NPPF also speaks of the need for
delivering a wide choice of high quality homes which meet identified local needs (in accordance with the evidence base) and widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

2.2.100 Paragraph 49 of The NPPF states that “housing applications should be considered in the context of the presumption in favour of sustainable development.” As such, this is consistent with the regeneration of the site to deliver approximately 3,810 new homes.

2.2.101 Policy 3.3 (Increasing Housing Supply) of The London Plan: Spatial Development Strategy for London consolidated with alterations since 2011 (published March 2016) states that there is a pressing need for more homes in London and sets an annual London wide target of 49,000 dwellings per annum. The local annual target for LB Newham is 1,994 units, although it should be noted that including the area Newham land that falls within London Legacy Development Corporation (LLDC) boundary the target is increased to 3,076 units per annum.

2.2.102 The London Plan (2016) outlines through Policies 3.3, 3.5 and 3.8 that as well as the pressing need for more homes in London, that a genuine choice of new homes should be supported which are of the highest quality and of varying sizes and tenures in accordance with Local Plans.

2.2.103 The London Borough of Newham Core Strategy (January 2012) outlines through Policy S1 the Borough’s overriding priority is to build communities that work and to ensure that growth contributes to achieving convergence. To this end policy prioritises the delivery of quality new family housing over smaller residential units to rebalance the borough’s housing stock.

2.2.104 Policy H1 speaks of delivering sustainable communities in quality neighbourhoods with the right mix and balance of housing types, sizes and tenures. Developments are required to provide high levels of design quality (in accordance with Policies SP2 & SP3) and to ensure all new homes meet the internal space standards of the London Plan. The policy also outlines requirements for density, inclusivity, family provision and affordability which are discussed later in this report. An update to Policy H1 set out in the Proposed Submission Draft Local Plan (approved by the Mayor in Consultation with Cabinet on the 21st November 2017) introduces a new housing target for the borough of 43,000 homes between 2018 and 2033.

2.2.105 Spatial Policy S4 of the Council’s Core Strategy states that approximately 7,950 new dwellings will be developed in the Canning Town and Custom House area and that the majority of these would come forward on identified strategic sites. This target is also updated by the Proposed Submission Draft Local Plan, to 15,608 new dwellings by 2033.

2.2.106 As demonstrated by the Council’s Authority Monitoring Reports (Housing Monitoring Bulletin July 2014) and Excerpt from Housing Bulletin (March 2015), although housing delivery against the above targets within Newham
was initially poor in the post-recession period, it has seen significant uplift in more recent years. In 2011/12 and 2012/13 delivery was well below target (741 and 1021 units respectively, against an annual target of 2500). However the by 2013/14 delivery had increased to 2082 units followed by 2884 in 2014/15 and remains on an upward trend. That said, in order to achieve the ambitious annual delivery targets moving forward, there remains a pressing need for the delivery of more homes in the Borough.

2.2.107 Significantly, Newham’s housing need and Newham’s housing waiting list is one of the largest in London. As such, the proposed development for approximately 3,810 new homes would make a positive contribution and represent a significant step towards housing target delivery and is acceptable in principle on this strategic site. Having regard to Policy S4 of the Council’s Core Strategy, the principle of residential development is acceptable, providing that the scheme complies with relevant policies of the Development Plan and all other material considerations being taken into account including on-site affordable housing, an appropriate mix of units, the provision of family accommodation, density of development and the quality of residential accommodation.

**Housing Mix**

2.2.108 The NPPF seeks “to deliver a wide choice of high quality homes”. It recognises the “Government attaches great importance to the design of the built environment” and that “good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.

2.2.109 Policy H1 of the Council’s Core Strategy requires 39% of new dwellings to be family units (3 bedrooms or more). The Strategic Site allocation gives an indicative residential typology of medium family (defined at 6.121, as a general rule medium family would be 30%). The policy also notes that there are mix and tenure considerations that need to be taken into account that include scheme viability, availability of subsidy, the existing mix of housing in the area, individual circumstance of site conditions and the availability of infrastructure and community facilities for residents.

2.2.110 The proposed development would deliver approximately 3,810 new residential units comprising the following illustrative mix:
### Detailed Phase 1 Residential Unit Mix
Plots N01, S01, S03, S04, C01

<table>
<thead>
<tr>
<th>Home Type</th>
<th>Private for Sale</th>
<th>Private for Rent</th>
<th>Intermediate (Shared Ownership)</th>
<th>Affordable (Affordable Rented)</th>
<th>Total Homes</th>
<th>Overall Split</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>59</td>
<td>10</td>
<td>17</td>
<td>0</td>
<td>86</td>
<td>8.4%</td>
</tr>
<tr>
<td>1 Bed</td>
<td>173</td>
<td>121</td>
<td>97</td>
<td>27</td>
<td>418</td>
<td>41%</td>
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<tr>
<td>2 Bed</td>
<td>109</td>
<td>120</td>
<td>111</td>
<td>41</td>
<td>381</td>
<td>37.4%</td>
</tr>
<tr>
<td>3 Bed</td>
<td>61</td>
<td>39</td>
<td>4</td>
<td>31</td>
<td>135</td>
<td>13.2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>402</strong></td>
<td><strong>290</strong></td>
<td><strong>229</strong></td>
<td><strong>99</strong></td>
<td><strong>1020</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

### Illustrative Phase 2 Residential Home Mix
Plots N02, S02, S05, S06, S07, S11

<table>
<thead>
<tr>
<th>Home Type</th>
<th>Private for Sale</th>
<th>Private for Rent</th>
<th>Intermediate (Shared Ownership)</th>
<th>Affordable (Affordable Rented)</th>
<th>Total Homes</th>
<th>Overall Split</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>39</td>
<td>29</td>
<td>26</td>
<td>0</td>
<td>94</td>
<td>9.7%</td>
</tr>
<tr>
<td>1 Bed</td>
<td>101</td>
<td>54</td>
<td>97</td>
<td>9</td>
<td>261</td>
<td>26.9%</td>
</tr>
<tr>
<td>2 Bed</td>
<td>86</td>
<td>81</td>
<td>178</td>
<td>14</td>
<td>359</td>
<td>36.9%</td>
</tr>
<tr>
<td>3 Bed</td>
<td>41</td>
<td>8</td>
<td>85</td>
<td>124</td>
<td>258</td>
<td>26.5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>267</strong></td>
<td><strong>172</strong></td>
<td><strong>386</strong></td>
<td><strong>147</strong></td>
<td><strong>972</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

### Illustrative Phase 3 Residential Home Mix
Plots N03, N04, N05

<table>
<thead>
<tr>
<th>Home Type</th>
<th>Private for Sale</th>
<th>Private for Rent</th>
<th>Intermediate (Shared Ownership)</th>
<th>Affordable (Affordable Rented)</th>
<th>Total Homes</th>
<th>Overall Split</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>51</td>
<td>54</td>
<td>12</td>
<td>0</td>
<td>117</td>
<td>12.7%</td>
</tr>
<tr>
<td>1 Bed</td>
<td>115</td>
<td>99</td>
<td>44</td>
<td>4</td>
<td>284</td>
<td>30.7%</td>
</tr>
<tr>
<td>2 Bed</td>
<td>61</td>
<td>16</td>
<td>38</td>
<td>55</td>
<td>170</td>
<td>18.4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>364</strong></td>
<td><strong>321</strong></td>
<td><strong>174</strong></td>
<td><strong>65</strong></td>
<td><strong>924</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

### Illustrative Phase 4 Residential Home Mix
Plots S08, S09, S10, C02

<table>
<thead>
<tr>
<th>Home Type</th>
<th>Private for Sale</th>
<th>Private for Rent</th>
<th>Intermediate (Shared Ownership)</th>
<th>Affordable (Affordable Rented)</th>
<th>Total Homes</th>
<th>Overall Split</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>65</td>
<td>34</td>
<td>4</td>
<td>0</td>
<td>103</td>
<td>11.5%</td>
</tr>
<tr>
<td>1 Bed</td>
<td>171</td>
<td>62</td>
<td>17</td>
<td>9</td>
<td>259</td>
<td>29.0%</td>
</tr>
<tr>
<td>2 Bed</td>
<td>144</td>
<td>95</td>
<td>31</td>
<td>17</td>
<td>287</td>
<td>32.1%</td>
</tr>
<tr>
<td>3 Bed</td>
<td>69</td>
<td>10</td>
<td>15</td>
<td>151</td>
<td>245</td>
<td>27.4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>449</strong></td>
<td><strong>201</strong></td>
<td><strong>67</strong></td>
<td><strong>177</strong></td>
<td><strong>894</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>
2.2.111 Taking into account the above mix of units, the proposed family accommodation within the proposed development would equate to 21.2% of the total number of units.

2.2.112 Officers consider that whilst the scheme does fall short of the policy benchmark on family housing, the shortfall is outweighed by the positives of the urban regeneration benefits such as bringing a vacant site back into use, rejuvenating the appearance of the area and promoting an increase to the Borough’s affordable housing stock as well as the beneficial S106 package including contributions to Workplace and delivery of a new primary school (delivered off site).

2.2.113 Cumulatively the proposals could contribute approximately 808 family homes which is considered to be a significant and welcome contribution to the housing stock of Newham. On balance, the proposed housing mix is supported and closely aligns with Newham’s objective of sustaining mixed and balanced communities.

### Density

2.2.114 Policy 3.4 of the London Plan (Optimising housing potential) seeks to optimise housing output for different types of location within the relevant density range as indicated within Table 3.2. The Site can be characterised as urban for the purposes of calculating density and benefits from a PTAL rating of 1b in the west rising to 4 in the east. However with the new links to be provided as part of the scheme, the PTAL increases to 6a (Excellent) the highest possible category. As a large site capable of defining its own character, the density range considered appropriate for this site could be as much as 1100 habitable rooms per hectare and indeed the Mayor recognised that higher densities as defined in the matrix can also be acceptable. Indeed, it should be noted that the emerging London Plan takes a less prescriptive approach to density. Based on the current PTAL, the London Plan requirement for the site would be a density range between 70-260 units/ha.

2.2.115 Based on a site area of 11.9ha, the density of the proposed development would equate to 356 units per hectare. The proposal would therefore fall outside of the density range in the London Plan. However, whilst the policy

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<table>
<thead>
<tr>
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<th>Private for Sale</th>
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<th>Affordable (Affordable Rented)</th>
<th>Total Homes</th>
<th>Overall Split</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>214</td>
<td>14.4%</td>
<td>127</td>
<td>12.9%</td>
<td>59</td>
<td>6.9%</td>
</tr>
<tr>
<td>1 Bed</td>
<td>582</td>
<td>39.3%</td>
<td>336</td>
<td>34.1%</td>
<td>255</td>
<td>29.8%</td>
</tr>
<tr>
<td>2 Bed</td>
<td>454</td>
<td>30.6%</td>
<td>448</td>
<td>45.5%</td>
<td>400</td>
<td>46.7%</td>
</tr>
<tr>
<td>3 Bed</td>
<td>232</td>
<td>15.7%</td>
<td>73</td>
<td>7.4%</td>
<td>142</td>
<td>16.6%</td>
</tr>
<tr>
<td>Total</td>
<td>1482</td>
<td>100.0%</td>
<td>984</td>
<td>100.0%</td>
<td>856</td>
<td>100.0%</td>
</tr>
</tbody>
</table>
seeks to optimise housing output and realise the potential of sites, it acknowledges that the density matrix should not be applied mechanistically, and that other factors such as context, layout and residential quality need to be taken into account in concluding whether higher density is appropriate.

2.2.116 In this case, it is acknowledged the density of the proposal has made an efficient re-use of a brownfield site benefitting from good access (in parts) to public transport accessibility. However, within the relevant sections of the committee report there are design objections based on scale and massing and it is thought that the proposed density compounds this issue. It is considered that the proposal is not compliant with the density ranges specified within the London Plan but Officers have given material weight in this instance to the strategic importance of the proposed development and the extensive S106 Heads of Terms that positively deliver overall benefits to the Council and residents in terms of jobs and homes.

Quality of Residential Accommodation

2.2.117 Policy 3.5 of the London Plan (Quality and design of housing developments) seeks conformity with the minimum space standards for new development set out in Table 3.3. It states that housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment. Part C of the Policy requires general conformity with the minimum space standards for new development set out in Table 3.3.

2.2.118 Policy 3.8 of the London Plan (Housing choice) requires future housing to be built to ‘Lifetime Homes’ standards and for 10% to be designed to be wheelchair easily adaptable for wheelchair users. This is further reinforced by Policy H1 of the Council’s Core Strategy which requires that all new homes to meet Lifetime Homes standards and that 10% are wheelchair adaptable.

2.2.119 In addition, the Mayor of London’s Housing SPG states that new residential development should generally not provide more than eight units per core per floor, in order to promote a sense of community and ownership. The SPG also states that dual aspect units should be maximised and single aspect north facing units should be avoided all together.

2.2.120 In this case, the application submission confirms and demonstrates that all of the units have been designed to comply with the Mayor’s minimum space standards and Lifetime Homes standards. Dual aspect units within the scheme have been maximised where possible. In terms of north facing single aspect homes, this stands at only 9.1% of the 1,020 units delivered as part of Phase 1. The illustrative schedule prepared by Patel Taylor shows that these are restricted to the private units only, and that there are no single aspect north facing homes in either the affordable or PRS elements of the first phase. As highlighted on the illustrative schedule, the
single aspect north facing homes are found in buildings N01A and S01A and are a product of their orientation. This is in turn a result of the need to suitably frame the new gateway into the site from West Ham Station and the desire to create a new public square. The remainder of the buildings in Phase 1, and across the rest of the masterplan, are designed along the north-south aspect with the result that single aspect north facing homes are eliminated.

2.2.121 The proportion of units to building cores is considered to be appropriate and is a further indication that the scheme would provide high quality residential accommodation.

2.2.122 12% of the units (122 units) have been designed to be wheelchair adaptable within the detailed element of Phase 1. Subject to suitable conditions on forthcoming phases, it is considered that the proposal accords with the abovementioned policies. Subsequent phases will include conditions requiring minimum 10% of all homes to be suitable for wheelchair users. The wheelchair units have been distributed across the three buildings within Phase 1 that include residential accommodation.

Community Use

2.2.123 As referenced above, this application site is located within a designated strategic site allocation that contributes to the creation of a new local centre.

2.2.124 In order to ensure that that all proposals address the street and neighbourhood in their design, are outwardly looking and provide for use by more than one section of the community a condition has been recommended for the Local Planning Authority to retain control over Use Class D1 (h) which is for, or in connection with, public worship or religious instructions.

2.2.125 Overall, the provision of community facilities in this location is supported and wholly consistent with Policies S1, S4, SP6 and INF8 of the Newham Core Strategy and Policy INF10 of the Detailed Sites and Policies Development Plan Document subject to conditions and Heads of Terms. A S106 Head of Term is proposed to secure a multi-use purpose of the community facility and school to enable wider use amongst Newham residents.

Planning Obligations Monitoring Fee

2.2.126 The £180,000 Planning Obligations Monitoring Fee provides assurance to the Strategic Development Committee and the public that there will be sufficient resource within the LPA to assess and ensure delivery of the mitigation measures secured in the Legal Agreement. This funding request is reasonable and proportionate given there will be an additional burden on the LPA facilitating and servicing this multi-phased development to allow it to be successfully delivered. Officer resource and external
consultants will need to be dedicated to ensuring the sustainable development of this site and ensuring that the mitigation secured by the legal agreement is realised. The affordable housing review mechanism secured ensures that should financial viability improve the optimum policy compliant level of affordable housing will be delivered across future phases, which are necessary to make the development acceptable in planning terms. This funding will allow the LPA to continue to work positively with the Developer and other stakeholders.

Summary

2.2.127 The proposed development is considered to provide an appropriate mix of units, including family-sized units and a high quality standard of residential accommodation, although the density of development exceeds the density matrix within the London Plan. The proposed development would make an important contribution towards the provision of new housing within the Borough and London, however, in order for the principle of development to be considered acceptable, the proposal must also demonstrate compliance with the Development Plan and other material considerations, including the provision of on-site affordable housing. This issue is considered within the following section of the report.

2.3 Affordable Housing

Policy Background

2.3.1 Objective 173 of the NPPF underlines that viability is a material planning consideration in the determination of planning applications. It states that pursuing sustainable development requires careful attention to viability and costs in decision-taking and that, to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

2.3.2 Policy 3.12 of the London Plan (Negotiating affordable housing on individual private residential and mixed use schemes) states that:

A) The maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes, having regard to:

   (a) current and future requirements for affordable housing at local and regional levels identified in line with Policies 3.8, 3.10 and 3.11 and having particular regard to the guidance provided by the Mayor through the London Housing Strategy, supplementary guidance and the London Plan Annual Monitoring Report;
   (b) affordable housing targets adopted in line with Policy 3.11;
   (c) the need to encourage rather than restrain residential
development (Policy 3.3);
(d) the need to promote mixed and balanced communities (Policy 3.9);
(e) the size and type of affordable housing needed in particular locations; the specific circumstances of individual sites;
(f) resources available to fund affordable housing, to maximise affordable housing delivery output and the investment criteria set by the Mayor;
(g) the priority to be accorded to provision of affordable family housing in policies 3.8 and 3.11.

B) Negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including provisions for re-appraising the viability of schemes prior to implementation (‘contingent obligations’) and other scheme requirements.

C) Affordable housing should normally be provided on-site. In exceptional cases where it can be demonstrated robustly that this is not appropriate in terms of the policies in this Plan, it may be provided off-site. A payment in lieu contribution should only be accepted where this would have demonstrable benefits in furthering the affordable housing and other policies in this Plan and should be ring-fenced and, if appropriate, pooled to secure additional affordable housing either on identified sites elsewhere or as part of an agreed programme for provision of affordable housing.

2.3.3 The Mayor’s Affordable Housing and Viability SPG (August 2017) provides further guidance regarding the approach to London Plan affordable housing policies. This introduces a threshold approach whereby “Applications that meet or exceed 35 per cent affordable housing provision without public subsidy, provide affordable housing on-site, meet the specified tenure mix, and meet other planning requirements and obligations to the satisfaction of the LPA and the Mayor where relevant, are not required to submit viability information” (para. 9). This threshold rises to 50% on sites which are publically owned.

2.3.4 The salient points of the above London Plan policy context are reiterated through Policies H1, H2, H5 & H6 of the emerging London Plan: The Spatial Development Strategy for Greater London (Draft for public consultation December 2017) which seeks to deliver 50% of all new homes delivered across London to be affordable. This document is at an early stage of public consultation and whilst material and relevant officers apportion lesser weight to these requirements than those within adopted polices outlined above which are accorded full weight.

2.3.5 Policy H2 of the Council’s Core Strategy outlines Newham’s affordable housing policy. The policy seeks to ensure that 50% of the number of new homes built over the plan period are affordable and that new developments with capacity of 10 dwellings or more provide between 35-50% affordable
housing, comprising 60% social housing, subject to the mix and tenure considerations. Box H1 states that regard will be had to: the need to secure quality mixed and balanced communities; scheme viability; the availability of subsidy; the existing mix of the housing in the area; the individual circumstances of the site in terms of site conditions, local context and site features; and the availability of required infrastructure and community facilities for residents.

2.3.6 This proposal also includes Build to Rent and therefore Para. 4.14 of the Affordable Housing and Viability SPG (August 2017) requires consideration which states “In line with the Mayor’s approach to affordable housing on Build to Rent schemes, and to ensure that there is no financial incentive to break a covenant, planning permission should only be granted where the scheme is subject to a clawback agreement.”

2.3.7 Para. 4.15 further states “The clawback amount will be payable to the LPA for the provision of affordable housing in the event that market rented units are sold within the covenant period, which would break the covenant.”

2.3.8 At the point of submission on 26 May 2017, the Application proposed 35% affordable housing (on a habitable room basis) as well as 18.5% family housing.

2.3.9 When this application was submitted it was unsupported by a viability appraisal. The GLA Stage 1 response (28 Sep 2017) stated that “the Application meets the requirements of the ‘Fast Track’ and the provision of a late stage review is not required” (para. 30).

2.3.10 The LPA does not share this view because the affordable housing proposal (35% on a habitable room basis upon submission and now 40% on a habitable room basis) fell below the Council’s policy requirement of 35-50% (on a unit basis) and the family housing proposal (18.5% upon submission and now 21%) fell below the Council’s policy requirement of 39%. As such the “…other planning requirements and obligations to the satisfaction of the LPA” have not been satisfied.

2.3.11 Following Council correspondence on the need for the viability testing, the Applicant submitted a viability appraisal to the Council on 27 October 2017. This appraisal adopted a market value approach when considering a benchmark land value. BNP Paribas were instructed on behalf of the Council to undertake a review of the viability appraisal. BNP Paribas recommended that the benchmark land value should adopt an EUV + premium approach.

2.3.12 Further to this, the Applicant submitted an updated viability appraisal in accordance with an EUV + premium approach to land value on 23 November 2017.

2.3.13 The BNP Paribas report, dated December 2017 was received by the Council on 7 December 2017 and shared with the Applicant on 8 December 2017.
Several assumptions were adopted by BNP Paribas on a ‘subject to confirmation’ basis and the applicant has partially provided some of this information to the Council. Justification and written 3\textsuperscript{rd} party confirmation of the 3\textsuperscript{rd} party access costs and TfL air rights remain outstanding and as such are to be provided prior to the issue of any planning permission (included within the recommendations to the Strategic Development Committee).

**The Current Affordable Housing Proposal**

2.3.14 In working positively with the Applicant through the process of meetings and discussions as well as taking independent advice on viability from BNP Paribas, Officers have negotiated the following affordable housing offer:

- 40% affordable housing (on a habitable room basis) comprising a tenure split of 57% intermediate / 43% rented whereby the 1 and 2 bedroom properties are at affordable rents based on LHA caps and the 3 bedroom properties are at social rents at target rent.

- Minimum of 21% x 3 bedroom units (by unit) in the overall scheme mix across all phases.

**Review Mechanism**

2.3.15 There is a need to address the 10% shortfall in the provision of affordable housing. Officers have taken account of current costs and values in today’s circumstances noting that it is to be delivered in phases over a long term. Possible changes in the value of development and changes in costs of delivery are also relevant. The proposal has the potential for securing a higher level of affordable housing provision in the event of material changes affecting viability. As such a review mechanism to make provision for any such change is necessary and reasonable; also, meeting the tests of Regulation 122 of the CIL Regs 2010.

2.3.16 The principal of a mid-term review mechanism is agreed to capture the 10% affordable housing shortfall taking the scheme to the equivalent of 50 per cent of new homes being affordable. Once the 10% affordable housing uplift is secured, which may potentially be provided through grant, then the affordable housing review mechanism obligation would fall away.

2.3.17 Officers agreed that the mid-term review mechanism would be applicable to the Private for Sale units only and would be set at a benchmark value of £1,216/psf.

2.3.18 There are single point of disagreement between the Applicant and Officers regarding the detail of the mid-term review mechanism. The issue relate to the percentage split on ‘super profit’.

2.3.19 LBN are of the view that any surplus profit generated above the benchmark value should be split 60:40 in favour of LBN.
2.3.20 The Applicant retains the position that a 50:50 split is more equitable because it is Berkeley’s capital that is taking all of the risk.

2.3.21 In order to work positively and try to reach agreement with the Applicant, Officers have shifted from their original position of 80:20 in favour of LBN.

2.3.22 The recommended S106 Head of Term has been drafted based on the Officer view on percentage split.

Review Mechanism Cap

2.3.23 Officers have carefully assessed the submitted viability evidence, and have concluded that, subject to verification of 3rd party access rights and TfL air rights, the appraisal represents a reasonable balance of probabilities based on the relevant and current economic climate. Taking account of the individual circumstances of bringing forward this Strategic Site, a review mechanism should be secured through a S106 legal agreement providing for potential off-site provision should development values improve.

2.3.24 The obligation under section 106 of the Act would include a review mechanism to capture payment in lieu of on-site affordable housing provision linked to the private market sales receipts achieved above the agreed benchmark threshold.

2.3.25 BNP Paribas has concluded that the 10% shortfall would equate to circa £44,000,000. Further, they advised that it would be possible that due to the high level nature of their assessment that the capped figure of £40,000,000 would be reasonable. The S106 Agreement will therefore contain a mechanism for securing this payment in lieu, capped at £40m, being equivalent to the 10% shortfall.

2.3.26 The GLA Stage 1 report affirms the Mayor of London’s expectation that this site will contribute fully towards his strategic commitment to delivering 50% affordable housing on public land [see para 23]. Further, the MoL has instructed GLAP to provide a land value allocation to enable the timely delivery of affordable housing within the borough.

2.3.27 There is a possibility that the 10% shortfall in the provision of on-site affordable housing could either be addressed through the award of grant, or, the review mechanism. Either scenario would be acceptable in planning terms, and the proposed S106 heads of terms provide for either eventuality. In the event that grant equivalent to the full cap is made available, the obligations in respect of the review mechanism would fall away.

2.3.28 This affordable housing offer is an improvement on the original submission and, on balance, Officers consider it represents an acceptable offer when weighed against the Council’s aspiration of achieving mixed and balanced communities and more closely reflects LBN’s Core Strategy focus on maximising the delivery of low rent family accommodation.
2.3.29 The affordable housing provision, together with the overall package of S106 contributions, is considered to be in accordance with Objective 173 of the NPPF, Policy 3.12 of the London Plan and Policy H2 of the Newham Core Strategy and is a material consideration in the assessment of this planning application.

2.4 Urban Design

2.4.1 Chapter 7 of the NPPF outlines that planning decisions should aim to ensure that developments function well and add to the overall quality of an area not just for the short term, but over the lifetime of the development. It additionally recognises at paragraph 61 that considerations regarding the appearance and the architecture of individual buildings should go beyond aesthetic considerations, and consider the connections between people and places and the integration of new development into the natural, built and historic environment.

2.4.2 Policy 7.1 of the London Plan states that the design of new developments and the spaces they create should help reinforce the character, legibility, permeability, and accessibility of the neighbourhood. Policy 7.4 additionally requires development to have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It is also required that in areas of poor or ill-defined character, new development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area. Policy 7.6 seeks the highest quality materials and design appropriate to its context. It also advises that buildings and structures should be of the highest architectural quality and comprise details and materials that complement the local architectural character.

2.4.3 Policies S4, SP1, SP2 and SP3 of Newham’s Core Strategy all echo the same principles in requiring a high quality of design and a development which responds well to local character and the established pattern of development yet does not detrimentally affect neighbouring amenity.

2.4.4 The detailed design and external appearance of the proposed development have been subject to extensive discussions with Officers at the pre-application stage and have been reviewed by the Council’s Design Officer and Design Review Panel (see paragraph 6.11 for a summary of DRP comments) who support the proposals. The proposal was also presented to the GLA at the pre-application stage.

Scale & Massing

2.4.5 Policy 7.7 of the London Plan states tall buildings should relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm, particularly at street level. Tall buildings are defined in the Core Strategy as buildings that are noticeably taller than their immediate surroundings and/or have a significant impact on the skyline. As set out in the London Plan, large schemes are also recognised as being
capable of defining their own character.

2.4.6 Policy SP4 (Tall Buildings) of the Council’s Core Strategy identifies the strategic approach to the location and design of tall buildings in order to contribute to best effect in creating successful places and signifying regeneration and economic success. Tall buildings will be supported in parts of Stratford, Canning Town Centre and other sites within the Arc of Opportunity. Elsewhere tall buildings will be inappropriate, with possible exceptions where there is good public transport access and where they will contribute to legibility, place-making and sustainable communities, and are sensitively scaled accordingly to the local and historic context.

2.4.7 Policy SP8 of Newham’s Detailed Sites and Policies Development Plan Document (Adopted 20th October 2016) seeks to ensure that all development achieves neighbourliness which includes adequate access to daylight and sunlight.

2.4.8 The Strategic Site allocation S11 has been updated in the Draft Local Plan which gives new indicative heights set out in the allocation which are ‘8-12 storeys with lower development towards the west of the site sensitive to the heritage assets, and up to 19 storeys around the station, subject to addressing the sensitivity of existing homes on Manor Road.’ Adopted policy recognises that taller building can come forward where an exceptions test is met.

2.4.9 Parameter Plan number SSWH-PT-SW-XX-PLN-A-2004 Rev PL1 shows the proposed maximum and minimum heights for each building plot within the outline element.

2.4.10 The general datum of the proposed development which is around 12 storeys is broadly in accordance with the policy guidance in Policy SP4.

2.4.11 The GLA Stage 1 response dated 28 September 2017 said “the proposals would represent a logical distribution of height across the site with tall buildings emphasising points of civic and visual significance. The scale of the buildings is supported within the context of the site, the quality of the layout and the optimisation of housing output and open space provided.”

2.4.12 Officers do not wholly share the same view as the GLA with regard to the scale and massing of the proposed development and acknowledge that there are some significant major adverse impacts to levels of daylight and sunlight to nearby residential properties. Considerations of daylight and sunlight are not referenced in the GLA Stage I response. Officers have considered the proposals in respect of scale and massing in more detail below.

2.4.13 The Stephenson Street scheme contains eight taller buildings. Four of these mark the thresholds to the new London Park at each of its corners (N01, S01, N05 and S10) whilst the fifth (S03), which is smaller in relative terms, marks the entrance to the site from the south. Of the four threshold
buildings, those at the eastern end of the park are the tallest where they respond directly to the opportunity for intensification generated by their immediate adjacency to the transport interchange at West Ham. The three other buildings extend a little above the wider 12 storey datum defined by the mansion blocks laid out across the site, but have been carefully designed to respond to significant moments in the masterplan. The tallest of these buildings (N03) sits on axis with Cody Road and the other two (S05 and S08) are located on the south side of the park highlighting the end of each route to the south.

2.4.14 Having reviewed the concentration of taller buildings at Stratford and the character of that centre, there appear to be 7 completed towers with 5 currently under construction and 6 more with planning permission. This means that there will be over twice as many towers at Stratford as compared to the application site and the Stratford towers will typically be taller. It is therefore considered that the development will not compete with the metropolitan centre of Stratford in respect of the retail offer or in townscape terms. Furthermore, as a phased development to be delivered over a 15 year period, this major new neighbourhood will grow incrementally, in step with the other expanding centres in the area. In the same period, it is reasonable to anticipate that more applications will be submitted for additional building of this scale.

2.4.15 In respect of the consideration of the exception test, Part 3 of Policy SP4 states: "Elsewhere, new tall buildings will generally be inappropriate with possible exceptions only in circumstances where there is good public transport access and where they will contribute to legibility, placemaking and sustainable communities...". It is clear that the policy allows for an exception for Strategic Sites within the Arc of Opportunity to deliver buildings over this datum where they have good public transport access and where they will contribute to legibility, placemaking and sustainable communities.

2.4.16 The Scheme proposed for the site, delivers a new place, grounded by landscape, employment and a new commercial centre with a sustainable community, located in one of the most connected locations in Newham, and provides a legible strategy for height in the context of the borough and the delivery of a new London scale park. The effect of the tall buildings has been rigorously reviewed and discussed as part of the submitted TVIA and the EIA review process, reaching the conclusion that the effect on townscape and visual impact is beneficial or neutral and the beneficial effects would be greatest and most noticeable in the immediate vicinity of the Site. The scheme, at the height submitted, would cause no more than ‘less than substantial harm’ to the heritage significance of heritage assets (Historic England response dated 6 July 2017).

2.4.17 It is therefore considered that the location of the development site would meet the exception test outlined in Policy SP4 and is supported by the adopted policy framework and the principles of sustainable development as set out in the NPPF.
2.4.18 Notwithstanding the exceptions test in Policy SP4, Officers and the DRP raised concerns over the number and height of tall buildings proposed at the pre-application stage. These exceptional circumstances in Policy SP4 would justify buildings of up to 19 storeys under the policy guidance. The guidance states that buildings in excess of 20 storeys are inappropriate and that exception tests will be difficult to pass.

2.4.19 Refinements to the massing have been made. The proposed massing has improved in terms of clarity of the location of taller elements in relation to the scale and grain of the masterplan but there has been no meaningful reduction in the overall height or the number of tall buildings.

2.4.20 The concerns about scale are greatest with the outline elements of the scheme where PTAL scores are lowest and where buildings will be most prominent in views of the designated heritage assets. However, as noted above, the scheme including these buildings would cause no more than less than substantial harm.

2.4.21 The DRP raised concerns about the scale of the development which is very far removed from that of the local context and a human scale. The townscape and legibility justification for the building heights proposed within the outline phase is more tenuous due to the increased distance from the public transport interchange and local centre, and proximity of designated heritage assets but has a clear logic in terms of bookending the park and also helps to celebrate the grade II listed Gasholders in views from West Ham station and the new community offer, although it is noted that this would still be achieved with building heights only marginally higher than the 12 storey datum.

2.4.22 Overall, these eight taller buildings are significantly taller than building heights envisaged for this site in the Council’s Core Strategy. In the case of the 30 storey buildings, these are over twice the height and are considered to fail the policy exception tests.

2.4.23 The Applicant’s townscape rationale for the location of the tallest buildings within the outline phases states they mark the western extent of the Four Seasons Park, the Site’s most significant public amenity. The park’s alignment, which can be read in the quartet of taller buildings positioned at each of its corners, has particular significance within the masterplan, focussing attention on the gasholders lying at its western end, reinforcing the relationship between West Ham and the district centre at Bromley-by-Bow. The effectiveness of this strategy would be substantially diluted by the loss of these taller elements at the western end of the park.

2.4.24 Officers do not consider the justification offered by the Applicant warrants the necessity for such a departure from the building height guidance in Policy SP4. The current situation in Newham is that tall buildings have been constructed without strategic direction, tending to accentuate their negatives and undermine the coherence of places. Furthermore, tall buildings in the
wrong context or that are poorly designed can also negatively impact on the character of a local area. In such situations, they can not only appear out of context, but can also impact on neighbouring properties through overshadowing and over-dominance.

2.4.25 The building height proposals in this regard are considered to be out context with the pre-dominantly low level nature of existing housing locally, undermining the strategic approach within Policy SP4, as well as causing major adverse significant effects on daylight and sunlight amenity to approximately 75 nearby residential properties. Although the strategic site allocation does envisage that future buildings would be of a larger order than the surrounding low-rise character. Furthermore, the significant harm identified to nearby residential properties in terms of daylight and sunlight is considered contrary to Policy SP8 and is unneighbourly in this regard (the main aspects of daylight and sunlight are assessed in section 2.5 of this report).

2.4.26 For the above reasons, the scale and massing is not supported and is not considered to accord with Policy 7.7 of the London Plan, Policy SP4 of the Newham’s Core Strategy and Policy SP8 of Newham’s Detailed Sites and Policies Development Plan Document.

Layout

2.4.27 Central to the illustrative masterplan at Stephenson Street is the concept of making a ‘neighbourhood around a Park’ which is reminiscent of many of London’s neighbourhoods. The key driver of the public realm is the definition of a strategic east-west connection between West Ham and Bromley-by-Bow. This is created by a linear open space defined as the Four Seasons Park. The orientation of the Park creates a focal point at West Ham and has informed the creation and location of a new public square and a new eastern entrance to the Site from the underground station at West Ham.

2.4.28 The network of routes proposed supports enhanced connections in all directions to the surrounding areas. These new routes allow the Site to have increased accessibility and open it up to wider connections for future developments and triggering wider regeneration. The network of routes within the Site creates a permeable urban grain in a north-south and east west direction.

2.4.29 The north side of the park is lined with retail spill-out and a colonnade to reflect and emphasise the pedestrian scale of the space. While the vehicle road has been located to the south to increase pedestrian use to the north of the Park, which benefits from the best sunlight.

2.4.30 The point where the Park intersects with the existing West Ham Station creates a natural focal point that lends itself to being a particular character area - the Central Square which will be the main public square for the Site and entrance point to and from West Ham Station. The placement of a
public building with community uses at this location is seen as important to foster a new sense of community. This space also allows for a direct visual link to the Park and the Gas holders to the west.

2.4.31 The new East London Science School is located along the longest of the north-south routes. Its position along this route confers the school with a strong civic presence from the Park and visual link from main public square. Also, its location close to the southern site entrance allows for easy drop-off points and reduced noise from the main railway-lines.

2.4.32 Across the illustrative masterplan the ground floor plan is articulated on a human scale by a two storey podium on all of the buildings. The buildings are united by a consistent plinth wrapping around the base of the buildings, forming a podium and walkway beneath. This cloister forms a human-scale arcade along which commercial and workspace activity is concentrated. Above this unifying plinth, the taller elements of the built form create a varied skyline allowing individuality of expression to create a recognisable address.

2.4.33 Officers and the DRP are supportive of the plan layout and disposition of routes and public spaces. Positive responses were made by the Applicant in response of concentration and location of non-residential uses, realignment of streets and the widening of access to the main pedestrian bridge.

2.4.34 The masterplan makes passive provision for the future delivery of pedestrian and cycle connections beneath the railway to the northern boundary. These connections must be safeguarded. Subject to this the proposed layout is supported.

Architecture

2.4.35 The architecture has been subject to several reviews by the DRP and has the potential to be successful, subject to high quality materials and detailing. The initial information submitted (both drawings for approval and supporting information in the Design and Access statement), did not provide the necessary assurances about quality. However a D&A statement addendum has been provided in response to a request for additional information about materials and detailing of the first phase. This generally provides further assurances about the quality of materials and detailing.

2.4.36 However, with regard to building S01, the materials proposed are not supported. There is particular concern about the matt PPC aluminium frame. When presented to DRP (the architecture was supported) this building was described as being entirely stone/concrete. PPC aluminium is not considered to achieve the same visual qualities or robustness of finish, which is essential if a building of this scale is to be acceptable. Glass Reinforced Concrete is used on other plots and should be used throughout here.

2.4.37 The community building (plot C01) is a very important object building in a
pivotal position within phase 1 of the development proposed. The plans and design and access statement provide details of its form, general appearance and material precedents, but there is very little in the way of detailed design information to demonstrate convincingly that this will be a high quality building. It feels like the design of this building has been overlooked with greater priority given to the design of the housing plots.

2.4.38 Conditions are therefore recommended to require additional information in response to addressing the design concerns of building S01A and Plot C01. The Applicant would be happy to accept a condition requiring the submission of further detail for approval prior to the commencement of this part of the development.

2.4.39 Robust conditions are therefore necessary to ensure appropriate detailing and good high quality materials and finishes. This will be critical to the appearance of the completed development. However subject to conditions, it is considered that the proposed development would deliver a high quality residential development.

**Secured By Design**

2.4.40 The Applicant confirmed that three meetings have been held with the Designing Out Crime Officer (DOCO) regarding the illustrative masterplan; 5th July 2016, 17th October 2016 and 2nd March 2017.

2.4.41 There will be 24 hour on site security based in the management office, which will be controlled by Berkeley Homes. Direct intercom links and emergency buttons on lifts link directly to site management. CCTV is to be installed throughout Phase 1, which will go back to a central location at the site management office.

2.4.42 The success of the public spaces will hinge on residents and visitors feeling safe and secure. Low key security will be provided by customer-focussed team members dressed in casual, branded outfits. 24/7 CCTV monitoring will ensure that any problems are identified quickly and tackled either by the security team or the local Police, as deemed appropriate.

2.4.43 A consultation response from the Met Police dated 14 September 2017 confirmed the Police have been in discussion with the Applicants, prior to this planning application. The Police were able to give initial local crime prevention advice and discussed how incorporating the principles of secured by design, within the design, layout and build can help reduce opportunities for crime and ASB within the proposed development.

**Architect Design Certifiers**

2.4.44 The detailed element of the design in terms of the proposed architecture and public realm is of a high quality. However, given the scale of the development and the considerable impact on the borough and the fundamental importance of the design quality to the acceptability of the
scheme, it is essential that this quality is retained through to completion. The quality of materiality, detailing and construction aspired to in the planning application must not be allowed to be compromised by value engineering or incremental changes post planning. One tool available to the Local Planning Authority to reduce the likelihood of this taking place, along with the imposition of detailed planning conditions, is an architect retention clause within a section 106 agreement. Policy D2 (paragraph H4) of The London Plan: The Spatial Development Strategy for Greater London Draft for public consultation December 2017 suggests this approach should be considered where appropriate.

2.4.45 In addition, and given that a large portion of the scheme is proposed in outline only, the section 106 should also seek to retain the original masterplan architects as design certifiers for later phases to ensure that the original vision is adhered to in the delivery of reserved matters applications. The role of the design certifier would be to formally review reserved matters, approval of details and variation applications relating to the later phases of the project to ensure compliance with the masterplan vision and the retention of quality through to completion.

Urban Design Conclusion

2.4.46 It is agreed that the exceptions test in Policy SP4 has been met with regard to the suitability of the site for tall buildings however, the number and height of tall buildings is concerning and not supported because the scale and massing of the proposal causes detrimental impacts to the character of the area undermining the strategic approach within Policy SP4, as well as causing major adverse significant effects on daylight and sunlight amenity to approximately 75 nearby residential properties.

2.4.47 Officers and the DRP are supportive of the masterplan layout and disposition of routes and public spaces.

2.4.48 The architecture has been subject to several reviews by the DRP and has the potential to be successful, subject to high quality materials and detailing. Conditions in relation to further detail in relation to plots C01 and S01 are necessary to address concerns over proposed materials.

2.4.49 In terms of secured by design the proposals have incorporated the principles of security and safety. Subject to an appropriate condition, the Met Police are supportive.

2.4.50 Overall, there is a concern regarding the scale and massing and the proposal is not considered to comply with development plan policies in this regard. It is not possible to recommend conditions that would mitigate the harm identified. However, with the pressing need to deliver more homes in London and together with the beneficial S106 package of infrastructure, a new school and affordable housing proposed that assist to make the development acceptable in planning terms, Officers have favoured a view in support of sustainable development in accordance with the NPPF.
2.5 Environmental Impact Assessment

2.5.1 Officers have taken environmental information into consideration in the assessment of this application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) (the “Regulations”. It is considered that the proposed development falls within Section 10(b) of Schedule 2 of the 2011 Regulations (as amended). Section 10(b) relates to urban development projects where the development includes more than 150 dwellings. For such developments, EIA is required in situations where the development is likely to give rise to significant environmental effects by virtue of its nature, size or location.

2.5.2 The Applicant undertook formal scoping for the EIA and subsequently sought a Scoping Opinion from the Local Planning Authority (Application Reference 16/01654/SCOPE). A Scoping Report was submitted on 18 May 2016 and a formal Scoping Opinion was issued on 29 June 2016. It was noted that Aviation was scoped out of the ES (16/01654/SCOPE).

2.5.3 The submitted Environmental Statement has been prepared by AECOM dated May 2017. The Environmental Statement comprises of the following documents:

Volume 1: Main Assessment Text and Figures
Volume 2: Townscape, Built Heritage and Visual Impact Assessment (THVIA)
Volume 3: Technical Appendices
Non-Technical Summary

2.5.4 The following topics were assessed in the ES:

Vol I. Chapter 6 – Socio-Economics
Vol I. Chapter 7 – Traffic and Transport
Vol I. Chapter 8 – Noise and Vibration
Vol I. Chapter 9 – Air Quality
Vol I. Chapter 10 – Wind Microclimate
Vol I. Chapter 11 – Daylight, Sunlight, Overshadowing, and Solar Glare
Vol I. Chapter 12 – Ground Conditions
Vol I. Chapter 13 – Water Resources, Drainage and Flood Risk
Vol I. Chapter 14 – Archaeology (Buried Heritage)
Vol I. Chapter 15 – Ecology and Nature Conservation
Vol I. Chapter 16 - Effect Interactions
Vol I. Chapter 17 - Residual Effects and Conclusions
Vol. II - Townscape, Visual Impacts and Built Heritage

2.5.5 The Council commissioned Amec Foster Wheeler Environment (Amec) to undertake an independent technical review of the Environmental Statement which has been carried out in accordance with the requirements of the Regulations.
2.5.6 Officers reviewed the independent ES review received 1 August 2017, and the Local Planning Authority issued a Request under Regulation 22 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 on 1 August 2017 to request further information in respect of the Environmental Statement submitted in support of the application.

2.5.7 A meeting took place on 25 August 2017 with LBN, the Applicant, Amec and AECOM. The conclusions from that meeting were that some of the requests for further information under Regulation 22 could be ‘downgraded’ to clarifications. As a result, the Council re-issued a revised letter under Regulation 22 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 on 7 September 2017.

2.5.8 Topics where further information was requested included the following topics:

- Cumulative Effects
- Socio Economics
- Daylight, Sunlight, Overshadowing, and Solar Glare
- Ground Conditions
- Water Resources, Drainage and Flood Risk
- Townscape and Visual Impact

2.5.9 In response to the above requests for further information and clarifications, the Applicant submitted ‘Stephenson Street Response to Environmental Statement Review (September 2017)’ on 12 September 2017, following which the Council then re-consulted with consultees, stakeholders and members of the public in accordance with Regulation 22 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended). Furthermore, the additional information was advertised in the Newham Recorder on 13 September 2017. The closing date to make further representations closed on 4 October 2017.

2.5.10 The Council commissioned Amec to undertake an independent review of the further information and clarifications submitted by the Applicant. Officers reviewed the final report undertaken by Amec and considered that the information submitted was adequate.

2.5.11 The significance of effects has been evaluated with reference to specific standards, accepted criteria and legislation where available. Effects have been classified as being:

- **Adverse** – detrimental or negative effects to an environmental / socio-economic resource or receptor (a component of the natural, created or built environment that is affected by an impact);
- **Negligible** – imperceptible effects to an environmental / socio-economic resource or receptor; or
- **Beneficial** – advantageous or positive effect to an environmental / socio-economic resource or receptor.
2.5.12 Where adverse or beneficial effects have been identified, these have primarily been assessed against the following scale (and are further defined within Volumes I and II of the Environmental Impact Assessment):

Negligible – effects which are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error. These effects are unlikely to influence decision making; Minor – slight, very short or highly localised effect of no significant consequence; Moderate – limited effect (by extent, duration or magnitude), which may be considered significant; or Major – considerable effect (by extent, duration or magnitude) of more than local significance or in breach of recognised acceptability, legislation, policy or standards.

EIA Statement of Conformity (February 2018)

2.5.13 On 6 February 2018 amendments to the scheme proposal were formalised that increased the quantum of affordable housing and family housing. An EIA Statement of Conformity (dated Dec 2017 and submitted 6 February 2018) was submitted to review the implications of the revised scheme on the likely significant effects outlined in the May 2017 ES and, also, to consider whether any new significant effects are likely to arise as a result of the scheme changes. This document reads in conjunction with the May 2017 ES.

2.5.14 Following a review of the proposed changes to the May 2017 proposed development, it has been demonstrated that the Revised Scheme does not have an impact on the results of the Environmental Impact Assessment as presented in the May 2017 ES. A copy of the EIA Statement of Conformity has been made available on the Council’s public access website from 6 February 2018.

2.5.15 A summary of the likely residual effects of the proposed development is set out in Appendix 4. The relevant chapters of the ES are briefly summarised below.

Vol I. Chapter 6: Socio Economics

2.5.16 Chapter 6 of the ES assesses how the Proposed Development is likely to affect Socio-Economic aspects of the local area.

2.5.17 The site is currently vacant apart from a small number of dilapidated sheds in the north-eastern portion of the site which reflects the more general deprivation and high density of work in the retail sector in Newham and contrast with the large workforce in Greater London.

2.5.18 The high population growth (36.5%) exceeds that in Greater London (20.9%). Skills levels are lower in Newham and the population is younger.
2.5.19 There is currently surplus capacity at both primary and secondary school level, even using 95% capacity of existing schools as a benchmark for no further admissions.

2.5.20 Healthcare is below average with 1,926 patients per GP compared to a national average of 1,800 patients per GP. There are two practices within 1km of the site with an average of 1,803 patients per GP.

2.5.21 The Site is not identified as being within an area of public open space deficiency and is within the range of a number of parks.

2.5.22 The existing child and young people’s play space lacks facilities within the 100m recommended for children under four. Three play spaces are sufficiently near to meet the recommended requirements for older children.

2.5.23 The significance of residual effects for the enabling, demolition and construction phases is as follows:

- Construction Employment - Minor beneficial (not significant).

2.5.24 The significance of residual effects for the operational phase (completed and occupied development) is as follows:

- Operational Employment - Minor beneficial (not significant);
- Additional Local Spending - Minor beneficial (not significant);
- Housing - Moderate beneficial (significant);
- Affordable Housing - Moderate beneficial (significant);
- Primary Education - Negligible (not significant);
- Secondary Education - Moderate beneficial (significant);
- Primary Healthcare - Minor Adverse (not significant);
- Open Space - Moderate beneficial (significant); and
- Play Space - Negligible (not significant).

2.5.25 Mitigation is proposed to address the adverse effects on primary healthcare provision. The mitigation method is based on LBN’s preference to ‘intensify’ existing centres of provision rather than develop new centres which were suggested as part of the Proposed Development. As a result, the mitigation method proposed is through Community Infrastructure Levy (CIL) payments.

2.5.26 No recommendations for planning conditions are made.

**Vol I. Chapter 7 – Traffic and Transport**

2.5.27 Transportation impacts are assessed in Chapter 7 of the ES.

2.5.28 Access to the site will be via the A13, Bidder Street and Stephenson Street.

2.5.29 Although the Site is located in close proximity to a range of travel modes, including public transport, pedestrian and cycle network facilities, pedestrian
and vehicle accessibility to these travel modes is currently low due to barriers to movement.

2.5.30 During peak times the existing pedestrian and road networks carry high volumes of people and traffic serviced by frequent bus services, underground and national rail services. Once operational, the majority of people traveling to the Proposed Development are anticipated to travel via underground, rail and bus, with the remainder travelling by foot and vehicle respectively.

2.5.31 There will be no construction activities during the evening or at night, Saturday afternoons or Sundays.

2.5.32 In terms of mitigation, the traffic and transport chapter makes references to a Construction Logistics Plan (CLP) which is expected to secure and manage the routing and arrival profile of construction vehicles to minimise disruption to the surrounding area. It is noted that a CLP is appended to the Transport Assessment (TA) which accompanies the ES chapter.

2.5.33 Additional management plans are appended to the TA, which is not part of the ES, namely; a Framework Travel Plan and School Travel Plan, a Delivery and Servicing Management Plan, and Car Park Management Plan.

2.5.34 Since the construction activities will take approximately 4-5 years to complete phase 1, the effects will occur in the short to medium term.

2.5.35 Following a review of the ES, the following planning conditions are recommended:

- Construction Logistics Plan.

2.5.36 With the implementation of the mitigation measures it is not expected there would be significant adverse impacts upon the environment in terms of traffic and transportation.

2.5.37 Noise and vibration impacts are assessed in Chapter 8 of the ES.

2.5.38 Baseline noise and vibration surveys were undertaken on the Site boundary at positions agreed by the LBN and reflected the major noise sources affecting the Site (i.e. Overground rail traffic, road traffic from the surrounding road network and aircraft flyover from London City Airport). Dominant sources of noise at the Site were due to rail traffic, with other sources making minimal contributions to the noise environment.

2.5.39 In terms of residual effects, these are assessed as being non-significant for the demolition, construction and operational (completed development and occupied) phases for the following receptors:
- Demolition and construction noise on residential receptors;
- Demolition and construction noise on community receptors;
- Demolition and construction vibration on residential receptors;
- Demolition and construction vibration on community receptors;
- Demolition and construction traffic on residential receptors;
- Operational road traffic noise on residential receptors;
- Operational road traffic on community receptors; and
- Operational fixed plant noise on nearby receptors.

2.5.40 In terms of proposed mitigation measures a noise management plan is proposed to avoid or minimise the impact of noise levels. It is also noted that on-site implementation of good industry standards, guidance and practice procedures will be followed in order to minimise noise effects from enabling works, demolition and construction.

2.5.41 No mitigation measures are required for proposed fixed plant installations as 'negligible' to 'minor adverse' (not significant) effects have been anticipated, provided plant is designed to meet Local Authority criteria.

2.5.42 No mitigation is proposed for external amenity areas.

2.5.43 Following a review of the ES, the following planning conditions are recommended:

- Demolition/construction noise and vibration management plan.
- Detailed mitigation scheme.
- Assessment of external amenity areas.
- Cumulative noise and vibration effects during the demolition and construction phase.
- Detailed acoustic mitigation scheme to protect the outdoor amenity.
- Sound assessment should be undertaken of any fixed and mobile equipment.

2.5.44 With the implementation of the mitigation measures it is not expected there would be significant impacts upon the environment in terms of noise and vibration.

Vol I. Chapter 9 – Air Quality

2.5.45 Chapter 9 of the ES provides an assessment of the potential air quality impacts. In particular, it considers the effects associated with dust generation during the construction phase, and road traffic and the energy centre emissions attributable to the Proposed Development once complete and operational.
2.5.46 The assessment considers the effects associated with dust generation during the construction phase, and road traffic and the energy centre emissions attributable to the Proposed Development once complete and operational.

2.5.47 The impact of road traffic and emissions from the proposed energy centre on the air quality likely to be experienced by existing receptors and the air quality to which future residents of the Proposed Development would be exposed was calculated using dispersion modelling.

2.5.48 To monitor nitrogen dioxide (NO₂) concentrations in the vicinity of the Site, a three-month diffusion tube survey was undertaken in 2016. Defra’s mapped background concentrations, and dispersion modelling of road traffic emissions were also used to characterise baseline pollutant concentrations.

2.5.49 The dispersion modelling was verified using the data collected from four locations in the survey. The 2016 baseline pollutant concentrations are considered to have been adequately characterised. These results indicate that the NO₂ annual mean Air Quality Objective (AQO) is exceeded at existing receptors in the vicinity of the Proposed Development. Baseline particulate matter (PM10) concentrations at the selected sensitive receptors in the area were below the relevant annual mean AQO.

2.5.50 The study area was identified as having a high sensitivity to impacts on dust soiling and human health during demolition and construction. The potential dust emissions magnitude was considered to be large for demolition, earthworks, construction and trackout. The Site was identified as being ‘high risk’.

2.5.51 The assessment concluded that the risk of the potential impacts on the sensitive receptors (property and amenity; human health) would be minimised or prevented.

2.5.52 The impact of exhaust emissions from construction vehicles was not assessed.

2.5.53 During operation, the change in annual mean concentration of NO₂ predicted at existing and cumulative (identified as relevant to air quality from the list of cumulative developments provided) residential receptors due to the Proposed Development is shown to be in the range of <0.1 μg m⁻³ to 1 μg m⁻³. The impact at the majority of receptors is described as negligible. The impact at some receptors (E6, E8, E10 and E11) is predicted to be minor adverse (not significant). The impact at receptor 38 on the ground floor is predicted to be moderate adverse (significant). The NO₂ contribution of the energy centre is considered to be not significant and the impact at the sensitive receptors is described as negligible.

2.5.54 It is stated in the ES that as the diesel generator will operate infrequently (approximately a 10 minute period each month) it will not have an impact that would cause a significant effect on local air quality, so emissions from
the emergency generator were not quantified in the assessment.

2.5.55 The maximum predicted annual mean concentrations of NO₂, PM10 and PM₂.₅ are predicted to be below annual mean AQOs at all receptors within the Proposed Development and the site is considered suitable for the proposed use, therefore the impact at the sensitive receptors is described as negligible.

2.5.56 An air quality neutral assessment has been carried out for the building and transport emissions associated with the Proposed Development. It is concluded that the Proposed Development meets the air quality neutral requirements as predicted emissions are below the benchmarks.

2.5.57 Mitigation measures taken from the IAQM guidance and The Control of Dust and Emissions during Construction and Demolition – Supplementary Planning Guidance have been recommended for the construction phase.

2.5.58 It is stated that the potential direct impact from road traffic emissions on residential properties will be minimised by the elevated location of some residential units.

2.5.59 It is stated that the most significant effects of the Proposed Development in relation to air quality relate to residential trip generation, and mitigation measures in relation to this are described in the associated Transport Assessment. In summary, the Proposed Development has been designed to minimise trip generation and provision of infrastructure to enable charging of Electric Vehicles is included.

2.5.60 It is stated that the Proposed Development energy centre (comprising one combined heat and power engine (CHP), 6 gas-fired boilers and a single diesel-fired generator) has been designed in accordance with the Mayor of London’s Sustainable Design and Construction SPG. In relation to emissions associated with on-site energy generation.

2.5.61 It is recommended that usage of the generator is tracked and if it is operated for more than 10 minutes per month, protocols should be reviewed, as regular operation of generators such as this can potentially cause exceedance of the short-term NO₂ AQO.

2.5.62 Following a review of the ES, the following planning conditions are recommended:

- Non-road mobile machinery (NRMM) of net power between 37kW and 560kW used on the site will be required to meet Stage IIIA of the EU Directive 97/68/EC as a minimum.

- Boilers should achieve a NOₓ rating of <40 mgNOₓ/kWh and any spark ignition engine CHP installed should meet the emission standard of 95 mg NOₓ Nm⁻³.
Operational details of the diesel generator should be kept and made available to the LBN.

2.5.63 With the implementation of the mitigation measures it is not expected there would be significant impacts upon the environment in terms of air quality.

Vol I. Chapter 10 – Wind Microclimate

2.5.64 The wind environment is assessed in Chapter 10 of the ES which is accompanied by a wind microclimate study.

2.5.65 The wind assessment was undertaken with wind tunnel testing for quantifying the wind conditions at selected locations around the Proposed Development. The Lawson comfort criteria were used to evaluate the significance of these effects. It is a standard and robust approach for this type of assessment.

2.5.66 A combination of meteorological data from Heathrow, Gatwick and Stansted airports were used in the assessment to represent the local wind microclimate for the London area.

2.5.67 Analysis was undertaken for the summer season (June, July, August) and winter or windiest (December, January, February) season only.

2.5.68 Most locations were acceptable for sitting and standing during the summer months and standing and leisure walking during the windiest months.

2.5.69 No receptors recorded strong wind conditions with exceedances of Beaufort Force 6 (B6) or greater for more than 1 hour per year.

2.5.70 Proposed mitigation measures (which were tested in a wind tunnel) took the form of a combination of design measures (recessed entrance locations), landscape strategy, tree planting, screening, balustrades, planters etc.

2.5.71 The residual effect is negligible at most locations selected for the intended use with the mitigation measures proposed and tested with the wind tunnel assessment. However, additional measures are proposed based on soft and hard landscaping additions to address the wind effect at the entrance location 164 and balconies location 326 and all balconies located at lower level below location 326.

2.5.72 Mitigation measures are required at location 273, where plans for Block C01 have indicated the presence of an entrance at this location. As the location is suitable for leisure walking use, one category windier than the recommended standing use for an entrance location, mitigation measures either to recess the entrance by 1.5m or to erect screens of 1.2m in height as a shelter are required. It is recommended that entrance locations 275, 279, 292, 301 and 306 should be recessed by 1.5 m.

2.5.73 It is recommended that landscaping mitigation measures should be
implemented near receptors 6, 10 and 16 for Phase 2, 3 and 4 because of strong winds above B7 predicted at receptors 6 and 10 and receptor 16 is classified as business walking in Configuration 4 (Phase 1 – Existing Surrounds with Phase 2, 3 and 4 Illustrative Parameters i.e. the outline component with minimal development of the Phases 2, 3 and 4.

2.5.74 It is recommended that if the Outline Component of the masterplan is to be built at the extents of the maximum parameters, the entrance location 164 is classified as Leisure walking. If the extents of the Outline Component are confirmed as the Illustrative parameters before any full planning permission is granted for Phase 1, it is recommend that entrance location 164 should be recessed by 1.5m.

2.5.75 Sitting areas for amenity areas will have to be located where receptors are classified as sitting conditions and away from locations classified as Standing (i.e. location 245) in Configuration 5; as a mix of standing and sitting conditions were predicted at amenities receptor locations in summer month in Configuration 5. Phase 1 – Existing Surrounding area with Mitigation included).

2.5.76 The recommendation is that these additional measures are part of the final design.

2.5.77 Following a review of the ES, the following planning conditions are recommended:

- Prior to commencement of phase 2, 3 and 4, wind effects at entrance, balcony, roof top, and amenity locations of every block of these phases shall be assessed for wind microclimate conditions and approved by the Local Planning Authority;

- Prior to commencement of phase 2, 3 and 4, mitigation measures for locations 6, 10 and 16 shall be assessed for wind microclimate conditions and approved by the Local Planning Authority; and

- The additional mitigation measures proposed for receptors 6, 10 and 16, locations 164, 245, 273, 275, 279, 292, 301 and 306 and balconies location 326 and all balconies located at lower level below location 326, shall be implemented as part of the Proposed Development.

2.5.78 With the implementation of the mitigation measures it is not expected there would be significant impacts upon the environment in terms of the wind microclimate.

Vol I. Chapter 11 – Daylight, Sunlight, Overshadowing, and Solar Glare

2.5.79 Daylight, sunlight and overshadowing are assessed in Chapter 11 of the ES as well as in a supplementary document presenting levels of light retained in the context of 13 comparable developments within Newham and wider London.
2.5.80 An assessment has been carried out on both the Phase 1 Detailed Element of the application and the Outline Element. The purpose of these two studies is to ascertain whether the Proposed Development will provide residential accommodation considered acceptable in terms of daylight, sunlight and overshadowing.

2.5.81 The daylight and sunlight assessments have been carried out using a three-dimensional computer model and specialist lighting simulation software.

2.5.82 The Environmental Statement quantifies daylight and sunlight effects with reference to percentage changes and those that are considered moderate adverse or above (significant) are predicted to occur to 347 Manor Road, 349-355 Manor Road, Almond House, London Plane House, 271-275 Manor Road, 277-291 Manor Road, 293-307 Manor Road, 309-323 Manor Road, 335-345 Manor Road and 1-4 Wembley Cottages. Where the use of rooms is not yet known, a worst case has been assumed in the assessment that they will be habitable rooms with thus a high sensitivity to daylight and sunlight impacts.

2.5.83 It should also be noted that some rooms within the Wembley Cottages have retained levels of daylight that are reduced by around 80% to 90% from the existing conditions. When the retained Vertical Sky Component (VSC) values are inspected, it can be seen that in the case of the Wembley Cottages, these windows will be left receiving virtually no natural daylight whatsoever (VSC < 2%).

2.5.84 The ES concludes that significant effects are likely to be unavoidable in relation to any substantial and viable new development proposed on the site. This is based predominantly on the fact that the study area is located within an urban location and as a result of the undeveloped nature of the site, many of the surrounding sensitive receptors currently benefit from levels of daylight that are well in excess of what would normally be expected in an urban location. Additionally it is accepted that the existing levels recorded are in some cases unrealistically high as the significant trees along the north end of Manor Road and behind the Wembley Cottages are not included within the assessments. This is particularly relevant for Almond House, London Plane House and 275 Manor Road.

2.5.85 It should also be noted that the Housing SPG (2016) for London, recognises that an appropriate degree of flexibility should be applied when using the BRE guidelines and factors such as local circumstances and the need to optimise housing capacity should be taken into consideration.

2.5.86 The ES concludes that the majority of the surrounding buildings will not experience significant effects and of those that will be significantly affected, the majority still retain good levels of daylight and sunlight and as such no mitigation measures are required.

2.5.87 However in the case of the Wembley Cottages, there are 12 windows with
VSC values less than 10% and 5 of these are less than 2%. These are identified as major adverse (significant) impacts and the properties do not retain reasonable levels of daylight, however no mitigation measures are proposed.

2.5.88 In terms of solar glare, the effect to all viewpoints other than two were not considered significant. The two viewpoints of minor to moderate significance, are located over 200m from the Phase 1 buildings assessed which include mitigation in the form of punched windows and fins. The residual impact is temporary as the view will be blocked in time by the remaining phases and as such no further mitigation is proposed.

2.5.89 No mitigation is proposed to avoid or reduce identified likely significant adverse daylight and sunlight effects, and solar glare to surrounding train signals.

2.5.90 No recommendations for planning conditions are made and as a result, it is concluded that moderate to major adverse significant effects are predicted to occur to 347 Manor Road, 349-355 Manor Road, Almond House, London Plane House, 271-275 Manor Road, 277-291 Manor Road, 293-307 Manor Road, 309-323 Manor Road, 335-345 Manor Road and 1-4 Wembley Cottages.

Vol I. Chapter 12 – Ground Conditions

2.5.91 Ground conditions, including the potential for and nature of contamination on site in terms of land contamination and hydrology, are assessed in Chapter 12 of the ES.

2.5.92 As well as humans, controlled waters, crops/livestock and buildings, ecology: plants and animals are identified as potential receptors at the site. However, the potential risks to these receptors from site soils and groundwater has not been assessed in risk assessments.

2.5.93 Site structures are currently limited to three disused sheds in the north-east of the Site and a portion of the largely demolished warehouse in the centre of the Site. Hardstanding covers approximately 90% of the Site and is comprised of either concrete (generally associated with remaining building slabs) or asphalt.

2.5.94 It is indicated that a further environmental investigation is being completed at the site. A Phase II report and Remediation Strategy has been provided. This includes the results of a site wide investigation and assessment and further details of the proposed scope of mitigation to be adopted as part of the Proposed Development.

2.5.95 The significance of residual effects on ground conditions for the Demolition and Construction Phase were identified as follows:
- Human health (off-site residents, members of the public and demolition and construction workers) - Minor adverse (not significant); and
- Controlled waters and the built environment – Minor to Moderate beneficial (significant).

2.5.96 The significance of residual effects for the operational Phase (Completed Development and Occupied Phase) were identified as follows:

- Human health (site occupiers) - Minor adverse (not significant);
- Controlled waters (from piling) - Negligible to Minor adverse (not significant);
- Built environment (risk to human health from ground gas ingress) – Minor adverse (not significant); and
- Built environment (surface water from run off) – Negligible (not significant).

2.5.97 Following a review of the ES, the following planning conditions are recommended:

- Verification report should be produced detailing the implementation of the remediation and including the verification data.
- Asbestos Management Survey and Asbestos Refurbishment and Demolition Survey.
- A report on pathways into the aquifers or allow ground gases/vapour or other contaminants to present a hazard.

2.5.98 With the implementation of the mitigation measures it is not expected that there would be significant impacts upon the environment in terms of ground conditions.

Vol I. Chapter 13 – Water Resources, Drainage and Flood Risk

2.5.99 The effects on the water environment including water resources, drainage and flood risk are assessed in Chapter 13 of the ES.

2.5.100 The water environment assessment is largely comprised of a desk study. Reference is also made to the initial Site Investigation borehole results.

2.5.101 It is identified that during construction, surface water flooding could be a potential effect as a result of the alteration of the drainage regime, which would be managed through ‘agreement of allowable foul and surface water drainage with Thames Water (TW) during the construction activities’.

2.5.102 It is identified that excavations may comprise the use of piling, and that any potential risks on groundwater quality will be managed by a Piling Risk Assessment.

2.5.103 It has also been noted that a contamination remediation strategy has been
undertaken and forms part of the documents for approval.

2.5.104 The Thames Water Stephenson Street Development Modelling Report identifies that ‘the Proposed Development will have a significant impact on pressures in the local development’. In order to manage this demand on the water supply network capacity, it is proposed that upgrade works identified within the TW Stephenson Street Modelling Report will be further developed during the detailed design.

2.5.105 In terms of mitigation measures the Environmental Design and Management Section in the ES states that ‘the surface water rates will be significantly reduced to greenfield rates where feasible’ through a gravity fed system, and that a discharge rate of three times the greenfield runoff rate will be achieved.

2.5.106 The significance of residual effects for the enabling, demolition and construction phases is as follows:

- Flood Risk on Construction Workers - Minor adverse (not significant);
- Flood Risk on Local Residents - Negligible (not significant);
- Flood Risk on Site Occupants - Minor adverse (not significant);
- Water demand on the water supply network capacity - Negligible (not significant);
- Drainage quantity on the drainage network capacity - Negligible (not significant); and
- Water quality on groundwater quality - Negligible (not significant).

2.5.107 The significance of residual effects for the operational phase (completed and occupied development) is as follows:

- Flood Risk on Local Residents - Moderate beneficial (significant);
- Flood Risk on Site Occupants - Minor adverse (not significant);
- Water demand on the water supply network capacity - Negligible (not significant); and
- Drainage quantity on the drainage network capacity - Negligible (not significant).

2.5.108 The remainder of the mitigation measures set out in the ES for the site and Construction and Environmental Management Plan (CEMP) appear to be reasonable.

2.5.109 The ES is considered to be compliant with the IEMA criteria and planning policy, subject to the planning conditions recommended below:

- Drainage strategy.
- Liaise with Thames Water to agree on future plans to upgrade supply network capacity.
- Piling risk assessment and contamination remediation strategy.
An emergency flood plan.

Construction and Environmental Management Plan.

2.5.110 With the implementation of the mitigation measures it is not expected there would be significant impacts upon the environment in terms of water resources, drainage and flood risk.

Vol I. Chapter 14 – Archaeology (Buried Heritage)

2.5.111 Archaeology is assessed in Chapter 14 of the ES.

2.5.112 There has been no intrusive archaeological survey of the site and results of archaeological work in the vicinity of the site have been extrapolated to develop an understanding of the likely preservation of archaeological heritage assets within the site.

2.5.113 Effects are considered at the demolition/construction phase, which is when any disturbance of archaeological heritage assets or deposits would occur. These effects would be adverse, permanent and irreversible. No further effects are anticipated during the occupation of the Proposed Development.

2.5.114 The potential effects of the Proposed Development are set out in very general terms, with tentative assessments of the potential significance of heritage assets and magnitude of change that seem appropriate but are perhaps overconfidently stated given the difficulty of accurately predicting the presence and character of as-yet unrecorded archaeological remains.

2.5.115 There is, however, no evidence to suggest that these conclusions are inappropriate, and it appears unlikely that the significance of anticipated heritage assets or the magnitude of change would be sufficient to give rise to any significant adverse effect.

2.5.116 Proposed mitigation would take the form of an agreed scheme of archaeological investigation and recording which should be agreed with the Greater London Archaeology Advisory Service (GLAAS).

2.5.117 No significant adverse effects have been predicted on any archaeological receptors, however it is clear that further archaeological work is required to mitigate the adverse effects of the Proposed Development. GLAAS has recommended the following planning condition:

❖ Stage I Written Scheme of Investigation

2.5.118 With the implementation of the mitigation measures it is not expected there would be significant impacts upon the environment in terms of archaeology.
2.5.119 Effects on ecological receptors are assessed in Chapter 15 of the ES.

2.5.120 The Study Area/Zone of Influence is defined in the ES as being 10 km for European designated nature conservation sites and 2 km for other statutory and non-statutory sites. A distance of 2 km is used for legally protected/otherwise notable species with a 5 km radius used for bats. The rationale for selecting these study areas is limited to the nature and extent of the Proposed Development.

2.5.121 No significant residual effects are predicted on any ecological receptors during the Demolition and Construction Phases.

2.5.122 During the operational phase, moderate beneficial and significant residual effects are predicted in relation to the provision of permanent areas of brown roof (0.8 ha) and green roof (1.2 ha) to be maintained and managed in the long term. All other residual effects during the operational phase on ecological receptors are predicted to be non-significant.

2.5.123 Ecological surveys were carried out as part of the EIA for the Proposed Development, comprising an extended Phase 1 habitat survey and further surveys for breeding birds, reptiles and bats. There is the potential for protected species on the site and so conditions are recommended to ensure wildlife is protected.

2.5.124 Following a review of the ES, the following planning conditions are recommended:

- Ecological Mitigation and Management Plan for the Site
- Detailed scheme for green and brown roofs
- Details of design features that enhance bat roosting opportunities
- Detailed lighting design that complies with current Bat Conservation Trust
- Reptile method statement
- Black Redstart monitoring plan

2.5.125 With the implementation of the mitigation measures it is not expected there would be significant impacts upon the environment in terms of ecology and nature conservation.

2.5.126 Chapter 16: Effect Interactions of the ES concludes that there is the potential for effect interactions to take place during the enabling works,
demolition and construction and once the Proposed Development is complete and occupied.

2.5.127 Once complete and occupied, adverse effect interactions arising as a result of the Proposed Development are mainly associated with changes to natural lighting, noise from operational plant, potential release of contaminants to controlled waters and flooding to future on-site users and a localised wind effect. In contrast, beneficial combined effects relating to socio-economics (e.g. open space provision, job creation, education provision), improved wind conditions for entrances and thoroughfares, and improve transport infrastructure result in an attractive and accessible Site exist, which will likely boost the local economy and prosperity of the area.

Enabling Works, Demolition and Construction Phase

2.5.128 The majority of technical subjects (traffic and transport, noise and vibration, air quality, wind microclimate, daylight/sunlight, ground conditions, water resources, drainage and floodrisk, archaeology and ecology) covered within the ES are not anticipated to give rise to significantly adverse cumulative construction effects, assuming the implementation of standard mitigation measures. It is expected that the other committed developments’ enabling and construction works would also adhere to such best practice measures.

2.5.129 It is assumed that the enabling works, demolition and construction phases associated with the other development schemes would adhere to legislative requirements, industry guidance and best practice. But despite this, there remains the potential for cumulative effects to arise, particularly with respect to dust and noise.

2.5.130 Each individual cumulative construction site will have to adopt controls to prevent significant transfer of airborne pollutants beyond their site boundaries and the use of monitoring to confirm the effectiveness of these measures. Therefore, cumulative effects at existing and future receptor locations would therefore be managed by the contractors to avoid the occurrence of significant cumulative effects.

2.5.131 Cumulative effects of the demolition and construction phase are therefore considered to be temporary in nature. Local and overall cumulative effects are considered to be of negligible to minor adverse significance.

2.5.132 A likely moderate beneficial cumulative effect of the construction of other development schemes (“Committed Developments”) and the Proposed Development will be the generation of local employment opportunities at a local level, as well as the Greater London economy.

Complete and Occupied Phase

2.5.133 If all the committed developments and the Proposed Development are built, more than 10,000 new residential units are expected to come forward, creating a moderate beneficial cumulative effect on both market
and affordable housing provision within Newham. With these new units, the committed developments will bring a substantial number of new residents into Newham who will spend a large proportion of their income in Greater London. The additional spending of the combined schemes is considered to have a moderate beneficial cumulative effect. However, the increase in population is unlikely to be considered sustainable in relation to healthcare provision as the existing ratio of GPs to patients in local practices is currently higher than the national average, thus creating a moderate averse effect when combined with consented schemes in the area.

2.5.134 As the development plans include large areas of commercial floorspace, when combined with other consented schemes, there is the potential to create approximately 10,533 new gross jobs, benefitting the local London economy. Social infrastructure will play a large role as part of the Proposed Development, which will incorporate new private and public open space for on-site and surrounding residents, creating a moderate beneficial permanent cumulative effect.

2.5.135 Overall when taking into consideration the committed developments, there will be a negligible effect to the Thames Water (TW) water supply and drainage capacity due to the ongoing improvements works being undertaken by TW. There will also be a potential beneficial effect on surface water flooding within the local area due to the inherent environmental design and management measures which will be adopted as part of the standard practice.

2.5.136 Several of the committed developments (e.g. 2-12 High Street Stratford and Land at Marshgate Lane, Pudding Mill Lane) include the provision of biodiverse roofs. In combination once these developments are completed and operational there is the potential for an overall beneficial effect at up to a Borough level due to the enhanced permanent network of biodiverse habitats.

2.5.137 Furthermore, the technical assessments presented within this ES have concluded that the completed and occupied Proposed Development will lead to negligible cumulative effects relating to: traffic and transport, noise and vibration, air quality, wind microclimate, daylight/sunlight, ground conditions, and archaeology.

Vol I. Chapter 17 - Residual Effects and Conclusions

2.5.138 Once the Proposed Development is completed and occupied, there are likely to be adverse effects in relation to socio-economics (primary healthcare), traffic and transport (rail delay), noise and vibration (plant noise), daylight/sunlight and overshadowing, ground conditions (controlled waters, contaminated soils) and water resources (flood risk to on-site occupants). The majority of these effects are considered minor adverse (with the exception of daylight and sunlight).
A Concluding Summary of Adverse Effects is outlined in the table below:

<table>
<thead>
<tr>
<th>Topic Area</th>
<th>Significance of Residual Effects (Completed development and Occupied Phase)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Socio Economics:</strong></td>
<td></td>
</tr>
<tr>
<td>Primary Healthcare</td>
<td>Minor Adverse (not significant)</td>
</tr>
<tr>
<td><strong>Traffic and Transport:</strong></td>
<td></td>
</tr>
<tr>
<td>Rail Delay</td>
<td>Minor Adverse (not significant)</td>
</tr>
<tr>
<td><strong>Wind Microclimate:</strong></td>
<td></td>
</tr>
<tr>
<td>Wind effects on thoroughfares within and around the site</td>
<td>Minor Adverse at location 231</td>
</tr>
<tr>
<td>Wind effects on entrances within and around the site</td>
<td>Minor Adverse at location 164</td>
</tr>
<tr>
<td>Wind effects on balconies within the site</td>
<td>Minor Adverse at location 326</td>
</tr>
<tr>
<td><strong>Daylight, Sunlight, Overshadowing and Solar Glare:</strong></td>
<td></td>
</tr>
<tr>
<td>Daylight to surrounding sensitive receptors</td>
<td>Significant (moderate to major adverse effects)</td>
</tr>
<tr>
<td>Sunlight to surrounding sensitive receptors</td>
<td>Significant (moderate to major adverse effects)</td>
</tr>
<tr>
<td>Solar glare to surrounding train signals</td>
<td>Significant (moderate adverse effects)</td>
</tr>
<tr>
<td><strong>Ground Conditions:</strong></td>
<td></td>
</tr>
<tr>
<td>Human health – site occupiers could come into contact with</td>
<td>Minor adverse (not significant)</td>
</tr>
<tr>
<td>contaminated soil and ground water</td>
<td></td>
</tr>
<tr>
<td>Controlled waters – piling may provide a pathway for</td>
<td>Negligible to minor adverse (not significant)</td>
</tr>
<tr>
<td>contaminant migration</td>
<td></td>
</tr>
<tr>
<td><strong>Water resources, Drainage and Floor Risk:</strong></td>
<td></td>
</tr>
<tr>
<td>Flood risk on site occupants</td>
<td>Minor adverse (not significant)</td>
</tr>
</tbody>
</table>

Following a review of the ES, the following additional planning conditions that do not fall within specific environmental topics in the ES are recommended:

- A site-specific Construction Environmental Management Plan that incorporates a Construction Method Statement
- Neighbour and Public Relations Strategy
- Detailed lighting design
2.5.141 Officers recommend that pre-construction TV reception surveys and post-construction TV reception surveys are dealt with by way of S106.

Vol. II - Townscape, Visual Impacts and Built Heritage

2.5.142 Built Heritage is set out in Volume II of the ES in the Townscape, Visual Impacts and Built Heritage Assessment.

2.5.143 This application was advertised as affecting the setting of the following listed buildings:

- Seven Gasholders, Former Bromley By Bow Gasworks (Grade II Listed)
- Twelvetrees Crescent Bridge (Grade II Listed)
- Tide Mill (Known As The House Mill), Three Mill Lane (Grade I Listed)
- Clock Mill (Grade II* Listed)
- Offices Opposite Clock Mill, Three Mill Lane, Custom House (Grade II Listed)
- War Memorial, Twelvetrees Crescent (Grade II Listed)
- Abbey Mills Pumping Station, Abbey Lane (Grade II*)
- B Station At Abbey Mills Pumping Station (Grade II Listed)
- C Station With Associated Valve House, Abbey Mills Pumping Station (Grade II Listed)
- Northern Outfall Sewer Bridge Over Channelsea River (Grade II Listed)
- Offices (Former Superintendent's House) At Abbey Mills (Grade II Listed)
- Bases Of Pair Of Former Chimney Stacks At Abbey Mills To North-West And South-East Of Pumping Station (Grade II Listed)
- Gate Lodge At Abbey Mills, Abbey Lane (Grade II Listed)
- Gates And Gatepiers At Entrance To Abbey Mills Pumping Station (Grade II Listed)
- Nos. 116-130 Abbey Lane (Grade II Listed)
- Paved Roadway Extending From West Side Of House Mill To Wall And Gate On East Side Of Clock Mill, Three Mill Lane (Grade II Listed)
- Engine House At West Ham Pumping Station, Abbey Road (Grade II Listed)
- Statue Of Sir Corbett Woodhall, Bromley By Bow Memorial Garden (Grade II Listed)

2.5.144 This application was also advertised as affecting the setting of the Three Mills Conservation Area (LB Newham), the Three Mills Conservation Area (LB Tower Hamlets), Sugar House Lane Conservation Area (LB Newham) and Limehouse Cut Conservation Area (LB Tower Hamlets).

2.5.145 Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) places a general duty on the Council as respects listed buildings in exercising its planning functions. In considering whether to grant planning permission for development which affects a listed
building or its setting, the LPA shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

2.5.146 As such, officers have given considerable importance and weight to the desirability to preserve the setting of heritage assets. In accordance with the intent of London Plan Policy 7.8 and Core Strategy Policy SP5, there is a requirement that any development displays a sympathetic relationship to the building or its setting, with particular reference to scale, style, design, detailing, materials and layout.

2.5.147 In accordance with Section 72 Planning (Listed Buildings and Conservation Areas) Act 1990, in the assessment of the proposal the Council has paid special attention to the desirability of preserving or enhancing the character or appearance of that area.

2.5.148 Chapter 12 of the NPPF focuses on the topic of conserving and enhancing the historic environment. The appropriate conservation of heritage assets forms one of the ‘Core Planning Principles’ of the NPPF that underpin the planning system. This is expanded upon principally in paragraphs 126-141 but policies giving effect to this objective appear elsewhere in the NPPF.

2.5.149 Paragraph 131 of the NPPF states in determining planning applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.

2.5.150 Paragraph 134 of the NPPF states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

2.5.151 London Plan Policy 7.4 states that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. In addition, Core Strategy Policies SP1 and SP3 seek a high standard of design through successful integration with the surrounding context, resulting in positive additions to the streetscape.

2.5.152 Officers have also considered the information provided on good practice to assist local authorities contained within the Historic England Good Practice Advice Note (No. 3).

2.5.153 Core Strategy Policy SP5 (Heritage and other Successful Place-making Assets) seek to conserve and enhance designated heritage assets, and to increase their presence and encourage wider appreciation, ownership of,
and access to the asset.

2.5.154 The presentation of baseline conditions is based on a search of the National Heritage List for England and considers Newham’s local list and conservation areas and relevant conservation areas within LB Tower Hamlets.

2.5.155 Mitigation measures proposed in the ES comprise the construction of hoardings around the site during construction to screen construction processes. It is unlikely that this measure would have any discernible effect on visual change in the settings of heritage assets, which in this case are more likely to be affected by work at height, particularly in the case of the Bromley by Bow Gasholders.

2.5.156 It is unlikely that any effective mitigation measures for visual change in the settings of heritage assets during construction of the Proposed Development would be effective, considering the height of the proposed buildings.

2.5.157 The industrial nature and present context of the Bromley by Bow gasworks means that construction noise is unlikely to contribute discernibly to any adverse effects and it is not considered that additional noise and air quality mitigation measures above any which may be required to mitigate effects on the human environment would be required.

2.5.158 Temporary Significant adverse residual effects during the demolition and construction phases are predicted on the following receptors:

- Bromley by Bow Gasholders;
- Abbey Mills Pumping Station;
- Twelvetrees Crescent Bridge;
- Tide Mill (House Mill);
- Three Mills Conservation Area (Newham);
- Three Mills Conservation Area (Tower Hamlets); and
- Sugar House Lane Conservation Area (Newham).

2.5.159 Permanent Significant Beneficial residual effects during the operational phase are predicted on the following receptors:

- Bromley by Bow Gasholders; and
- Twelvetrees Crescent Bridge;

2.5.160 Permanent Significant Neutral effects during the operational phase are predicted on the following receptors:

- Tide Mill (House Mill);
- Three Mills Conservation Area (Newham) and
- Three Mills Conservation Area (Tower Hamlets).

2.5.161 Further non-significant adverse effects are identified. While these may
constitute harm as defined in the NPPF, these effects would generally be of a very limited magnitude and duration.

2.5.162 These adverse effects should be weighed against the public benefits of the proposal. In carrying out this exercise, any long-term beneficial effects should be given appropriate weight. Any less than substantial harm to heritage assets must be afforded considerable weight in this balancing exercise.

2.5.163 The proposed tall buildings within the outline element of the application would be visible in Views 34.1, 34.2 and 41 looking east along Mill Lane. These views afford some of the best aspects of the group of historic mill buildings that sit at the heart of the Three Mills Conservation Area, where the listed mill buildings are seen to frame views along Three Mills Lane and present an interesting roofline that is, uninterrupted by backdrop to modern development. The proposed tall buildings within the application site would appear to the right hand side of the oast house roofs of the Grade II listed Clock Mill. As such, the proposals are considered to cause some harm to these views and to the setting of the Clock Mill. The ES concludes that the heritage significance of this heritage asset is not affected (the significance of the effect is stated as ‘Minor to moderate’ (not significant, neutral, and permanent). The Clock Mill remains clearly visible in the other key views which have been identified.

2.5.164 The level of harm to the significance of the Clock Mill is considered to be less than substantial and must therefore be weighed against the public benefits of the proposed development with the harm being afforded considerable weight in accordance with the statutory requirements. The public benefits such as contributions to affordable housing and regeneration, as well as making the optimum viable use of the site are considered to significantly outweigh the less than substantial harm to the Grade II listed Clock Mill.

2.5.165 A response was received from Historic England on 6th July 2017 which stated the proposals are considered to cause some harm to the significance of these views and to the setting of the Clock Mill.

2.5.166 The response from Historic England added that in respect to the setting of the neighbouring listed gasholders, it is clear that the proposals seek to maximise views and links through to the gasholders, which is welcomed.

2.5.167 In accordance with the Council’s statutory duties and relevant policies of the development plan the Council has paid special attention to the desirability of preserving or enhancing the character or appearance of the setting of the nearby Conservation Areas. Overall, the proposed residual impacts to the Conservation Areas are no more than moderate to major (permanent and neutral).

2.5.168 No planning conditions are proposed as all effects are beneficial or neutral.
Conclusion

2.5.169 The Proposed Development has been assessed, as appropriate, in terms of national, regional and local planning policy and in accordance with generally accepted environmental standards and policies. The Environmental Statement and the further information submitted under Regulation 22 assessed any potential significant effects of the development that may arise and also any cumulative impacts that may arise having regard to other major developments that were identified through the Scoping exercise. The methodology and the scope used to prepare the Environmental Statement was agreed with Officers and complies with best practice. The Environmental Statement has been independently reviewed and considered by Officers, and its conclusions accepted as reasonable and the environmental effects and impacts have been properly assessed. The impacts are generally of a negligible or minor adverse nature (which are not significant under the EIA methodology) or bring forward positive benefits to the site and its wider surroundings and would be further mitigated by the imposition of suitable planning conditions/s106 obligations.

2.5.170 Moderate to major adverse significant effects have been identified with respect to Daylight, Sunlight, Overshadowing, and Solar Glare (Vol I. Chapter 11) of which no planning conditions are proposed.

2.5.171 On balance, it is considered the proposed development would have a beneficial effect on the regeneration of the Site and contribute to meeting a need for new housing, jobs and community space. The delivery of much needed new homes, jobs and community space and the improvements to infrastructure and open space will provide important benefits to the area which have been balanced against the generally negligible or minor adverse nature of impacts identified within the Environmental Statement.

2.6 Amenity Space, Play Space and Public Realm

2.6.1 The landscaping strategy is central to place-making and positively contributing to a high quality environment. Policy SP3 of the Newham Core Strategy requires public realm to be made desirable and attractive places to frequent, and policy INF6 (Green Infrastructure) states as a key priority is addressing the quantity and quality deficiencies of public realm, particularly within the Arc of Opportunity. Furthermore, and in relation to the town centre location, Policy SP6 (Town and Local Centres) seeks the inclusion of high quality, accessible public realm and spaces that complement the centre’s commercial offer.

2.6.2 Landscaping for Phase 1 is proposed in detailed form. The landscaping proposal for phases 2, 3 and 4 are proposed to come forward under reserved matters applications.

2.6.3 The illustrative masterplan proposes to build on the idea of a new piece of city as a key placemaking concept to unlock the surrounding areas.
Maximising opportunities through the delivery of a large public open space and a variety of settings has been key to all strategic design decisions. The key driver of the public realm is the creation of new Park at the heart of the Site.

2.6.4 The detailed landscape proposals within this application seek to respond to the policy requirement to provide high quality, accessible and well designed public realm and landscaping within new developments. The landscape design seeks to provide a unifying element to the design proposals helping them to connect the buildings together and stitch them into the wider context.

2.6.5 A landscaping strategy has been prepared by Patel Taylor. As well as providing private amenity space, key public spaces different characters to support the needs and interests of the local and wider community. There are three character areas that are included in both the detailed and outline components which are the Four Seasons Park, the Boulevard and Community Gardens.

Public Realm

2.6.6 In respect of open space, the proposed masterplan includes a variety of spaces. At the heart of the development, the Four Seasons Park is proposed. This new 1.5 hectare park will be of a London scale and will be 55m across and 350m in length providing a central route from east to west across the application site. A second park, the Science Garden, is proposed to run north-south ending at the proposed East London Science School. This 0.41 hectare park also significant in scale but is designed to provide a different type of space; in part, a complementary space to the school to make use for teaching. In addition to the two main parks proposed, a new plaza is proposed to provide an entrance into the site from West Ham Station at the east end of the Four Seasons Park. A network of landscaped, traditional ‘London’ streets will provide quieter spaces within the development and access to all of the residential and commercial entrances to blocks.

2.6.7 Overall, the development, as set out within the detailed application for the first phase and the indicative masterplan covering the outline part of the site, provides for 4.83 hectares of publicly accessible open space. When compared to a site area of 10.69 hectares, this equates to 45% of the site as public open space. Further in respect of the first phase, 2.6 hectares of the proposed open spaces is proposed to be delivered. This equates to 54% of the site wide open space and demonstrates a commitment to placemaking. It is considered that this overall provision and the significant London scale parks which are also proposed meet and exceed the policy requirements of the London Plan and the Strategic objectives of local policy INF6.

2.6.8 The proposals would greatly contribute to ‘greening the Borough’ in accordance with Policy SC1. Given that the site is currently hoarded up and
vacant, these proposals represent a good opportunity to rejuvenate the appearance of the area and increase greenspace connectivity.

**Private Amenity Space**

2.6.9 All residential units, in all tenures, meet or exceed the mayor private amenity standard through the provision of external private balconies, or through the provision of oversized units in certain and justified environmental conditions. Homes within N01 and S01 which face onto the railway and DLR tracks have internalised amenity or inset balconies, which mitigates against noise and pollution.

2.6.10 Privacy screens are provided where there is adjoining balconies to retain privacy levels. Particular attention has been paid to avoid balconies in S03 overlooking the School.

2.6.11 As required by London Housing SPG Standard 26, the proposals provide a minimum of 5sqm of private outdoor space for 1-2 person dwellings and an extra 1sqm provided for each additional occupant.

**Play Space Provision**

2.6.12 According to the Mayor’s Play and Informal Recreation SPG (2012) the GLA benchmark standard of 10 sqm. of playspace per child is required. For Phase 1, a minimum of 1,869 sqm of play space is required for this development. This proposal provides in excess of 2,900 sqm and is therefore in accordance with the minimum requirements of children’s playspace. Further within the indicative masterplan, a provision of 8,813 sqm is accommodated.

2.6.13 Having regard to the Mayor’s Play and Informal Recreation SPG, based on the child yield for the proposed development, the provision of play space as indicated by the submitted proposals is considered to be in line with the requirements and moreover demonstrates that the play space needs of children can be adequately met on the application site. Suitable conditions would be recommended on any grant of planning permission to require further details of the location and type of play equipment to be submitted for approval within the landscaping strategy.

**Transportation Considerations**

2.7.1 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. In particular it offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development will not give rise to the creation conflicts between vehicular traffic and pedestrians. Para. 32 of
the NPPF states Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

2.7.2 Policy 6.3 of the London Plan, regarding the effects of development on transport capacity, states that new developments which will give rise to significant numbers of new trips should be located either where there is already good public transport provision with capacity adequate to support the additional demand, or where such high-quality provision is being introduced. Phasing development, the use of Travel Plans and addressing freight issues may all help reduce the impact of the development.

2.7.3 Policy 6.10 of the London Plan, relating to walking, states that development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.

2.7.4 Policy 6.13 of the London Plan seeks to ensure a balance is struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use and through the use of well considered travel plans aims to reduce reliance on private means of transport.

2.7.5 Policy INF2 of Newham’s Core Strategy seeks to secure a more sustainable pattern of movement in Newham, maximising the efficiency and accessibility of the Borough’s transport network on foot, cycle and public transport in order to reduce congestion.

2.7.6 The detailed component of the proposed development includes a number of transport improvements, including a new additional entrance to West Ham Station within the first phase of the development and two new pedestrian footbridges and improvements to the existing Stephenson Street vehicle bridge are proposed (these are explained in more detail in section 2.2 of this report).

2.7.7 There is a requirement for proposals to be accompanied by Transport Assessments and Travel Plans to assess development proposals and minimise potential impacts by ‘smarter travel’ strategies and plans and facilitating and encouraging more widespread walking, cycling and public transport use.

2.7.8 The planning application submission is accompanied by a Transport Assessment. Chapter 7 of the Environmental Statement also addresses transport issues. The Site is currently severed from the surrounding public transport infrastructure and has a PTAL rating of has a PTAL rating of 1a (very low) in the south rising to 6a (excellent) in the north east. The introduction of the new direct connection to West Ham station and the new pedestrian bridges to Manor Road deliver a step change in accessibility; taking the site from a PTAL 1a to 6a (Excellent).

2.7.9 There are four vehicle access points available to this area, of which two can be used to access the site:
- Stephenson Street / Manor Road (bridge over the Jubilee/DLR rail lines); and
- Stephenson Street / A13 Slip Road (left in / left out).

2.7.10 The other access points are:

- A disused tunnel to the Abbey Mills site to the north – which is on private land underneath the c2c/District and Hammersmith & City lines and leads to a disused road and bridge across the Jubilee and DLR lines; and
- Twelve Trees Crescent which serves Pro Logis Park but which is privately controlled and barriered preventing through traffic.

2.7.11 The junction of Stephenson Street / Manor Road is the primary connection to access the Site from the wider road network. Stephenson Street bridges over the Jubilee/DLR rail lines and forms a priority controlled junction with Manor Road, which rises to the level of the bridge. The junction has relatively limited visibility for vehicles turning out of Stephenson Street. HGV activity and interactions affect the capacity and operation of the junction.

2.7.12 To the south, the industrial area is bounded by the A13 (or specifically an eastbound slip off the A13 to a junction with Manor Road) which is accessible via Stephenson Street and thus provides access to the site. This junction is left-in left-out priority controlled junction.

Car Parking

2.7.13 Parking is controlled to the east, north east and north of the site. The West Ham CPZ covers the area immediately east of the site. The Stratford South West and Stratford South East CPZs cover the area to the north of the site. The restrictions in each CPZ are summarised below:

- West Ham: Monday to Friday 09:00 – 18:00;
- Stratford South West: Monday to Friday 10:00 – 12:00; and
- Stratford South East: Monday to Friday 10:00 – 12:00.

2.7.14 Car Parking will primarily be provided beneath the proposed buildings within a podium structure, however some on street parking spaces, car club spaces and service lay-bys are proposed within the landscape. Provision includes an allowance for disabled parking, cycle and motorcycle parking. Vehicular access and egress will be provided for vehicles by a two-way access road at the south of the site, along the line of the existing Stephenson Street. Primary vehicular access will generally run around the perimeter of the site with drop of points to be provided along the primary vehicular circulation route. An overview of the proposed development with respect to car parking and cycle parking is set out below:
## Phase 1 Parking Provision

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Units / GEA</th>
<th>Max Car Parking</th>
<th>Min Cycle Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>1020</td>
<td>131 within podium 35 on street</td>
<td>1,562 (inc 5% accessible)</td>
</tr>
<tr>
<td>Retail</td>
<td>9,310 sqm</td>
<td>2 visitor spaces</td>
<td>50 visitor spaces</td>
</tr>
<tr>
<td>Office</td>
<td>6,463 sqm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Use</td>
<td>390 sqm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>School</td>
<td>1000 pupils</td>
<td>6 spaces</td>
<td>151</td>
</tr>
<tr>
<td>Other</td>
<td>N/A</td>
<td>6 car club</td>
<td>N/Z</td>
</tr>
<tr>
<td><strong>Total Parking</strong></td>
<td></td>
<td><strong>180</strong></td>
<td><strong>1,763</strong></td>
</tr>
</tbody>
</table>

## Indicative Parking Provision (Phases 2, 3 and 4)

<table>
<thead>
<tr>
<th>Land Use</th>
<th>GEA (Indicative Masterplan)</th>
<th>Max Car Parking</th>
<th>Min Cycle Parking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>261,716 sqm</td>
<td>221 within podium 69 on street</td>
<td>4,176</td>
</tr>
<tr>
<td>Retail</td>
<td>9,310 sqm</td>
<td>8 visitor spaces</td>
<td>Not yet detailed</td>
</tr>
<tr>
<td>Office</td>
<td>6,463 sqm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Use</td>
<td>390 sqm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>N/A</td>
<td>14 car club</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Total Parking</strong></td>
<td></td>
<td><strong>312</strong></td>
<td><strong>4,176</strong></td>
</tr>
</tbody>
</table>

2.7.15 The level of car parking proposed for the development is currently 0.12 spaces per dwelling.

2.7.16 The application contains a maximum of 493 car-parking spaces for all uses, comprising 457 resident spaces, 20 car club spaces, 10 visitor spaces and 6 accessible spaces serving the school. The residents parking will include 10% disabled parking provision for the residential spaces which equates to 47 spaces. Additional, disabled parking spaces required to meet the 10% of all proposed units will be provided through a managed conversion system.

2.7.17 Parking will be managed on a ‘right to park’ basis with residents wishing to keep a car on site having to purchase a permit. The opportunity to purchase a permit will be prioritised for blue badge holders and then occupiers of larger 3+ bedroom dwellings. Parking permits will be leased on a monthly basis. Should a blue badge holding resident move to the development, or should an existing tenant be granted a blue badge, and request to purchase a permit and none are available then one will be made available within one months’ notice.

2.7.18 The main vehicular access / egress point for residents to access the Podium car parking within the Detailed Component (Phase 1), will be via the improved Stephenson Street Bridge, and along the Avenue which is located to the south and west of Plot S01. Access to the upper level of the Podium will be via a ramp located underneath Plot C01. No vehicle access is proposed via Twelvetrees Crescent or the northern tunnel to Abbey Mills.
which lie outside the site boundary.

2.7.19 The application submission confirms that 20% of all parking spaces would have electric vehicle charging points, and a further 20% would have passive provision. This would accord with London Plan requirements and is proposed to be secured by condition.

2.7.20 The London Plan sets out maximum residential parking standards in Table 6.2, stating for residential dwellings the following standards apply:

<table>
<thead>
<tr>
<th>Number of beds</th>
<th>4 or more</th>
<th>3</th>
<th>1-2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking spaces</td>
<td>Up to 2 per unit</td>
<td>Up to 1.5 per unit</td>
<td>Less than 1 per unit</td>
</tr>
</tbody>
</table>

2.7.21 It is also noted that in areas of good public transport accessibility, developments should aim for significantly less than 1 space per unit. With a PTAL ranging from 1a to 6a and the proximity of West Ham Station, the provision of 166 car parking spaces at a ratio of 0.12 spaces per residential unit is considered acceptable and in compliance with London Plan policy.

2.7.22 In their consultation response, LBN Transportation commented that 0.12 car parking spaces per residential unit is lower than one space per residential unit, however it is acknowledged that demand is extremely unlikely to be for that level of provision. Given the high PTAL and the opportunities for local shops within the development the actual demand will be a lot lower and the 0.12 spaces per is agreed as being sufficient. This was predicated on all the other supporting sustainable transport initiatives being in place such as high quality cycle parking, an effective Travel Plan, and 3 years car club membership for each unit plus a driving credit. Officers have considered the importance of the supporting transport initiatives and recommended these as S106 Heads of Terms.

2.7.23 The proposed car parking ratio is supported by LBN Transportation and is considered compliant with London Plan maximum parking standards.

2.7.24 The GLA Stage 1 response dated 28 September 2017 was satisfied with the overall level of car parking but noted that the provision of only 45 wheelchair accessible spaces was below the London Plan requirements of one wheelchair space per wheelchair accessible unit, which should equate to approximately 380 car parking spaces (approx. 10%).

2.7.25 LBN Transportation were satisfied with the accessible car parking provision subject to a condition on car parking allocation strategy and a demand of one blue badge holder per car owning household is not expected to materialise in practice. Should demand (monitored through the issuing of permits) exceed the current supply at any time, the car parking areas will be remarked and/or re-signed to protect a suitable number of wheelchair accessible parking spaces for blue badge holders.
2.7.26 Officers conclude that the overall level of car parking provision is in accordance with the London Plan and Newham Core Strategy policies that promote sustainable modes of transport. The site is well connected and within an area that benefits from a good PTAL rating. In order to ensure fair allocation of car parking spaces across tenures and taking into account the need for blue badge spaces, a car parking allocation strategy is recommended.

**Car Club**

2.7.27 A Car Club with 20 spaces is indicatively proposed on site. The locations of car club bays can be dealt with through the Car Park Management Plan which will be secured by condition. The car club will provide a flexible fleet of vehicles which include vehicles that are suitable for mobility impaired drivers including wheelchair users. This provides access to cars for wheelchair uses without needing to own a car. The Travel Plan comments that the feasibility has been investigated and that there is an intention to subsidise membership for a limited period.

2.7.28 LBN Transportation advise that the Applicant should be paying the membership for all units for a period of three years plus providing a driving credit to ‘pump prime’ car club usage. This would be entirely appropriate given the low car parking provision proposed and the intention to charge for parking permits, and to support the low parking provision. This will act as part of the mitigation for any additional on street parking stresses that arise from this development as well as the permit free development agreement.

2.7.29 Accordingly, a S106 Head of Term is recommended, as necessary for the development, for free Car club membership for 3 years membership and £50 driving credits which will promote the uptake of sustainable modes of transport.

**Cycle Parking**

2.7.30 The London Plan requires all new developments to provide secured cycle parking in accordance with the standards specified within Table 6.3 (cycle parking minimum standards). The level of cycle parking provision proposed is welcomed and would comply with London Plan requirements.

2.7.31 The provision proposed meets the number requirements of the London Plan with 6,120 long stay spaces and 276 short stay spaces. The residential cycle parking will utilise two tier cycle parking and a proportion will be as Sheffield Stands for larger cycles. It is noted that there is internal provision within the Phase 1 blocks plus an element of cycle parking in the public realm.

**Servicing**

2.7.32 Servicing will typically be undertaken on street in servicing bays that can accommodate HGVs including Newham’s waste collection vehicle. The
Demand for HGVs is generally much lower than at peak and when not occupied by a HGV can be used by two LGVs. Seven bays are provided within the podium underneath Block N01/S01 in dedicated loading areas. Of these, three bays are located adjacent to the central refuse store and will accommodate waste collection vehicles.

2.7.33 Operational requirements have been discussed with the East London Science School. For the proposed expanded school it is expected that there would be a food delivery and a few postal deliveries per day as well as refuse collection twice weekly. Therefore 5 deliveries per day with a single delivery in the AM peak have been forecast.

2.7.34 Public and servicing vehicles will share the same access route from street level to the Podium. Service vehicles will be diverted into service yards to avoid the passage of refuse vehicles through the Podium. Waste collection vehicles will collect from ground level only and will not access ramps.

2.7.35 The site management team will be tasked with managing all deliveries, servicing and refuse collection arrangements at the site. Where possible, delivery and servicing activity will be managed through a booking system of time slots which could minimise servicing activity during peak hours.

2.7.36 A number of PRS dwellings will be provided across the development including within Phase 1 Block S03. This type of dwelling is expected to have a relatively high turnaround of residents and therefore more home removal servicing where vehicles can occupy servicing bays for longer periods. Within Block S03 a dedicated on-plot service bay will be provided for Luton type vans that can be booked in advance.

2.7.37 Overall Transportation are satisfied that all associated deliveries and servicing will take place within the site, or within dedicated lay-bys avoiding any obstruction to the free movement on vehicles on the public highway.

2.7.38 A full Delivery and Servicing Plan is recommended to be conditioned for approval.

Travel Plan

2.7.39 The Council’s Transportation department have recommended that a Travel Plan for both the construction and operation phase of the development, for both the residential and commercial uses proposed. This would be secured by way of an appropriate planning condition.

2.7.40 LBN Transportation have requested £20,000 for monitoring and support of Travel Plan (TP) to be secured by planning obligation. The total amount of £20,000 is a one off payment and is for the lifetime of the TP; whereby regular monitoring and support by the LPA Travel Plan officer is to be committed. The developer will be provided with up to date information on how modal shifts towards sustainable modes can be taken forward and deciphered to occupiers/owners, furthermore regular monitoring of development in the updated TP a requirement for which the developer is to
submit on regular basis. This contribution is considered necessary to make the development acceptable in planning terms to monitor and support the TP requirements.

Construction Phase

2.7.41 It is anticipated that construction will start in early/mid 2018 with the first occupation in April 2021. The development will be built out in four phases.

2.7.42 A high level estimate of construction vehicle activity has been made based on extensive past experience of construction of high density development across London. The busiest month is expected to be Month 43 when construction for Phase 1 and Phase 2 runs concurrently. During this month there are expected to be 3,425 construction traffic movements (one-way trips) including 1,817 HGVs. In terms of daily traffic this equates to 144 construction traffic movements (one-way trips) including 76 HGVs.

2.7.43 Given the frequency and range of public transport services available, it is envisaged that the majority of construction personnel would travel to the site by public transport.

2.7.44 For the main construction activities on site no closures of public roads are anticipated. The construction of the North Pedestrian Bridge, Milner Road Bridge and Stephenson Street Road Bridge would require Manor Road to be closed for a number of hours. Closure dates for these works will need to be coordinated with TfL as the lift will take place over Underground and DLR lines.

2.7.45 The majority of construction works would be undertaken within the curtilage of the Site with access taken from the A13 slip road via Stephenson Street and Bidder Street. All HGVs associated with the enabling, demolition and construction works will be restricted to using this route through a Construction Logistics Plan (CLP). No HGVs will access the Site via the Stephenson Street / Manor Road junction. As the site is not immediately adjacent to a navigable water body or a rail line capable of offloading freight it is not practicable to receive a substantial proportion of construction deliveries by modes other than road.

2.7.46 In order to mitigate the impact of the development during the demolition and construction phases, a condition requiring the submission of a construction logistics plan is recommended.

Section 278 Agreement

2.7.47 The Applicant has been in discussions with the Council’s Transportation and Highways departments in respect of the scope for a Section 278 Agreement for necessary highway works. The highways works are necessary to make the development acceptable in planning terms. A suitable informative reminding the Applicant of the need to enter into a Section 278 Agreement would be included on any planning permission for the redevelopment of the site.
TfL Response

2.7.48 TfL made a consultation response on 14 July 2017 that noted there have been significant discussions between the Applicant and TfL regarding the Master Interface Agreement (MIA) which will secure a number of agreements between the two parties, with many of these being the specific requirements of TfL to make the development acceptable.

2.7.49 TfL identified that financial contributions were required as part of the S106 Agreement for:

- A highway impact assessment (approx. £150,000);
- Bus network contributions (£475,000);
- The provision of a taxi rank near the new station entrance, or the improvement of the existing facility outside West Ham Station; and
- Funding for two cycle hire docking stations (£440,000).

2.7.50 Officers considered that the above requests did not assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Planning obligations provided through a s106 agreement may only constitute a reason for granting planning permission if they meet the statutory tests that they are necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind. Officers advised TfL that such requests could be dealt with under the MIA and not the S106 Agreement.

2.7.51 Further discussions were progressed between the Applicant and TfL and on 10 November 2017 a response was received from TfL stating that they now consider that all outstanding issues raised in response to the submission of the planning application have now been resolved with the Applicant. The outcome of these discussions and the agreed mitigation will now feed into the final wording of the section 106 agreement and the master interface agreement, the final drafting of which is now in progress. With the package of measures that are being provided by the Applicant to mitigate impacts from the development TfL are happy to support a positive recommendation at planning committee.

Summary

2.7.52 The proposed new access arrangements for the site, impacts upon the local highway network, and the proposed provision of car, cycle and accessible parking provision is considered to be acceptable. A range of mitigation measures and improvements have been identified in order to facilitate and mitigate the impact of the proposed development. Officers consider that such measures can be secured through appropriate means, including the use of conditions and Section 106 obligations.

2.7.53 The transportation effects have been appropriately assessed through the Environmental Statement. This concludes that the proposed development will have minor adverse effects during construction and generally minor to
moderate beneficial impacts following the implementation of the mitigation measures identified.

2.8 Accessibility & Inclusivity

2.8.1 Policy 7.2 of the London Plan states that all new development should demonstrate ‘the highest standards of accessible and inclusive design’ that ‘can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances’.

2.8.2 To that end, both the Newham Core Strategy and the London Plan additionally require all new housing to meet the standards of Lifetime Homes (LP Policy 3.8 part C, CS Policy H1 part 4).

2.8.3 In addition to the above, Policy H1 of the Council’s Core Strategy requires that all new homes meet the Lifetime Homes standards and that 10% of the number of all new homes are wheelchair accessible or easily adaptable for residents who are wheelchair users.

2.8.4 The submitted Design and Access Statement demonstrates how the development responds to the principles of inclusive design, where typical floor plans have been included showing how the design of the residential units meets Lifetime Homes standards. Over 10% of the total number of units within Phase 1 of the scheme are proposed as wheelchair adaptable units, and as such complies with Policy H1. The proposed location of these units spread across blocks and tenures within the scheme is also supported.

2.8.5 For Phase 1 of the development, there are 122 wheelchair adaptable homes proposed, which equates to 12% of the total number of homes provided. The number of wheelchair accessible units across tenures and blocks in Phase 1 is outlined below:

<table>
<thead>
<tr>
<th>Private for Sale (PRS)</th>
<th>Private for Rent (PRS)</th>
<th>Intermediate (Shared Ownership)</th>
<th>Affordable (Affordable Rented)</th>
</tr>
</thead>
<tbody>
<tr>
<td>48 in block NO1A</td>
<td>27 in block SO3C</td>
<td>18 in block NO1B</td>
<td>10 in block NO1C</td>
</tr>
<tr>
<td>Total = 48</td>
<td>Total = 46</td>
<td>Total = 18</td>
<td>Total = 10</td>
</tr>
<tr>
<td>Phase 1 Overall = 122 units</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2.8.6 Suitable conditions are however still required to ensure that the proposed development and the outline components comply with Policies 3.8 and 7.2 of the London Plan, Policy H1 of Newham’s Core Strategy, the requirements of ‘Category 2’ of the Building Control Regulations 2015 to ensure the development is designed to be inclusive to all.

2.9 Energy & Sustainability

2.9.1 The NPPF strongly emphasises a presumption in favour of sustainable development, stating that there are three dimensions to sustainable development: economic, social and environmental.
2.9.2 Policy 5.2 of the London Plan (Minimising carbon dioxide emissions) states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

2.9.3 Policy 5.2 states that the Mayor will work with boroughs and developers to ensure that major developments meet targets for carbon dioxide emissions reduction in buildings. These targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations 2010 leading to zero carbon residential buildings from 2016 and zero carbon non-domestic buildings from 2019.

2.9.4 London Plan Policy 5.3 requires development proposals to demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process. Major development proposals should meet the minimum standards outlined in the Mayor’s supplementary planning guidance and this should be clearly demonstrated within a design and access statement.

2.9.5 Policy 5.7 of the London Plan (Renewable energy) seeks an increase in the proportion of energy generated from renewable sources, and states that major development proposals should provide a reduction in expected carbon dioxide emission through the use of on-site renewable energy generation, where feasible.

2.9.6 Policy 5.9 of the London Plan (Overheating and cooling) requires major development proposals to reduce potential overheating and reliance of air conditioning systems and demonstrate this in accordance with the following cooling hierarchy: 1) minimise internal heat generation through energy efficient design; 2) reduce the amount of heat entering a building in summer through orientation, shading, albedo, fenestration, insulation and green roofs and walls; 3) manage the heat within the building through exposed internal thermal mass and high ceilings; 4) passive ventilation; 5) mechanical ventilation; and 6) active cooling systems (ensuring they are the lowest carbon options. The policy also requires major development proposals to demonstrate how the design, materials, construction and operation of the development would minimise overheating and also meet its cooling needs.

2.9.7 Policy SC1 of the Newham Core Strategy (Climate Change) sets out mitigation and adaptation measures that development should employ to respond to a changing climate. The application submission is accompanied by an Energy Statement and a Sustainability Statement. A range of passive design features and demand reduction measures are proposed to reduce
the carbon emissions of the proposed development.

2.9.8 The Mayor’s Housing SPG 2016, states developments should meet the achieve minimum targets for carbon dioxide emissions reduction of 35% against the Building Regulations 2013 for non residential development and be zero carbon for residential development (set out in Standard 35 of the Housing SPG and Policy 5.2 of the London Plan).

2.9.9 Within the submitted planning application, the Applicant has followed the energy hierarchy as prescribed by the London Plan. With regard to energy efficiency, a range of passive design features are proposed to reduce carbon emissions for the proposed development.

2.9.10 The application targets a BREEAM rating of ‘Excellent’ for the commercial aspect of the development. The commercial aspect of Phase 1 achieves a 15.6% reduction against part L of Building Regulations 2013. For the residential aspect of Phase 1 PV Panels are proposed with a total capacity of approximately 741 PV panels (with an output of 184.1kWp and a total effective panel area of 1,180m²) which measures 48.9% reduction against part L of Building Regulations 2013. Overall, Phase 1 of the development achieves a 40.3% reduction against part L of Building Regulations 2013.

2.9.11 No district heating is available within the vicinity of the site, but the development is designed to allow future connection to a district heating network should one become available.

2.9.12 A site wide Energy Centre is proposed to be located within the Phase 1 Podium, that will serve the wider illustrative masterplan, comprising gas-fired boilers and other heating system ancillaries; CHP and thermal stores, with the flue rising up through the N01A core. The energy centre is sized for the future phases including 2-4 and also allows for future connection to district heating systems, but will be phased construction and added to as the phases are constructed.

2.9.13 The GLA Stage 1 response dated 28 September 2017 was broadly supportive of the energy strategy. The response reminded the Applicant that they should further consider the scope for additional measures aimed at achieving carbon reductions and should provide further information to support the savings claimed. The remaining regulated carbon dioxide emissions should be offset via a proportionate contribution to the Mayor’s carbon offset fund.

2.9.14 As from 2016, residential developments are required to be a zero carbon as a minimum improvement on 2013 Building Regulations. Where these emissions targets cannot be met on-site the London Plan states any short fall should be provided off-site or through cash-in-lieu contribution which is used to secure carbon dioxide savings elsewhere. The following carbon offset fund payments are set out below:
<table>
<thead>
<tr>
<th>Carbon Offset Payment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1 Residential</td>
</tr>
<tr>
<td>£1,021,561  (carbon shortfall of 567.533 tCO₂/year at</td>
</tr>
<tr>
<td>£60 per tonne over 30 years)</td>
</tr>
<tr>
<td>Phase 1 Commercial</td>
</tr>
<tr>
<td>£136,530  (carbon shortfall of 75.85 tCO₂/year at</td>
</tr>
<tr>
<td>£60 per tonne over 30 years)</td>
</tr>
<tr>
<td>Phase 1 Total</td>
</tr>
<tr>
<td>£1,158,091</td>
</tr>
</tbody>
</table>

2.9.15 For Phases 2, 3 and 4 the carbon offset payment are considered necessary to make the development acceptable and shall be made prior to commencement of the relevant Phase and calculated on the basis of a shortfall of residential emissions up to a 100% carbon dioxide reduction and non-residential emissions up to a 35% carbon dioxide reduction calculated at £60 per tonne over 30 years.

2.9.16 Subject to suitable conditions and S106 Heads of Terms to safeguard the above measures, the proposal is considered to be satisfactory in terms of sustainability and energy matters and in compliance with Policies 5.2, 5.3, 5.7, 5.9 of the London Plan and Policy SC1 of the Newham Core Strategy.

2.10 Waste

2.10.1 Within the residential blocks fifteen storeys and above in height, a tri-separator waste chute will be provided within each residential core, with the outfall of the chute located in the ground floor refuse store. This store will be large enough to allow for three separate waste streams to be deposited simultaneously at the base of the chute, with more bins available for rotation. Residents will transport their own waste to the hopper located on each floor.

2.10.2 Within the residential blocks below 15 storeys in height, residents will deposit their waste directly into the ground floor refuse stores. Bins will be arranged in order to allow tenants to access the front edge of each bin.

2.10.3 In Blocks N01 and S01 the internal management team will transfer the bins to the central waste store within the podium for leaver-arm compaction. All waste will be compacted into one of two bins with the empty bins being transferred back to the waste stores within each core.

2.10.4 In Block N01 and S01, the bins for the appropriate waste stream will be brought from the individual waste stores to a central waste store, with the aid of vehicle tugs, ready for collection by the private waste collection operatives. Waste will be collected on a twice weekly basis.

2.10.5 In Block S03, the internal management team will bring the bins out to the
loading bays ready for collection by the LBN operatives. Waste will be collected on a weekly basis.

2.10.6 Estate Management: The fundamental requirement will be that the Estate, Plot and Block areas are kept clean and tidy at all times, with well-tended gardens and open spaces. This will provide residents, commercial occupiers and visitors with an environment which is aesthetically pleasing and with the highest standards of cleanliness. Directly employed cleaners, waste operatives and public realm operatives will be engaged for this purpose working to robust cleaning and waste removal schedules and tied into the waste collection timetables of LBN, and any private waste collection services. Alongside these will be professional landscaping contractors responsible for planting, pruning, irrigation, tending the lawns and general horticultural advice. They will also manage and maintain the new habitats created as part of the landscape strategy in order to maximise biodiversity gain. The handling of waste is to be minimised with locations of bin stores efficiently organised to reduce both depositing and collection distances and hence time and costs. Litter picking will be an on-going requirement utilising estate and plot operatives.

2.10.7 Private and Intermediate blocks: Each residential core is served by a tri-separator waste chute with a refuse store located on ground level large enough to allow for 3 separate bins to collect the rubbish at any one time. Residents will transport their own waste to the hopper located on each floor. In case of any blockages, maintenance staff can remove hoppers at each floor to clear the blockage.

2.10.8 Building management will monitor the refuse areas below the chutes and remove full bins and replace them with empty bins.

2.10.9 Affordable rented: Refuse stores are located on ground floor level within the Podium. Bins will be arranged in the stores to allow tenants to access and to place their rubbish in the bins.

2.10.10 Building management will monitor the refuse store and remove full bins and replace with empty bins as required. The refuse stores are all fully accessible.

2.10.11 Private rented sector blocks: In Block S03 the standard residential waste collection will be by the local authority twice weekly, as there are no compactors in this block.

2.10.12 Centralised refuse holding area: Full bins will be moved from the individual refuse stores with tugs and moved to the centralised holding area, where in-bin compaction will take place with 2 compactors.

2.10.13 Bulky waste stores: These have been located within Phase 1 adjacent the residential cores. Building management will monitor the bulky waste storage areas and transfer items to the bulky waste centralised holding area as required. Collection of bulky waste is by the local authority.
2.10.14 Each retail unit will have mixed recycling, food waste (if appropriate) and general waste bins in order to deposit their waste. When required, the retail tenant will transfer the waste using commercial cores to the appropriate commercial waste store. Waste will be collected on a twice weekly basis, with a 4 day storage capacity. Where the servicing bays are located within 10m of the waste stores, the London Borough of Newham or private waste collection operatives will collect bins directly from the waste stores. For the units where the servicing bays are located further than 10m from the commercial refuse stores, the estate management team will bring out the bins for the appropriate stream for collection.

2.10.15 The response from LBN Waste confirmed that there is agreement in principal with the Applicant for the use of chutes to manage waste. However, there were concerns over the strategy to compact waste arising from households in Blocks N01 and S01 as it is not prudent and the preference is to see alternative options such as rotating bins and presenting them for collection elsewhere on the development. It is understood that the key concern of the LBN Waste officer is the additional cost of a private waste collection on the residents’ service charge.

2.10.16 The Applicant replied that a high level cost of the collection on a compacted 1,100L Euro Bin of approximately £18.80 per bin per collection. A twice weekly compacted waste collection will be utilised by Blocks N01 and S01 only (private blocks) which have a total of 30 x 1,100L Euro Bins. Based on this, the estimated cost of private collections would be £564 per collection, £1,128 weekly and £58,656 annually. In terms of additional cost to residents, this equates to an average of less than approximately £8 per unit per month for residents within Block N01 and S01. This is based on a fee quotation from a private contractor that provides waste management services in the East London area.

2.11 Aviation Safeguarding

2.11.1 An Aviation Safeguarding Assessment is submitted in support of this application. The appraisal concludes on the following points:

2.11.2 **LCY navigation aids** - It is unlikely that the development will impact on the operation of the navigation aids based at London City Airport.

2.11.3 **LHR10 radar** – It is unlikely that the development will have any operational impact on the LHR10 radar as the site is effectively in an operational shadow created by the built environment in the City of London.

2.11.4 **Flight procedures** - the development is not located under the approach surface thus it is unlikely to impact on any Runway 09 Approach procedures. With reference to Runway 27 departure procedures, the development is unlikely to impact on standard departure procedures that turn to the north.
2.11.5 **Obstruction lighting** - compliant obstruction lighting solution is proposed, but given the fact that the development will be well lit during hours of darkness it is proposed that some obstruction lights could be omitted to minimise the ‘sea of red’ effect.

2.11.6 **Bird management** - as part of the Environmental Impact Assessment the developer is seeking to put in place appropriate mitigations to minimise the risk of exacerbating the existing situation with identified problem species.

2.11.7 **Use of cranes** - given the vertical separation between the tops of the buildings and the Flight Protection Surface, there is unlikely to be any negative interaction. The developer will in due course ensure that the crane operator is aware of its responsibility regarding the lighting of cranes.

2.11.8 London City Airport was consulted on the application but did not provide a response.

2.11.9 The LBN Airport monitoring officer was also consulted on the application. The response confirmed no objections with regard to aviation safeguarding.

3. **Conclusions and Reason for Approval**

3.1 In accordance with section 38 (6) of the Planning and Compulsory Purchase Act 2004, officers have considered the planning application with regard to the requirements of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended) (the application being subject to transitional provision, contained in the Town and Country Planning (Environment Impact Assessment) Regulations 2017 that came into force on 16 May 2017), National Planning Policy Framework, and the development plan (The London Plan, the London Borough of Newham Core Strategy and the Detailed Sites and Policies Development Plan Document), so far as material to the application, and to other material considerations including representations received from statutory and non-statutory consultees, and is satisfied that planning permission should be granted subject to the conditions and compliance with the associated legal agreement under s106 of the Town and Country Planning Act 1990 (as amended), which accords with the provisions of the Community Infrastructure Levy Regulations 2010 (as amended).

3.2 The National Planning Policy Framework stresses the importance of having a planning system that is genuinely plan-led and because the proposals are found to accord with the Council’s up to date development plan, officers recommend approval of the application, as required by the presumption in favour of sustainable development at paragraph 14 of the NPPF notwithstanding the scale and mass of the proposals.
3.3 It is considered that the scale and massing of the proposed development is contrary to Policy SP4 of the Newham Core Strategy and Policy SP8 of the Detailed Sites and Policies Development Plan Document (Adopted 20th October 2016). However, with the pressing need to deliver more homes in London and together with the beneficial S106 package of infrastructure, a new school and affordable housing proposed, Officers have favoured, on balance, a view in support of sustainable development in accordance with the NPPF.

3.4 The proposal represents an efficient re-use of a brownfield site that benefits from good access to public transport accessibility which will improve further due to the transport infrastructure proposed by the scheme. The proposed commercial use floorspace is considered to be appropriate and would positively contribute to delivering an employment-led mixed use site.

3.5 The proposed development would provide an appropriate mix of units, including family-sized units and a high quality standard of residential accommodation.

3.6 The proposed development would make an important contribution towards the provision of new housing within the Borough and London, and the proposal demonstrates compliance with the Development Plan in relation to the provision of on-site affordable housing in accordance with the NPPF, Policy 3.12 of the London Plan and Policy H2 of the Council’s Core Strategy.

3.7 The detailed proposals are acceptable in respect of, Amenity Space, Play Space and Public Realm provision, Environmental Impact, Transportation Considerations, Accessibility and Inclusivity considerations, Energy & Sustainability, Waste and Aviation Safeguarding. Strong concerns remain however that the proposal could have a detrimental impact upon some neighbouring properties, in terms of loss of daylight and overshadowing. Notwithstanding this, Officers have assessed the public benefits and they are considered to outweigh the identified harm.

3.8 Officers have given considerable importance and weight to the desirability to preserve the setting of heritage assets in accordance with Section 66(1) and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended). In accordance with the Council’s statutory duties and relevant policies of the development plan, the Council has paid special attention to the desirability of preserving or enhancing the character or appearance of the setting of the nearby Conservation Areas. Additionally, Officers have considered paragraph 134 of the NPPF and given substantial weight to the less than substantial harm, however, on balance, the public benefits by way of contributions to affordable housing and regeneration, as well as making the optimum viable use of the site is considered to outweigh the less than substantial harm identified to the Grade II listed Clock Mill by Historic England. Furthermore, it is noted in the Environmental Statement that all likely effects in terms of Townscape,
Visual Impact and Built heritage are beneficial or neutral. Officers agree with this assessment.

3.9 Officers are satisfied that the submitted Environmental Statement along with the additional information submitted by the Applicant in response to the Council’s

3.10 Regulation 22 Request, the ‘Stephenson Street Response to Environmental Statement Review (September 2017)’ presents a sound assessment of the likely impacts of the development in relation to: Socio-Economics, Traffic and Transport, Noise and Vibration, Air Quality, Wind Microclimate, Daylight, Sunlight, Overshadowing and Solar Glare, Ground Conditions, Water Resources, Drainage and Flood Risk, Archaeology (Buried Heritage), Ecology and Nature Conservation, Townscape, Built Heritage, Visual Impact, Effect Interactions, Residual Effects and Conclusions. Mitigation measures identified within the assessment of the Environmental Statement will be secured through appropriate Conditions/Section 106 obligations.

3.11 Although part of the site lies within Flood Zone 3 and is therefore considered to be at risk of flooding, the site lies within an area classed as benefitting from food defences and on this basis the proposed development of the site is acceptable.

3.12 This application was advertised as a departure from the local plan. Officers assert that based on the above reasoning, the proposal is in general conformity with the development plan.

3.13 Subject to conditions and the completion of a Section 106 Agreement the application is considered to be acceptable and is supported by Officers.
PART 3: Background Information

4. Site and the Surroundings

4.1 See section 1.1 of this report for a full site description.

5. Relevant History

5.1 Planning Application History

<table>
<thead>
<tr>
<th>Reference</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/01136/NMTLTG</td>
<td>“Non material amendment to 11/01867/LTGVAR - for the erection of temporary structures including access areas, operation compounds and a secure perimeter fence for the purposes of facilitating and operating a temporary athletes bus depot at West Ham to support the London 2012 Olympic Games and Paralympic Games.”</td>
<td>Granted</td>
</tr>
<tr>
<td>11/01867/LTGVAR</td>
<td>“Variation of Condition 4 - to replace drawing numbers BDA-SP-00-010 (Proposed Site Plan - Detail of vehicle service areas) BDA-SP-00-011 (Proposed Site Plan -Detail plan of vehicle entry areas and staff facilities) BDA-DE-00-921 (Perimeter Fencing Elevations and Details) with drawing no. BDA-SP-00-901, BDA-PL-00-901 and BDA-PL-00-900, Condition 10 -(rewording to read &quot; Unless otherwise approved in writing by the Local Planning Authority, operations associated with the use hereby permitted for which noise is audible at the nearest residential properties on Crows Road and Manor Road shall only be undertaken between the hours of 6:00 and 23:00, seven days a week excluding operations specifically in”</td>
<td>Granted</td>
</tr>
<tr>
<td>Reference</td>
<td>Summary</td>
<td>Outcome</td>
</tr>
<tr>
<td>-----------------</td>
<td>-------------------------------------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>11/01821/LTGAOD</td>
<td>“Approval of Details pursuant to conditions - 5 (materials), 7 (external lighting) and 8 (environmental code) attached to planning permission 10/02281/LTGDC dated 26 January 2011”</td>
<td>Granted</td>
</tr>
<tr>
<td>10/02281/LTGDC</td>
<td>“Erection of temporary structure including access areas, operational compounds and a secure perimeter fence for the purpose of facilitating and operating a temporary athlete's bus depot at West Ham to support the London 2012 Olympic Games, and Paralympic Games.”</td>
<td>Granted</td>
</tr>
<tr>
<td>08/02475/LTGAOD</td>
<td>“Approval of details pursuant to Condition 40 (Wind Turbine) attached to planning permission reference 07/00257/LTGDC granted 12/05/2008.”</td>
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<tr>
<td>08/01384/LTGAOD</td>
<td>“Approval of details pursuant to Condition 2 (Details of works), Condition 12 (Storage facilities for oils) and Condition 42 (Sedum roof) attached to planning permission 07/00257/LTGDC granted 12/05/2008.”</td>
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<tr>
<td>08/01190/LTGAOD</td>
<td>“Approval of details pursuant to Conditions 4 (External Materials), 5 (sample of Materials), 6 (Landscaping), 7, (Drainage and Surface Water Run-Off), 8 (Drainage Details and Surface Water Run-Off and Surface Water Control Measures), 9 (Surface Water Control Measures), 10 (Surface Water Control Measures), 11 (Temporary Storage Facilities for Oils Fuels and Chemicals), 14 (Lighting for Temporary Scheme), 15 (Lighting for Permanent Scheme), 16 (Mechanical Ventilation and other Plant), 17 (Mechanical Ventilation and other Plant), 19 (Acoustic Report), 21 (Contamination/Ground Conditions), 22</td>
<td>Granted</td>
</tr>
<tr>
<td>Application Number</td>
<td>Description</td>
<td>Decision</td>
</tr>
<tr>
<td>--------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>08/00238/FUL</td>
<td>“Proposed retention of existing 19.9m high telecommunications mast”</td>
<td>Granted</td>
</tr>
<tr>
<td>07/00257/LTGDC</td>
<td>“Construction of bus garage, two storey office building (Class B1(a)), associated facilities (including wind turbine of 35m to hub with a 21m propeller), hardstanding and landscaping together with the provision and use of a temporary hardstanding for vehicle parking and associated temporary facilities.”</td>
<td>Granted</td>
</tr>
<tr>
<td>06/01760/FUL</td>
<td>“A gallifords telecommunication mast measuring 19.9m with 3No DBOP antennas and 2No 0-6 transmission dishes and 6No equipment cabinets on proposed gallifords RDS steel grillage.”</td>
<td>Granted</td>
</tr>
<tr>
<td>05/1340</td>
<td>“Infill Front Elevation Of Existing Building With Full Height External Metal Partition &amp; Cladding Profile With The Inclusion Of Window Units And Double Door set In Accordance With Drawings.”</td>
<td>Granted</td>
</tr>
<tr>
<td>03/0014</td>
<td>“Proposed New Canopy And External Raised Loading Platform”</td>
<td>Granted</td>
</tr>
<tr>
<td>02/0988</td>
<td>“Erection Of 2 X 48 Freestanding Advertising Hoardings”</td>
<td>Refused</td>
</tr>
<tr>
<td>00/0103</td>
<td>“Extension Of Temporary Planning Permission For Three Existing Single Storey Portakabin For An Additional 3 Year Period. Erection Of 2 New Single Storey Portakabin Type Toilet Blocks Adjacent To Existing Portakabin And The Erection Of A New Two Storey Portakabin Type Building For A 3 Year”</td>
<td>Granted</td>
</tr>
<tr>
<td>Application No</td>
<td>Description</td>
<td>Decision</td>
</tr>
<tr>
<td>----------------</td>
<td>------------------------------------------------------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>00/0161</td>
<td>“Demolition Of Existing Buildings And Redevelopment To Provide New Premises With A First Phase Of 19,080 Sqm And A Second Phase Of 2,838 Sqm (total Area Of 21,918 Sqm Gross External) for Flexible Use Comprising Sui Generis Post Office Use, Or Uses Falling Within Classes B1c(light Industrial) B2(general Industrial) Or B8(wholesale Warehouse, Distribution Services, Repositories) Of The Use Classes Order; Together With Plant, Car Parking And Associated Works.”</td>
<td>Unknown</td>
</tr>
<tr>
<td>98/0362</td>
<td>“Erection Of A Rooftop Stub Tower 5m In Height At The Top Which 6 Directional Antennae And Up To 4 Dish Antennae Will Be Installed Together With Equipment Cabins”</td>
<td>Granted</td>
</tr>
<tr>
<td>97/0446</td>
<td>“Erection Of Portacabins To Be Single Storey To House Staff For A Period Of Three Years And Alterations To Existing Fencing.”</td>
<td>Granted</td>
</tr>
<tr>
<td>96/0715</td>
<td>“Erection Of A New Portakabin/gatehouse To South Site Access Road, And Erect Associated Fencing, Barriers, And Gates”</td>
<td>Granted</td>
</tr>
<tr>
<td>94/1055</td>
<td>“Certificate Of Proposed Lawfulness For The Reinstatement Of Damaged Building”</td>
<td>Granted</td>
</tr>
<tr>
<td>92/0145</td>
<td>“Enclose Original Elevation Of The Loading Bay To West Elevation, (beneath Line Of Existing Canopy) And To Extend Existing Loading Bay To East Elevation”</td>
<td>Granted</td>
</tr>
<tr>
<td>90/0831/PLAN</td>
<td>“Renewal of temporary planning permission for temporary building to accommodate office work.”</td>
<td>Granted</td>
</tr>
<tr>
<td>88/0978/PLAN</td>
<td>“Temporary building to accommodate office work and toilet block.”</td>
<td>Granted</td>
</tr>
</tbody>
</table>
87/1056/PLAN  "Erection of a single storey building to accommodate steam cleaning equipment and erection of a vehicle washing plant."

86/0280  "Alterations To External Elevations"

80/13831/12374  "Erection of a replacement gatekeepers hut."

5.2 Planning Enforcement History

None relevant to this application.

6. Consultation

Application Publicity

6.1 5 site notices were erected around Manor Road, Stephenson Street and Three Mills on 16 June 2017, expiring on 7 July 2017.

6.2 A Press Notice was first advertised in the Newham Recorder on 21 June 2017. The application was advertised again in the Newham Recorder on 13 September 2017 advertising that the Council had received further information in relation to a major application accompanied by an Environmental Statement.

6.3 The application was advertised as a major planning application accompanied by an Environmental Statement, a departure from the development plan, affecting the setting of Conservation Areas and affecting the setting of Listed Buildings.

6.4 A total of 1047 consultation letters were sent to neighbouring properties regarding this application on 15 June 2017. The public consultation period expired on 4 October 2017.

Adjoining Properties

<table>
<thead>
<tr>
<th>Number of Letters sent</th>
<th>1047</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of responses received</td>
<td>3</td>
</tr>
<tr>
<td>Number in support</td>
<td>0</td>
</tr>
<tr>
<td>Number of objections</td>
<td>1</td>
</tr>
<tr>
<td>Number of other responses (neither objecting or supporting)</td>
<td>2</td>
</tr>
</tbody>
</table>

6.5 A summary of the responses received to the public consultation along with the Officer comments are set out below:
<table>
<thead>
<tr>
<th>Details of Representation</th>
<th>Summary of Contents</th>
<th>Officer Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr Philip Antrobus</td>
<td><strong>General Comment</strong> to the proposal regarding:</td>
<td>Existing access to West Ham Station will be maintained. Any decision to temporarily close West Ham Station would be undertaken by TfL.</td>
</tr>
<tr>
<td>42 Manor Road, Stratford, London E15 3BJ</td>
<td>• the developer must maintain pedestrian access to the existing entrance of West Ham station at all times</td>
<td></td>
</tr>
<tr>
<td>24 July 2017</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mr Terrence Elliott</td>
<td><strong>General Comment</strong> to the proposal regarding:</td>
<td>Details of the public consultation are set out in section 7 of this report.</td>
</tr>
<tr>
<td>4 Wembley Cottages, Crows Road, Stratford, London E3 3JL</td>
<td>I am a protected tenant of National Grid who own the land and property immediately to the west of the proposed development site. I am one of 3 tenants currently occupying the 4 domestic premises known as Wembley Cottages which are the closest, by a considerable margin, to the development area.</td>
<td>The Wembley Cottages were all consulted by London Borough of Newham by letter dated 15 June 2017. In addition to this the Council has twice advertised the application in the Newham Recorder (21 June 2017 and 13 September 2017).</td>
</tr>
<tr>
<td>5 July 2017</td>
<td>I and my neighbours are particularly concerned that we have not been notified or consulted previously on any of the proposals, either by our Landlord, their Managing Agents, the Developer or the London Borough of Newham. It is noted that there have been several consultations with residents in the manor Road area.</td>
<td>It is noted that the residents of Wembley Cottages will experience significant major adverse effects in terms of daylight and sunlight as a result of the proposed development. The assessment on design has been set out in full in section 2.4 of this report.</td>
</tr>
<tr>
<td></td>
<td>In principle I have no overall objection to the development of the Stevenson Street site and welcome the fact that this long derelict site is to be improved to the benefit of the environment and the community. In particular I support the construction of new homes and facilities on the land. It is clear that apart from issues relating to noise and disturbance, loss of privacy and outlook (detailed below), there will be relatively few problems affecting us in the first phase to which this detailed planning application applies.</td>
<td>Overall, Officers have concerns regarding the scale and density of the</td>
</tr>
</tbody>
</table>
However, taking the whole development, as outlined in this application and for which Outline Planning Consent is sought, into account it is clear that we will experience severe problems in later phases including reduced daylight/sunlight, noise and disturbance, personal safety, complete loss of privacy and current security, traffic and several others.

There would seem to be a need for a meeting with the Tenants, the Landlord's representatives, the Developer and the LBN Planning Department to clarify these issues and resolve our concerns well before the planning application stage for further phases.

One of my reasons for registering comments at this stage is a concern that planning approval for Phase 1 and outline planning approval for the whole project will lead to an almost "fait accompli" when later Phases are considered, particularly as they each have been designed to be mutually complementary and forming parts of a cohesive overall concept.

With regard to this current application, I have the following specific comments:

Loss of Privacy/Security

Past incidents including the IRA bombing of Gas Holders on the Bromley-By-Bow Gasworks site, serious assaults, thefts, traveller intrusions, waste dumping and prostitution caused the former owners, British Gas plc, to erect security fencing and gates to protect the cottages and the adjacent gas installations. While the gas holders are currently decommissioned and there is a future possibility of the gas holder site becoming an industrial heritage park, there are still currently a number of facilities which are at risk. In addition the tenants of Wembley Cottages have enjoyed a peaceful and secure lifestyle for many years, almost development and the impacts that this has caused to neighbouring properties. However, with the pressing need to deliver more homes in London and together with the beneficial S106 package of infrastructure, a new school and affordable housing proposed, Officers have favoured a view in support of sustainable development in accordance with the NPPF.

In terms of loss of privacy/security, this site is designated as a strategic site whereby future development was planned and envisaged. Residential units and streets have been designed to maintain minimum distances between buildings to protect privacy.

With regard to security, the proposal has the support of the Met Police subject to a condition on achieving a secured by design award.

With regard to noise and disturbance, a number of conditions are proposed to
unique in the Borough, which will be destroyed by the proposal shown in document "Landscape - Part 1 - 734264" to provide access to National Grid land.

Noise & Disturbance

Throughout the whole of the project, including Phase 1, it is inevitable that the tenants of Wembley Cottages will be subjected to very significant noise, vibration, dust and other environmental pollution. I have seen no reference in the planning application to the likely effect of the construction work on our property, which are the nearest occupied dwellings to the Development, or the measures which will be taken to protect the occupiers.

Outlook

Apart from Phase 1, the entire project will considerably change the outlook from Wembley Cottages for many years until it's completion. The works will also have a significant impact on our use of our gardens during the Summer months. Again, no consideration seems to have been taken to reduce the impact of this on myself, my family and my neighbours.

Daylight / Sunlight

There will be tall cranes in use during construction and very tall buildings are being erected. While the location of the tall buildings in this application should not affect our dwellings too badly, in later phases buildings NO4, NO5 and CO2 are all located very close to our homes and include one very tall building up to, I understand, 32 floors. This will undoubtedly have a major effect on both our long-term outlook and our daylight/sunlight balance.

There is also reference in the planning documents to a "Phase 4" for which no details are given. Might I enquire what
<table>
<thead>
<tr>
<th>Mr David Ferguson</th>
<th>Objection Comment to the proposal regarding:</th>
<th>The assessment on design has been set out in full in section 2.4 of this report.</th>
</tr>
</thead>
<tbody>
<tr>
<td>347 Manor Road</td>
<td>We have been to the Feb 2017 Public Exhibition and seen the plans and scale models for this development (<a href="http://berkeley-stephensonstreet.co.uk/wp-content/uploads/2017/03/Publicexhibition-in-February-2017-1.pdf">http://berkeley-stephensonstreet.co.uk/wp-content/uploads/2017/03/Publicexhibition-in-February-2017-1.pdf</a>), and are extremely concerned that parts of it will have a direct negative impact on our property and our lifestyle.</td>
<td>Overall, Officers have concerns regarding the scale and density of the development and the impacts that this has caused to neighbouring properties. However, with the pressing need to deliver more homes in London and together with the beneficial S106 package of infrastructure, a new school and affordable housing proposed, Officers have favoured a view in support of sustainable development in accordance with the NPPF.</td>
</tr>
<tr>
<td>Stratford</td>
<td>In particular, the proposed plans for a number of 20-30+ floor apartment buildings - one of which directly across the road from our house.</td>
<td></td>
</tr>
<tr>
<td>London</td>
<td>This apartment building in particular stands 24 floors high and not only obscures some of our view, but will most definitely block out sunlight, and reduce our privacy allowing residents of the new building to look into our backyard and upstairs (bedroom) windows.</td>
<td></td>
</tr>
<tr>
<td>E15 3AN</td>
<td>We do not object to the development as a whole as we believe it is good for the area and provides necessary housing, shops and will improve the area.</td>
<td></td>
</tr>
<tr>
<td>25 June 2017</td>
<td>However, we do not understand why such a large building needs to be built right across the road at the edge of the development, casting a large shadow over the residents on this side of Manor Road. Instead, why can it not be built further west into the site development? There appears to be other smaller residential properties being built there, so why put the largest one at the front where it will block the most light coming into our property?</td>
<td></td>
</tr>
</tbody>
</table>
Finally, if these plans do go ahead unchanged and our objections to them are not implemented, what sort of compensation is Berkeley offering, as the reduced sunlight, loss of privacy and obscured view will surely have a negative impact on our house price.

Statement of Community Involvement

6.6 Over the course of the pre-application period – March 2016 to submission in May 2017 – the Applicant organised, publicised and staffed two three-day public exhibitions and a preview event, as well as a series of meetings, briefings and site visits with local groups.

6.7 A total of 171 people attended the consultation events. Of these, 60 responded to the consultation, with 41 providing written feedback, either by filling in a comments card on the day of an exhibition or returning it to the Applicant via Freepost. All comments were recorded and have been detailed in the Statement of Community Involvement.

6.8 A dedicated website was created – www.berkeley-stephensonstreet.co.uk – which included information about when and where the exhibitions were taking place along with contact details to leave feedback. Since May 2017 the website has recorded 2,311 unique site visitors.

Statutory and Non Statutory Consultation

6.9 The following consultations have been undertaken:

LBN Urban Design
LBN Trees
LBN Landscaping
LBN Highways (Engineering)
LBN Transportation
LBN Airport Monitoring Officer
LBN Building Control
LBN CIL
LBN Cycle
LBN Education
LBN Environmental Health
LBN Emergency Planner
LBN Economic Regeneration
LBN Waste Management
LBN Public Realm
LBN Local Lead Flood Authority
London City Airport
Greater London Authority
Natural England
Port of London Authority
London Fire and Emergency Services
6.10 A summary of the consultation responses received along with the Officer comments are set out in the Table below.

<table>
<thead>
<tr>
<th>Consultee and date received</th>
<th>Summary of Comments</th>
<th>Officer Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Met Police  22 Sept 2017</td>
<td>No objections, subject to conditions that require a full Secure by Design award.</td>
<td>The condition has been included.</td>
</tr>
<tr>
<td>Newham CCG  14 August 2017</td>
<td>We have discussed the opportunity with regard to siting a medical facility on Stephenson Street to cope with the locally increased population. Our conclusion is that it would be beneficial to expand our existing Star Lane facility instead as it would provide a more economical solution and matches better local population distributions. However as I indicated previously to you a recent Star Lane submission was determined not to be funded by NHS centrally, as there are multiple demands on their funds, and any contribution through CIL/S106 from this scheme may help unlock the extension.</td>
<td>Officers met with Newham CCG on 31 July 2017 to discuss local healthcare needs. The response is noted and the Borough’s CIL fund may be used to contribute to healthcare.</td>
</tr>
<tr>
<td>Transport for London  14 July 2017</td>
<td>TFL will be seeking a reasonable contribution for the station design study of West Ham station to be taken onto the next stage which will involve option selection. TFL is satisfied with the design and capacity of the new West Ham station entrance. Seven gates will be</td>
<td>An updated response was received from TFL on 9 November 2017. This response confirmed that safeguarding for cycle hire docking stations and the financial contribution towards the detailed design of interventions at</td>
</tr>
</tbody>
</table>
required to meet future demand. TfL welcomes the future safeguarding for bus routing through the site. TfL will be expecting financial contributions in order to facilitate improvements to the bus network and mitigate increase in demand. A contribution of £475,000 is sought.

Passive provision is needed for bus stands as close to the new station entrance as possible.

The new bridges will increase permeability of the site and are welcomed. The design of the bridges is agreed subject to conditions on protecting infrastructure assets.

TfL welcomes the pedestrian proposals for the site. TfL welcomes the substantial open space provision.

TfL request that the applicant gives further consideration to the two-way shared use cycle and walking route across the bridge.

The scheme does not currently offer any additional infrastructure for taxis and private hire vehicles. TfL would be interested in progressing discussions with the applicant regarding the possibility of provision of a taxi rank near the new station entrance or the improvement of the existing facility.

TfL are very supportive of the parking provision proposed.

TfL welcomes safeguarded areas within the development to locate two cycle hire docking stations. Funding the provision of these facilities is being discussed and may be required through either the MIA or the S016 Agreement TfL confirmed that £250k is sought for the two docking stations.

| West Ham Station, totalling £150,000, has been secured separately with the Applicant and is not for inclusion within the S106 Heads of Terms. A head of Term is proposed that delivers transport infrastructure including two new pedestrian footbridges and improvements to the existing Stephenson Street vehicle bridge and a new Station entrance. |
| Historic England | The proposed tall buildings within the application site would be visible in Views 34.1 and 34.2 looking east along Mill Lane. These views afford some of the best aspects of the group of historic mill buildings that sit at the heart of the Three Mills Conservation Area, where the listed mill buildings are seen to frame views along Three Mills Lane and present an interesting roofline that is largely uninterrupted by backdrop modern development. The proposed tall within the application site would appear to the right hand side of the east house roofs of the Grade II listed Clock Mill. As such, the proposals are considered to cause some harm to the significance of these views and to the setting of the Clock Mill. As such, we would urge your authority to weigh this harm in the balance against the public benefits of the scheme and in accordance with 134 of the National | Noted. |
| 6 July 2017 | | |

TfL seek assurance and request conditions on London Underground infrastructure protection.

TfL welcomes a Delivery and Servicing Plan within the TA. The DSP should indicate the location of the available loading bays on a plan and should be secured by condition.

TfL welcomes the measures and targets set out within the Travel Plan and it should be secured, enforced and monitored as part of the S106 agreement.

TfL welcomes the inclusion of a Construction Logistics Plan. The full CLP should be secured by condition.

Contributions sought other than those above include Legible London pedestrian wayfinding and signage and travel plan monitoring.
Planning Policy Framework.

In respect to the setting of the neighbouring listed gasholders, it is clear that your proposals seek to maximise views and links through to the gasholders, which is welcomed.

<table>
<thead>
<tr>
<th>Port of London Authority</th>
<th>No comments to make.</th>
<th>Noted.</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 July 2017</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Thames Water</th>
<th>No objection subject to conditions on drainage strategy, piling and surface water drainage.</th>
<th>The conditions have been included.</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 June 2017</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Environment Agency</th>
<th>No objections. Guidance provided for risk assessment reports.</th>
<th>The new buildings and development will meet the 2.8m AOD floor level height.</th>
</tr>
</thead>
<tbody>
<tr>
<td>29 June 2017</td>
<td></td>
<td>In respect of groundwater protection, the submitted Remediation Strategy which supports the proposed development outlines the strategy for groundwater protections and will be one of the approved documents.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>London Fire and Emergency Planning Authority</th>
<th>Access for fire service vehicles should comply with Section B5 of Approved Document B Volume 2 of the Building Regulations 2010.</th>
<th>Noted. The informative is included.</th>
</tr>
</thead>
<tbody>
<tr>
<td>29 June 2017</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Natural England</th>
<th>The proposal is unlikely to affect any statutorily protected sites or landscapes.</th>
<th>Noted.</th>
</tr>
</thead>
<tbody>
<tr>
<td>22 June 2017</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Historic England (GLAAS)</th>
<th>The planning application lies in an area of archaeological interest. The archaeological interest should be conserved by attaching a condition for a written scheme of investigation.</th>
<th>The condition has been included.</th>
</tr>
</thead>
<tbody>
<tr>
<td>21 June 2017</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

6.11 GLA Stage 1 Report (28 September 2017)

GLA Stage 1 report was received on 28 September 2017. The following strategic issues were raised:

Principle of development: The principle of the comprehensive redevelopment of this vacant brownfield site is strongly supported. The
delivery of social and physical infrastructure must be secured in the first phase.

Affordable housing: The delivery of 50% affordable housing secured as part of the disposal of this public land accords with the principles set out in the Mayor’s Affordable Housing and Viability SPG. The provision of a land value equivalent allocation to Newham Council for the provision of affordable housing within the Borough serves to rectify the shortfall in affordable housing established by the former Mayor of London’s development agreement and will ensure the delivery of at least 577 additional affordable homes by 2021.

Urban design: The overall approach to the design and masterplan is strongly supported. The design codes secured as part of the outline element must ensure that the highest quality of design is taken forward to the future phases.

Climate change: There should be further consideration of additional measures to reduce carbon emissions, and any shortfall must be off-set.

Transport: Further detailed discussion is required on transport issues including financial contributions towards public transport capacity, confirmation of electric vehicle charging points and car club membership and discussion of the proposed cycle hire docking stations.

Further consultation response will be sought from the GLA at Stage 2.

Internal Consultation

6.12 A summary of the consultation responses received along with the Officer comments are set out in the Table below.

<table>
<thead>
<tr>
<th>Consultee and date received</th>
<th>Summary of Comments</th>
<th>Officer Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Lead Flood Authority 21 August 2017</td>
<td>No objection subject to condition on surface water drainage.</td>
<td>The relevant condition has been included.</td>
</tr>
<tr>
<td>LBN Education 18 August 2017</td>
<td>The proposed development would yield 408 primary school pupils and there is a demonstrable need for the additional primary school places, preferably on-site. The proposed development yields 214 secondary school pupils. There is no gain of secondary places under this proposal despite the</td>
<td>Noted. Comments are provided on the significance of the development in the Socio Economics section at 2.5 of the Report. Section 2.2 also provides the proposed infrastructure assessment in terms of education.</td>
</tr>
<tr>
<td>Development having a secondary pupil yield, either at 138 (developer calculation) or 214 (LBN Education calculation). There is a demonstrable need for additional secondary school places.</td>
<td>Officers have included a S106 Head of Term for the off site contribution of £6m to fund a new Primary School in Newham.</td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>LBN Education supports the re-provision of East London Science School in a new building and this is positive for some Newham residents. However, the developer should be aware of the potential impact on residents as additional pupils from the Stephenson Street development will not have a primary school on the site.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>London City Airport Monitoring 10 August 2017</td>
<td>I have referred the document to the NATS LTD Safeguarding Office, NATS have confirmed there are no objections to this proposal.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The applicant should be aware of the London City Airport Noise Contours and should have taken into account existing and future aircraft noise levels from the Airport in the design of the development. These are probably unlikely to affect the proposed development, but for the purposes of due diligence, I would expect the applicant to have checked these and confirm in writing.</td>
<td></td>
</tr>
<tr>
<td>Noted. No further actions required.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LBN Design &amp; Conservation 8 August 2017</td>
<td>Layout</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Officers and the DRP are supportive of the plan layout and disposition of routes and public spaces. Positive responses were made by the Applicant in response of concentration and location of non-resi uses, realignment of streets and the widening of access to the main pedestrian bridge.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The plan makes passive provision for the future delivery of pedestrian and cycle connections beneath the railway to the northern boundary. These connections must be</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Section 2.4 of the Report details the assessment with regard to design.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>S106 Heads of Terms and proposed conditions have been included.</td>
<td></td>
</tr>
</tbody>
</table>
safeguarded and financial contributions made towards their delivery. Subject to this the proposed layout is supported.

**Height, scale and massing**

Officers and the DRP raised concerns over the number and height of tall buildings proposed at the pre-application stage.

Refinements to the massing have been made. The massing has improved in terms of clarity of the location of taller elements in relation to the scale and grain of the masterplan but there has been no meaningful reduction in the overall height or the number of tall buildings.

The DRP repeated concerns regarding the scale and heights of the proposed development. The DRP raised serious concerns about the scale of the development which is very far removed from that of the local context and a human scale. The concentration of tall buildings is greater than Stratford which is a major metropolitan centre, which is considered to weaken the legibility of the hierarchy of places and centres within the Borough.

The concerns about scale are greatest with the outline elements of the scheme where PTAL scores are lowest and where buildings will be most prominent in views of the designated heritage assets.

In the context of Policy SP4 (Tall Buildings), all the proposed buildings (except the community centre and the school) should be considered tall buildings under the policy definition. The general datum of the proposed development which is around 12 storeys is broadly in
accordance with the policy guidance.

The scheme delivers enhanced connections to the station and community to the east, high quality landscape and architecture. These exceptional circumstances would justify buildings up to around 19 storeys under the policy guidance. However, the guidance states that buildings in excess of 20 storeys are inappropriate and that exception tests will be difficult to pass. There are three buildings in phase 1 that are significantly in excess of 20 storeys (2 x 32 storey buildings and 1 x 26 storey building).

The townscape and legibility justification for the building heights proposed within the outline phase is more tenuous due to the increased distance from the public transport interchange and local centre, and proximity of designated heritage assets. Within the outline phase there are 5 buildings over 20 storeys, and two buildings in excess of 30 storeys buildings at the western boundary of the site. These buildings are significantly taller than building heights envisaged for this site in the Council’s Core Strategy. In the case of the 30 storey buildings, these are over twice the height and are considered to fail the policy exception tests.

Reducing the scale of development particularly at the western edge would be appropriate to reduce the visual impact on heritage assets and respond to the lower PTAL score.

The scale and massing is not supported.

Heritage
The site is in close proximity to the
Three Mills Conservation Area.

The proposed tall buildings within the outline element of the application would be visible in Views 34.1, 34.2 and 41 looking east along Mill Lane. These views afford some of the best aspects of the group of historic mill buildings that sit at the heart of the Three Mills Conservation Area, where the listed mill buildings are seen to frame views along Three Mills Lane and present an interesting roofline that is, uninterrupted by backdrop modern development. The proposed tall buildings within the application site would appear to the right hand side of the east house roofs of the Grade II listed Clock Mill. As such, the proposals are considered to cause some harm to the significance of these views and to the setting of the Clock Mill. The level of harm to the significance of the Clock Mill is considered to be less than substantial. In accordance with paragraph 134 of the NPPF, this level of harm needs to be weighed against the public benefits of the proposals.

The submitted TVIA picks up on a number of the key views identified in the conservation area appraisal. These include views 35, 36, 37, 38, 39, 40 and 43. In all these views, the development appears to present a wall of high rise buildings of a scale that is very far removed from the established character of the conservation area and its setting as described above. The character and appearance of the conservation area and its setting is therefore considered to be harmed by the scale of the proposed development. This compounded by the outline nature of the proposals which means that the appearance of the
majority of these buildings cannot be understood and assessed at this stage.

The Council has a legal duty to pay special attention to the desirability of preserving and enhancing the character and appearance of conservation areas, listed buildings and their settings through its planning function.

**Landscape**
The landscaping proposals are considered to be of a high quality and are supported.

**Phase 1 – detailed design**
The layout is supported and the proposals provide good levels of active frontage throughout the first phase, through commercial shopfronts, communal residential entrances and front doors to duplex units.

The principle of tall buildings within phase 1 of the development, adjacent to the station and in the part of the site with the greatest public transport accessibility, is supported.

The residential accommodation is generally of a good quality, with a high proportion of dual aspect homes and single aspect north facing units minimised.

The architecture has been subject to several reviews by the DRP and has the potential to be successful, subject to high quality materials and detailing. The initial information submitted (both drawings for approval and supporting information in the Design and Access statement), did not provide the necessary assurances about quality. However a D&A statement
addendum has been provided in response to a request for additional information about materials and detailing of the first phase. This generally provides further assurances about the quality of materials and detailing.

However, with regard to building S01, the materials proposed are not supported. There is particular concern about the matt PPC aluminium frame. When presented to DRP (the architecture was supported) this building was described as being entirely stone/concrete. PPC aluminium is not considered to achieve the same visual qualities or robustness of finish, which is essential if a building of this scale is to be acceptable. GRC is used on other plots and should be used throughout here.

The community building (plot C01) is a very important object building in a pivotal position within phase 1 of the development proposed. The plans and design and access statement provide details of its form, general appearance and material precedents, but there is very little in the way of detailed design information to demonstrate convincingly that this will be a high quality building. It feels like the design of this building has been overlooked with greater priority given to the design of the housing plots.

**Conclusion**
The design development is not supported and reductions to building heights should be explored. Notwithstanding the objection, if minded to approve, conditions recommended:
- Full scale mock up panels for each plot
- 1:20 drawings
- No rainwater pipes, flues or grills visible
- Rooftop plant and screening details
- Revised details of Block S01 to be approved
- Revised details of Block C01 to be approved

**S106 Heads of Terms**
- Novation of architect
- Architect Design Certifiers
- Future links to Abbey Mills Site

<table>
<thead>
<tr>
<th>LBN Transport</th>
<th>Transport infrastructure</th>
</tr>
</thead>
</table>
| 27 July 2017  | The West Ham station bridge needs to be in use and fully operational prior to full occupation of phase 1. The TA details that two potential bus routes are safeguarded within this development application. The first is a connection for single deck buses between the site and Abbey Mills, the second a connection between the site and Twelvetrees Crescent.

It is noted that there are no proposals for accommodating 4 bus stands in the development (48m length in total). Transportation are aware that TfL did require for this to be included and engaged the applicant accordingly. It is understood that another requirement is rationalisation of the existing bus stops along Manor Road to align with desire lines once the new footbridges are in place. The applicant does need to include these measures unless TfL’s requirements have changed.

Two locations have been safeguarded for potential cycle hire stations, at both ends of Four Seasons Park. |

| Recommended conditions have been included. |
| S106 Heads of Terms have been included that deliver transport infrastructure within the first phase. |
In principle Transportation are supportive of these proposals for additional transport infrastructure, subject to resolving the queries as commented above. However, the timing of delivery will need to be confirmed and agreed and of course the appropriate engagement and Section 278 and Section 38 Agreements will need to be entered into and be completed with the Highway Authority to ensure the design and specifications meet Council standards. It is understood that the Highway Authority will be adopting the road bridge and two footbridges, however the exact details of future ownership and responsibilities will be worked out via the Section 278 Agreement process.

TfL have advised they are seeking a contribution of £475k over 5 years towards bus capacity enhancements and network improvements.

Future Connections to Abbey Mills
There is likely to be future development on the site immediately to the north of the District Line. This is one of Newham’s Strategic Sites (site S10) and included in the Core Strategy are aspirations for connections from this site to West Ham station. The core strategy also comments that this development site (S11) should include facilitation of a possible future link to the s10 Abbey Mills site. The TA does provide a reference to the redundant tunnel beneath the District Line embankment, however there doesn’t appear to be any commentary on its size, suitability of location or the facility it provides. Given the new podium connection and entrance being made for West Ham station Transportation would like to
understand whether there is any potential for a future connection to the podium that will enable access to West Ham Station.

Section 278 and 38 highways Agreements
To ensure that the above interventions and associated highway works are designed and constructed to Highway Authority standards, and to receive the necessary oversight, the applicant will need to enter into the appropriate Highways Act agreements and work with the Highway Authority, and meet all the appropriate costs.

Trip Distribution
TfL have commented that the passenger flows used by the applicant are lower than TfL’s current flow estimates for the 2031 scenario, following more recent counts carried out for the purposes of the longer term station capacity assessments.

Essentially, the station will not be able to accommodate TfL’s predicted flows for 2021 and beyond, and they consider manual management of crowding at peak hours will not be a long term solution. TfL are currently working on the assessment of options to improve station capacity, and whilst they acknowledge the primary driver resulting in future capacity issues is planned growth, they do consider it appropriate for this development to make a contribution towards the ongoing study and any future interventions or schemes that result from it.

The appropriateness and size of any contribution towards this will be dependent on the completed
assessment by TfL and what the development is adding to the flows through the station, taking into account existing and predicted interchange flows.

**Highway Impacts**
Transportation do have concerns about increases in use of the junction particularly as construction activity and associated vehicle trips ramps up over time during the build out. Although the applicant’s CLP details all construction traffic will be instructed to not use this junction, there are some concerns relating to the potential increase in use. Whilst the VISSIM modelling concludes the development will not critically overload the junction it is felt that there will be an optimum period where the new road bridge should be implemented to provide the safer segregated arrangements and it will be appropriate for the developer to agree with Highways the timing of this as part of the Section 278 Agreement process.

**Parking Strategy**
Accessible parking is proposed at a rate of 10% of the provided parking. Reconciling this against the likely number of accessible residential units will result in a provision of something like 0.12 spaces per accessible unit, which mirrors the overall parking provision for residential. In terms of overall provision, this is considerably less than one space per unit, however it is acknowledged that demand is extremely unlikely to be for that level of provision. Given the high PTAL and the opportunities for local shops within the development the actual demand will be a lot lower and the 0.12 spaces per accessible unit may well be sufficient.
Cycle Parking
The provision proposed meets the number requirements of the London Plan with 6,120 long stay spaces and 276 short stay spaces.

Car Club
There is reference to up to 20 car club spaces being provided, the Travel Plan comments that the feasibility has been investigated and that there is an intention to subsidise membership for a limited period. Transportation are of the view that the applicant should be paying the membership for all units for a period of three years plus providing a driving credit to ‘pump prime’ car club usage. This would be entirely appropriate given the low car parking provision proposed and the intention to charge for parking permits, and to support the low parking provision.

Taxi Arrangements
As raised by TfL, there does not appear to be any proposed arrangements for taxi operations included in the application. TfL are expecting for either a new facility close to the new entrance, or, an improvement to the existing facility adjacent to the current station entrance. In any instance, the development related infrastructure provision for taxis needs to reflect current and future needs for rapid electrical charging points. The applicant will need to provide proposals for Taxis and further discussions may well be required.

Conclusion
LBN Transportation are broadly supportive of the proposal and the levels of parking proposed and the transport infrastructure. More details are needed on some public transport impacts, arrangements for
bus services, longer term operation of West Ham Station and on some management plans which can be dealt with by way of condition.

S106 Heads of Terms
- Car club provision
- Travel Plan monitoring fee £20k
- Parking permit free development
- Public transport contributions towards buses and West Ham Station

Conditions
- Cycle parking details
- Car parking management and allocation plan
- Delivery and servicing plan
- Construction logistics plan
- Travel plan
- School access management plan/highway improvement scheme
- Bus routing and infrastructure arrangements
- Taxi arrangements
- Cycle hire arrangements

LBN Environmental Health
7 July 2017

No objections subject to conditions:
- Grease trap (A3 unit)
- Details of ventilation/plant
- Sound insulation
- Construction environmental management plan
- Hours of construction and deliveries
- Transport noise
- Contamination (1)
- Contamination (2)
- Contamination (3)
- Contamination (4)
- Impact piling
- Air Quality, on site combined heat and power
- Air Quality, non-road mobile vehicles
- Reduction in carbon dioxide emissions
- Air quality report

Conditions have been included.
<table>
<thead>
<tr>
<th>Date</th>
<th>Department/Agency</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 July 2017</td>
<td>LBN CIL</td>
<td>Informative recommended.</td>
<td>Noted. The informative is included.</td>
</tr>
<tr>
<td>3 July 2017</td>
<td>LBN Highways</td>
<td>The Council considers that the bridge widening and the two proposed footbridges are key and are critical to the proposed development. Conditions: • Applicant to enter into an overbridge agreement, Section 278 agreement and a Section 38 agreement with the Council • Design manual for roads and bridges • Auto track drawings to show waste vehicle movements • Pre-commencement survey of the highways • Remedial works to the highway</td>
<td>The points raised by LBN Highways are to be covered and agreed as part of the conditions, S106, Master Infrastructure Agreement and Pre Adoption Agreement negotiations. Suggested conditions have been included.</td>
</tr>
<tr>
<td>3 July 2017</td>
<td>LBN Trees</td>
<td>Based on the Arboricultural reports provided I would have no objections.</td>
<td>Noted.</td>
</tr>
<tr>
<td>30 June 2017</td>
<td>Economic Regeneration</td>
<td>S106 Heads of Terms • 25% local employment on the construction phase of the Development; • 50% of end user phase to be Newham residents • Apprenticeship Target where appropriate: 1 new start Apprentice (Newham resident) per £3m of contract value</td>
<td>S106 Heads of Terms have been included as well as a contribution to Newham Workplace of £10.8m.</td>
</tr>
</tbody>
</table>

**Development Control Members’ Forum**

6.13 The application was presented to DC Members Forum on 8 April 2016, 20 September 2016 and 3 February 2017.

**Design Review Panel**

6.14 The application was presented to the Council’s Design Review Panel (DRP) on 5 May 2016, 7 June 2016, 8 September 2016, 17 January 2017 and 6 February 2017.

6.15 The application was discussed at the DRP Chair’s Workshop on 7 October 2016 and 27 February 2017. The most recent DRP reviews and the Chair’s workshop notes are shown below.
NEWHAM DESIGN PANEL

Stephenson Street, Phase 1 detail, Workshop

Review Date: 27th February 2017
Lead Designers: Patel Taylor
Location: Stephenson Street, West Ham E15
Proposal: Private sale and PRS residential accommodation, a new secondary school and bridge links.

Panel Members
Neil Deely (Chair)

Summary

School

- The plan is largely unchanged since the previous review. The architects presented a number of precedents of schools with ground floor teaching rooms adjacent to the public realm where, it was said, privacy and safeguarding has not been a problem.
- Further detail was also presented about landscaping and boundary treatments in front of these rooms, which has alleviated the DRP’s concerns to some extent. The option incorporating benches within the boundary was felt to have most potential.
- Window sill height should be as consistent as possible to maintain future flexibility of the teaching spaces.
- The sports hall has been more clearly expressed externally, by breaking the metallic louvered wrap to the upper floors. This helps reduce the apparent scale of the building and is a positive move. Aligning the change in brick bond with the floor level of the sports hall is encouraged. The detailing of junctions will need to be carefully resolved to ensure that the expressed internal elements read clearly as separate volumes, rather than adjoining two dimensional planes.
- It will be very important that a high quality brick is utilised and benchmark samples should be provided with the planning application.
- The introduction of brickwork panels into the playground boundary, and the continuation of the rhythm of the façade into the fencing is supported.
- The criticisms made by the panel during the design review process regarding the architecture have been addressed to some degree and the design quality is considered satisfactory.

Station Quarter buildings (Patel Taylor)

- Refinements have been made to the architecture of the white tower by introducing a more regular horizontal banding and developing the detail of the pre-cast infill panels. The architecture of the building is much stronger as a result.
- Further depth and interest has been also been added to the southernmost building in this group, helping to address previous concerns raised by the DRP.
- We again emphasised the necessity to increase the density of work metal work in the northern tower so that when built the upper portion of the building maintains richness and to avoid the facades appearing as singular expanses of glazed curtain walling.
- The brief for the community building is, as yet, undefined. Given the importance of the building as a central focus of the podium space, it would be appropriate to review proposals as and when they are developed further. If the intention is to maximise the flexibility of this building, it would be sensible to avoid a centralised core.

Bridges

- The presentation focussed on the southernmost footbridge into the site, in response to the DRP comments at the last review. The repositioning of the lift shaft and straightening the flight of steps appears to make best use of the limited landing and results in a more rational and legible configuration.
Using a louvered screen or mesh to one side of the balustrade has enabled the height of the solid boundary wall (adjacent to 2 Milner Road) to be reduced. This is a positive move.

The revised configuration does however result in a narrow passageway between the side of the stair and the boundary wall that will lack passive surveillance and may feel intimidating. Ways of maximising passive surveillance should be explored. More positive proposals for the public realm, such as seating and tree planting, should also be put forward to improve the look and feel of the spaces around the bridge landing.

The grey metal grid feels rather apologetic and our view remains that the bridges should be celebrated to a much greater extent through their design, colour and materiality. Presently the bridges are not having the impact that is necessary as the critical linkages between the site and the existing community, and further colour options should be explored.

A greater commonality could be introduced to the different components of the bridge. The glazed brick wall provides a robust and attractive finish. By contrast, the brick lift shaft appeared unremarkable.

A stronger, more celebratory architectural language should be developed for these important pieces of architecture.

Landscape

A brief update was provided about the landscaping to the linear park. The application will need to set out a vision for the park, high level design of the individual series of ‘rooms’ within it, as well as strategy for how functional elements will be integrated. It is envisaged that specific details of planting, materials and street furniture would be required by condition in the usual way, should the application be approved.

NEWHAM DESIGN PANEL

Stephenson Street, Phase 1, follow up review

Review Date: 6th February 2017
Lead Designers: Patel Taylor/Sheppard Robson
Location: Stephenson Street, West Ham E15
Proposal: Private sale and PRS residential accommodation, a new secondary school and bridge links.

Panel Members
Neil Deely (Chair)
Gerard Maccreanor
Anna Radcliffe
Julian Hart

Summary

We welcomed the opportunity to review the detailed architecture, infrastructure and landscaping proposals for phase 1, for a second time. A number of positive changes have been made to the architecture following comments made at the initial review and we commended the significant progression of the buildings around the station in particular. The architecture of these buildings is now generally quite encouraging but further refinement is required to the southernmost building in this group to enrich its broad frontage and prominent corner. We made a number of detailed points in relation to these buildings which are picked up below.

A range of options were presented for the PRS buildings, showing amended massing and materiality and there was a strong consensus that the lower building with a consistent brick treatment was most successful.
Some adjustments have been made to the internal planning of the school to help improve the amount of daylight reaching internalised rooms, but it was disappointing that the ground floor plan is unchanged and our view remains that the classrooms alongside the Science Garden in particular are problematic in terms of privacy and safeguarding. Amendments to the architecture do not go far enough to address the concerns raised at the last review.

The landscaping proposals are promising but as the detail is developed it will be crucial to ensure that the areas with a specific function such as sports pitches and playgrounds are successfully integrated into the overall landscape composition. The stepped terraces in front of the community building will be an important node and we hope to see further design development and function given to these in due course. The low overall parking numbers were noted and we questioned whether there will be sufficient flexible on street parking. Our concern is that unauthorised parking on verges may become a problem and undermine the landscaped qualities of the residential streets.

Further detail was presented as to the appearance of the bridges and the configuration of their landing points. While the splayed entrances on the west side are to be welcomed, the landing points on the east side are very constrained. The southernmost bridge has a convoluted configuration and a problematic relationship with the adjacent residential property. The bridge structures themselves are strong, simple and fairly elegant, but do not do enough to celebrate the entrances to this major new development. We strongly encourage the developer to maintain ownership. Local authority ownership is likely to place limitations on the design and maintenance of these important new links.

We made the following detailed points for consideration and action by the design team:

**Station Buildings**

A compelling and convincing narrative was provided as to the ribbon of the colonnade as a linking element. We support the way in which buildings meet the ground and the family of buildings with a varied but coherent character.

The massing of the two tallest buildings would be stronger and more dynamic if these were of a different height. Bringing the height of the white tower down would also improve sunlight to the public space to the north. Bringing its podium up would lend the building a more substantial and proportionate base. Developing a more distinctive top could also be explored.

The architecture of the northernmost tower is, at this stage, more resolved, but we urged the design team to ensure that there will be enough depth and density in the facade so that when built the upper portion of the building maintains richness and to avoid the facades appearing as singular expanses of glazed curtain walling.

The weakest building in the group remains the southernmost building, which is not yet of the same quality as the other buildings. The wide flank elevation looks very flat, mean and rather cheap. The prow adjacent to the southern bridge link will be an important component and prominent in views north along the ‘Avenue’ and more should be done to make this a distinctive and well resolved townscape feature.

We again commented on the lack of resolution to the community building arising from the undefined brief. Given its position, the use, form and appearance of this building is critical to the success of the surrounding spaces. More certainty about its function, business plan, funding and design should be brought forward. If it is to be used as a marketing suit in the first instance, it is important that this function does not limit its future use as a community building required for first phase residents. As a standalone structure it will need to have a positive interface with the public realm on all sides and routes around it will need to be well overlooked and legible.

**PRS Buildings**

The lower, brick option presented was considered to be calmer and more successful. We were unconcerned by the slight cranked projection to the rear. The twisted balustrades have the potential to provide some variety and interest to the elevations, although we suggested exploring alternative,
lighter colours to the proposed dark grey and carefully refining their detailed design to ensure they are not perceived as defensive, security-type railings.

The variation between the external and courtyard elevations is welcomed. The detailing of the GRC and pre-cast elements in particular will be fundamental to the appearance of the buildings and sufficient information should be included within the application about this to ensure the quality promised is delivered. For instance, the ground floor should be a more robust pre-cast rather than GRC and if GRC reveals etc are shown as being in one or two continuous sections, the expectation will be for it to built as such. It will be difficult to match the colours of these material types so the contrast should be made to feel deliberate.

Bricks should be referenced in the application, to provide a benchmark for quality, even if the final selection needs to change due to availability. We would support the use of a brick with a variety in its tone and texture.

School

We heard that the Head of the school is unconcerned by the inter-visibility between the public realm and ground floor classrooms. However, this building needs to be designed to work beyond the tenure of current staff, and we remain unconvinced by this relationship and urged further thought about how this may be resolved through adjustments to the plan. Studies should be done demonstrating how the need for privacy and views/daylight can be successfully balanced.

Other moves made to the internal planning are positive such as increasing the size of the second roof light to improve the quality of the internal rooms. We accept that the zoning of the roof top play area could work, as this is likely to be a heavily supervised space. While the amendments to make the stair cores more integral to the architecture are welcomed, these were the only changes to the external appearance and do not go far enough. We remain unconvinced by the external expression of the building. The upper floors feel enclosed behind the wrap, with tall narrow windows, giving it a dominating and oppressive feel. We encouraged the design team to try to more clearly express the various forms and functions of the building in order to assist with breaking down the overbearing scale of the building. Thinking about expressing it as a small number of legible volumes, relating to the internal functions, rather than a large, singular gesture would help children relate to the building more and improve the townscape.

Bridges

Ownership of the two new bridge links into the site is a crucial question that will have a significant impact on their design and maintenance, and the image of the development beyond the site boundary. We would strongly encourage the developer to retain ownership of them. As the front doors to their multi million pound development we can’t imagine why they would not want to do so.

The landing points for both bridges are very tight on the east side, but while the northernmost bridge has a rational access configuration that makes efficient use of the available space, the southern bridge is awkwardly arranged. The position of an underground sewer and the proximity of the adjacent house are significant constraints that need to be overcome. We were unconvinced that a sufficiently attractive, legible and generous access can be created on such as small plot and encouraged the developer to explore purchasing the adjacent property.

We repeated our comments made at the last review that the bridges should be celebrated to a much greater extent through their design, colour and materiality. They should be fun, well lit, safe and attractive. While the proposed grey metal grid is robust, they are simply not having the impact that is necessary as the critical linkages between the site and the existing community.

The splays to the structure on the west side are welcomed, but more could be done with the design of the plinths to add interest and activity. The architecture of the plinths across both bridges should read as a family of objects and a small newspaper or flower kiosk could be integrated for instance. Reference was made to work by West 8 and CZWG in relation to the bridge design, which may help inform the design development.
NEWHAM DESIGN PANEL

Stephenson Street, Phase 1 detail

Review Date: 17th January 2017
Lead Designers: Patel Taylor
Location: Stephenson Street, West Ham E15
Proposal: Private sale and PRS residential accommodation, a new secondary school and bridge links.

Panel Members
Neil Deely (Chair)
Julian Hart
Anna Radcliffe
Toby Johnson

Summary

Following on from three previous design review meetings focussing on the proposed masterplan, detailed designs were presented for the first phase residential buildings, the school, bridge links and new station connections.

We made the following points for consideration and action by the design team:

School

We commended the architects for a very clearly presented and well described scheme.

The proposed school is laid out in an efficient block that is, for the most part, sensibly and logically organised in terms of the structure of spaces, adjacencies and vertical hierarchies.

However, the plan results in some internalised rooms, that will be difficult to naturally light and ventilate. We are concerned about these space and more needs to be done to improve their quality. Roof lights should be introduced roof to the top floor rooms. Enlarging the adjacent light well and bringing more light in from the sunken MUGA area should also be explored.

The tight plan results in a dearth of flexible, break out type spaces and we urged the design team to look at ways of working more of this into the scheme, through moveable partitions and/or adjustments to the plan.

The close proximity between ground floor classroom windows and the public realm raises some concerns about the privacy of these rooms. In the first instance, attempts should be made to deal with this through amendments to the plan without resorting to screens and buffer planting. The western frontage adjacent to the Science Garden is most vulnerable in this respect and relocating ancillary, office and community uses, rather than classrooms, along the western frontage should be explored.

Limited information was presented as to the design of boundary walls and fences. These will be crucial to the character and quality of the school, its external play space and the adjacent public realm. We suggested extending the materiality of the base of the building into the boundary in some way to create a neat and unified treatment that is integral to the overall architecture of the building. This could also wrap around the rear face of the adjoining residential building.

We support the provision of the roof top play space, which will offer the school a sunny space in addition to the main ground level play space, which will be largely overshadowed by adjacent buildings.

Overall, however, for a school of this size it is not endowed with surplus external play space. As such,
we questioned the amount of space taken up by the large rooflight and suggested it could be reduced in size to optimise the usable area. Its size and location will also impede the comprehensive surveillance of the roof terrace. Any nooks and crannies should be designed out to ensure the whole of the space is easily supervised.

There is an uncomfortable mismatch between the internal planning of the building and the external appearance. We were unconvinced by the double height base, given the three floors of teaching rooms and we encouraged a more varied architectural language to better reflect the internal programming of the building. Rigidly adhering to the two storey base across the masterplan should be challenged if it is not working for the building. The school will be a special building and we think there is good reason to loosen this self imposed parameter in this case.

The staircase enclosures at roof level should appear more integral to the overall architecture of the building.

While the materials and detailing look promising we questioned what is actually deliverable within EFA finding constraints. The metal louvers/fins in particular look susceptible to value engineering, and we cautioned against using expensive materials unless there is an absolute commitment to delivery. The application will need to include comprehensive and detailed information about the materiality and detailing to ensure the quality promised at planning stage is maintained.

PRS Buildings (Sheppard Robson)

These buildings are located at an important point in the masterplan area adjacent to the southern bridge landing. At this point the avenue also becomes more like a one sided access road and the quality of the public realm will be further compromised by the position of the car parking access. Pulling back the building line to create a more generous and attractive public realm should be explored.

The residential buildings are efficiently planned but the quality of accommodation looks good and we are supportive of the inclusion of duplex’s at lower levels. Creating a covered but open cloister would improve the flexibility of the constrained communal amenity space.

We suggested that each building should have a more singular and coherent identity of their own and that this could be achieved by facing the northern building predominantly in brick and lowering its overall height by infilling the gap between blocks.

The townscape justification for the tall element on the northern building was also unconvincing. The arrival point from the bridge could be celebrated by a generous and attractive public realm, rather than yet another tall building. Reducing the height of the shoulder on the southern building would improve its proportions.

The architecture is rather monotonous and more interest and variation should be brought to the elevations. The continuous double height plinths should be broken up to help emphasise the communal entrances, for instance by bringing the brickwork to ground in these areas. We also suggested developing a simple palette of components that can be deployed in different ways to bring subtle differences to different parts of the building, such as the courtyard elevations and the tops of the buildings. The architecture of the duplexes also needs to be shown in conjunction with the front garden design and boundary treatment.

Station Quarter buildings (Patel Taylor)

It was apparent from the information presented that the architecture of these buildings is still at a very early stage. While the lower red brick building with concrete banding had the potential to be interesting, there was a level of resolution yet to take place in the other buildings. We found the architecture of the grey, southern residential block, in particular, to be unremarkable.

The community building at podium level in the centre of the main axis of the park will be essential to character and identity of this new community. As yet it doesn’t appear that its design has been given sufficient due care and attention. We wondered what brief, if any, has been given to the architects for
While the concept of an episodic approach to the street frontage feels appropriate, the relationship between the plinth and the tops of the buildings is not yet successfully resolved. We suggested creating a higher plinth and infilling some of the gaps in the frontage at low level with additional accommodation.

The proportions of the tallest buildings may be improved by reducing the height of the horizontal break and we suggested exploring this. Presently these buildings are designed as a pair, albeit of slightly differing height. Introducing subtle variations to their architecture, for instance by twisting the upper part of the taller building, should be explored. The tight, north facing courtyard, adjacent to the railway line is surrounded by very tall buildings, will be largely overshadowed and is likely to feel rather inhospitable.

These buildings will be prominent in views from all directions and therefore equal consideration must be given to the design of all their facades.

**Bridges**

The architect provided a useful initial overview of the design of the bridges and their response to the constraints imposed by the existing transport infrastructure and restrictive landing points, particularly on the east side. We have every confidence that the architects, given their strong track record, will be able to successfully overcome these constraints and deliver a series of elegant and practical new links into the site.

These new pieces of infrastructure must make a strong contribution to the character and identity of this new piece of city and more will should be done to celebrate them, through their architecture and/or engineering. They must also feel safe, generous and overlooked.

Introducing colour would help but we also suggested increasing their width where possible. We recognise that the potential for this is limited on the east side but there may be greater scope on the west side for creating a more generous splayed access.

We look forward to commenting again as the bridge designs develop.

7. **Planning Policies and Guidance**

7.1 The Local Development Plan comprises:


- The London Borough of Newham Local Plan: Core Strategy 2012


- The Joint Waste Development Plan for the East London Waste Authority Boroughs (adopted 27th February 2012);
7.2 Material weight has been given to the National Planning Policy Framework (March 2012) and online resource National Planning Practice Guidance.

7.3 The following policies are relevant to the assessment of this application:

**National Planning Policy Framework**

2 The National Planning Policy Framework as a material consideration in planning decisions
3 National policy statements as a material consideration in decisions on planning applications
9 Pursuing sustainable development
10 Taking account of local circumstances for achieving sustainable development
11 Accordance with the development plan unless material considerations indicate otherwise
13 The NPPF as guidance for local planning authorities and as a material consideration in determining applications
14 Presumption in favour of sustainable development
17 Core land-use planning principles
29 Promoting sustainable transport
30 Facilitating sustainable modes of transport
31 Developing viable infrastructure for sustainable development
32 Transport statements and assessments
34 Developments generating significant movements
36 Travel Plans
37 Land use balance to minimise journey lengths
38 Promoting mixed uses on large scale developments
39 Local parking standards
40 Improving town centre parking
41 Identifying and protecting sites and routes critical to widening transport choice
56 Good design
57 High quality and inclusive design
58 Setting out the quality of development
61 Integration of Development
63 Outstanding or innovative design
64 Preventing Poor Design
65 Sustainability and Compatibility with the townscape
69 Creating healthy, inclusive environments
70 Delivery of social, recreational and cultural facilities and services
73 Access to high quality open spaces, sport and recreation
74 Consideration of development on existing open space, sports and recreational buildings and land
76 Designation of Local Green Space
77 Careful consideration of Local Green Space designation
93 Resilience to the impacts of climate change
94 Climate change – strategies and mitigation
95 Low carbon future
96 Decentralised energy supply and minimising energy consumption
Use and supply of renewable and low carbon energy
Value of energy developments cutting greenhouse gas emissions
Climate change over the long term
Inappropriate development in areas of flood risk
Strategic Flood Risk Assessment and the Sequential Test
Strategic Flood Risk Assessment and the Exception Test
Flood risk assessment
Application of the Sequential Test and the requirements for site-specific flood risk assessments
Minimising impacts on biodiversity and geodiversity
Conservation and enhancement of biodiversity
Contamination
Contaminated land – assumption that pollution control regimes will operate effectively
Noise, health and quality of life
Air quality
Light pollution
Planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise
Positive approach to decision-taking
Approval of sustainable development where possible
Determination in accordance with the development plan, unless material considerations indicate otherwise
Presumption in favour of sustainable development
Use of conditions and obligations
Planning conditions - tests


1.1 Delivering the strategic vision and objections for London
3.1 Ensuring Equal Life Chances for All
3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Quality and Design of Housing Developments
3.6 Children and Young People’s Play and Informal Recreation Facilities
3.8 Housing Choice
3.9 Mixed and Balanced Communities
3.10 Definition of Affordable Housing
3.11 Affordable Housing Targets
3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
3.13 Affordable Housing Thresholds
3.16 Protection and Enhancement of Social Infrastructure
5.1 Climate Change Mitigation
5.2 Minimising Carbon Dioxide Emissions
5.3 Sustainable design and Construction
5.7 Renewable Energy
5.11 Green Roofs and Development Site Environos
5.12 Flood Risk Management
5.13 Sustainable Drainage
5.14 Water Quality and Wastewater Infrastructure
5.16 Water Self-Sufficiency
5.17 Waste Capacity
5.18 Construction, Excavation and Demolition Waste
5.21 Contaminated Land
6.3 Assessing Effects of Development on Transport Capacity
6.4 Enhancing London’s Transport Connectivity
6.9 Cycling
6.10 Walking
6.11 Smoothing Traffic Flow and Tackling Congestion
6.12 Road Network Capacity
6.13 Parking
7.1 Lifetime Neighbourhoods
7.2 An Inclusive Environment
7.3 Secured by Design
7.4 Local Character
7.5 Public Realm
7.6 Architecture
7.7 Location and Design of Tall and Large Buildings
7.13 Safety, Security and Resilience to Emergency
7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
7.18 Protecting Local Open Space and Addressing Local Deficiency
7.19 Biodiversity and Access to Nature
8.2 Planning obligations
8.3 Community infrastructure levy

The London Borough of Newham Local Plan: Core Strategy 2012

S1 Spatial Strategy
S4 Canning Town and Custom House
SP1 Borough-wide Place-making
SP2 Healthy Neighbourhoods
SP3 Quality Urban Design within Places
SP4 Tall buildings
SP5 Heritage and other successful place-making assets
SP6 Successful Town and Local Centres
SP7 Quality Movement Corridors and Linear Gateways
J1 Investment in the new Economy
J3 Skills and Access to Employment
H1 Building Sustainable Mixed Communities
H2 Affordable Housing
SC1 Climate Change
SC2 Energy
SC3 Flood Risk
SC4 Biodiversity
INF1 Strategic Transport
INF2 Sustainable Transport
INF3 Waste and Recycling
INF4 Local Heat and Power Networks
INF5 Town Centre Hierarchy and Network
INF8 Community Facilities
INF9 Infrastructure Delivery

The London Borough of Newham Local Plan: Detailed Sites and Policies

SP8 Ensuring Neighbourly Development
SP10 Managing Cumulative Impact
J4 Managing a Mixed Use Borough
SC5 Maximising Sustainable Design
INF10 Locating Community Facilities

Additional Guidance

- Housing SPG (March 2016)
- Affordable Housing & Viability SPG (August 2017)
- Sustainable Design and Construction SPG (April 2014)
- The control of dust and emissions during construction and demolition (July 2014)
- Providing for Children and Young People’s Play and Informal Recreation SPG (September 2012)
- Accessible London: achieving an inclusive environment SPG (October 2014)
- Mayoral Community Infrastructure Levy
- Crossrail Funding SPG (March 2016).

Emerging Policy


Proposed Submission Draft Local Plan (approved by the Mayor in Consultation with Cabinet on the 21st November 2017). It is important to note that the Council are currently in the process of undertaking a review of the Local Plan and recently published a (Regulation 19) Proposed Submission Draft Local Plan (November 2017) for public consultation, following approval by the Mayor in Consultation with Cabinet on 21st November 2017. At this stage the document represents the version of the Plan that the Council consider to be sound prior to submitting it to the Secretary of State for Examination (expected by end of February). As such, the document has reached a more advanced stage of its preparation, having regard to the NPPF paragraph 216 and is considered to hold significant weight in the decision making process.

S1 Spatial Strategy
S4 Canning Town and Custom House
SP1 Borough-wide Place-making
8. **Community Infrastructure Levy (CIL) Regulations 2010 (as amended)**

This development will be subject to both the Mayor of London’s Community Infrastructure Levy (MCIL) and the London Borough of Newham’s Community Infrastructure Levy (NCIL).

**Hybrid planning application, with detailed planning application for Phase 1:**

Phase 1 of this development may be considered chargeable development for the purposes of the Community Infrastructure Regulations 2010 (as amended).

A person or party must assume liability to pay the levy using the Assumption of Liability form which should be submitted to the Investment Team at: CIL@newham.gov.uk or Investment Team, 1st Floor West Wing, 1000 Dockside Road, London E16 2QU. If nobody assumes liability to pay the Levy this will default to the Land Owner.

A Liability Notice and Demand Notice will be issued in due course.

It is essential that any relief or exemption is applied for using the Council’s relevant exemption or relief forms; a decision will be issued by the Council’s Investment Team. Any exemption or relief lapses if works commence on the chargeable development prior to the notification of the decision on the exemption or relief claim.

Failure to adhere to the Regulations and commencing work without notifying the Council could forfeit any rights you have to appeal, payment in instalments and may also incur fines/surcharges.

The following mitigation should be required to meet the infrastructure requirements of this proposal:

- CIL liable scheme
- Assumption of Liability required
- Claim for Social Housing Relief (if applicable)

**NOTE:** Social Housing Relief is not taken into consideration unless the site becomes chargeable development and a valid claim has been agreed and processed.

Pursuant to the CIL Planning Application Additional Requirement Form and associated information submitted with the application *in relation to Phase 1 only*, the following CIL liability, calculated in accordance with Regulation 40 may accrue if planning permission is granted:

- Mayoral CIL - £3,147,594.79
- Newham CIL - £10,436,116.40
- **TOTAL:** £13,583,711.19
If planning permission is granted the veracity of the information submitted with the application will be reviewed and the indicative liability listed above will be confirmed or amended.

NOTE: It is the Applicant’s responsibility to provide evidence to the effect that buildings were in a use that is "lawful", and that the building(s), or part of the building, have been in use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development. The local authority may require further evidence of proof of the continuous use if this is not evident.
Appendix 1: Conditions and Informatives

Notes on interpretation

Conditions numbered with the prefix A are in respect of land identified as Detailed Component on ‘Proposed plot plan and extent of phase 1’ shown on drawing numbered SSWH-PT-SW-XX-PLN-A-2003 dated 26 May 2017 and comprising of plots N01, C01, S01, S03 and S04.

Conditions numbered with the prefix B are in respect of land identified as Outline Component on ‘Proposed plot plan and extent of phase 1’ shown on drawing numbered SSWH-PT-SW-XX-PLN-A-2003 dated 26 May 2017 and comprising of plots N02, N03, N04, N05, C02, S02, S05, S06, S07, S08, S09, S10, S11.

Conditions numbered with the prefix C apply to the whole site.

Defined Terms

“Construction Works”

“Detailed Component”

“Outline Component”

“Occupied”

“Phase”

“Plot”

A Conditions relating to the ‘Detailed Component’ only.

A1. The Detailed Component of 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 the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

A2. The Detailed Component shall only be constructed in accordance with the following drawings and documents:

Detailed Drawings - Landscape

SSWH-PT-SW-XX-PLN-L-9411 Proposed landscape 1:1250 A1 PL1
SSWH-PT-SW-XX-PLN-L-9412 Proposed landscape plan 1 of 3 1:500 A1 PL1
SSWH-PT-SW-XX-PLN-L-9413 Proposed landscape plan 2 of 3 1:500 A1 PL1
SSWH-PT-SW-XX-PLN-L-9414 Proposed landscape plan 3 of 3 1:500 A1 PL1
SSWH-PT-SW-XX-PLN-L-9415 Landscape sections AA, BB, CC, DD, EE, FF, GG 1:250 A1 PL1
SSWH-PT-SW-XX-PLN-L-9416 Landscape sections HH, II, JJ, KK, LL, MM 1:250 A1 PL1
Detailed Drawings - Phase 1 Site Wide

SSWH-PT-SW-00-PLN-A-2001 Site wide location plan - Ground level 00 1:1000 A1 PL1
SSWH-PT-SW-02-PLN-A-2001 Site wide location plan - Podium level 02 1:1000 A1 PL1
SSWH-PT-SW-RF-PLN-A-2001 Site wide location plan - Roof level 1:1000 A1 PL1
SSWH-PT-SW-XX-PLN-A-2001 Site wide proposed section 1:500 A1 PL1
SSWH-PT-SW-XX-PLN-A-2101 Site wide proposed West Elevation 1:500 A1 PL1
SSWH-PT-SW-XX-PLN-A-2102 Site wide proposed East Elevation 1:500 A1 PL1

Detailed Drawings - Phase 1 (Podium, N01, C01 and S01)

SSWH-PT-P0D-00-PLN-A-2001 Proposed plans - Ground level 00 north 1:250 A1 PL1
SSWH-PT-P0D-01-PLN-A-2001 Proposed plans - Upper ground level 01 north 1:250 A1 PL1
SSWH-PT-P0D-02-PLN-A-2001 Proposed Plans - Podium level 02 north 1:250 A1 PL1
SSWH-PT-P0D-03-PLN-A-2001 Proposed Plans - Upper podium level 03 north 1:250 A1 PL1
SSWH-PT-P0D-00-PLN-A-2002 Proposed plans - Ground level 00 south 1:250 A1 PL1
SSWH-PT-P0D-01-PLN-A-2002 Proposed plans - Upper ground level 01 south 1:250 A1 PL1
SSWH-PT-P0D-02-PLN-A-2002 Proposed Plans - Podium level 02 south 1:250 A1 PL1
SSWH-PT-P0D-03-PLN-A-2002 Proposed Plans - Upper podium level 03 south 1:250 A1 PL1
SSWH-PT-N01-ZZ-PLN-A-2001 N01 Proposed Plans - Typical lower levels 1:250 A1 PL1
SSWH-PT-N01-ZZ-PLN-A-2002 N01 Proposed Plans - Typical mid levels 1:250 A1 PL1
SSWH-PT-N01-ZZ-PLN-A-2004 N01 Proposed Plans - Typical tower upper levels 1:250 A1 PL1
SSWH-PT-N01-XX-PLN-A-2001 N01 Proposed Section AA - North - South 1:250 A1 PL1
SSWH-PT-N01-XX-PLN-A-2002 N01 Proposed Section BB - East - West 1:250 A1 PL1
SSWH-PT-N01-XX-PLN-A-2101 N01 Proposed West Elevation 1:250 A1 PL1
SSWH-PT-N01-XX-PLN-A-2102 N01 Proposed East Elevation 1:250 A1 PL1
SSWH-PT-N01-XX-PLN-A-2103 N01B and N01C Elevations 1:250 A1 PL1
SSWH-PT-N01-XX-PLN-A-2104 N01 Proposed South Elevation 1:250 A1 PL1
SSWH-PT-N01-XX-PLN-A-2105 N01 Proposed North Elevation 1:250 A1 PL1
SSWH-PT-C01-ZZ-PLN-A-2001 C01 Proposed plans 1:250 A1 PL1
SSWH-PT-C01-XX-PLN-A-2101 C01 Proposed elevations and sections 1:250 A1 PL1
SSWH-PT-S01-ZZ-PLN-A-2001 S01 Proposed Plans - Typical lower levels 1:250 A1 PL1
SSWH-PT-S01-ZZ-PLN-A-2002 S01 Proposed Plans - Typical mid levels 1:250 A1 PL1
SSWH-PT-S01-ZZ-PLN-A-2003 S01 Proposed Plans - Typical tower upper levels 1:250 A1 PL1
SSWH-PT-S01-XX-PLN-A-2001 S01 Proposed Section AA - North - South 1:250 A1 PL1
SSWH-PT-S01-XX-PLN-A-2101 S01 Proposed West Elevations 1:250 A1 PL1
SSWH-PT-S01-XX-PLN-A-2102 S01 Proposed East Elevations 1:250 A1 PL1
SSWH-PT-S01-XX-PLN-A-2103 S01 Proposed North Elevations 1:250 A1 PL1
SSWH-PT-S01-XX-PLN-A-2104 S01 Proposed South Elevations 1:250 A1 PL1
SSWH-PT-S01-XX-PLN-A-2105 S01 Proposed South Elevation 1:250 A1 PL1

Detailed Drawings - Phase 1 S03

SSWH-SR-S03-00-PLN-A-20-00 Proposed Ground Floor 1:250 A1 PL2
SSWH-SR-S03-00-PLN-A-20-01 Proposed First Floor 1:250 A1 PL2
SSWH-SR-S03-00-PLN-A-20-02 Proposed Typical Floor 1:250 A1 PL2
SSWH-SR-S03-00-PLN-A-20-03 Proposed Terrance and Roof Plan 1:250 A1 PL1
SSWH-SR-S03-00-PLN-A-20-04 Proposed Upper Plan and Roof Plan 1:250 A1 PL1
SSWH-SR-S03-00-PLN-A-20-05 Proposed Roof Plan 1:250 A1 PL1
SSWH-SR-S03-00-PLN-A-20-10 Proposed Section A-A & B-B 1:250 A1 PL1
SSWH-SR-S03-00-PLN-A-20-11 Proposed Section C-C & D-D 1:250 A1 PL1
SSWH-SR-S03-00-PLN-A-20-12 Proposed Section E-E, F-F, G-G, H-H 1:250 A1 PL1
SSWH-SR-S03-00-PLN-A-20-14 Proposed Section L-L, M-M, N-N, P-P, Q-Q & R-R 1:250 A1 PL1
SSWH-SR-S03-00-PLN-A-20-15 Proposed Section S-S, T-T, U-U 1:250 A1 PL1

Detailed Drawings - Phase 1 S04 (School)

SSWH-SR-S04-00-DRG-A-20-00 Proposed Ground Floor 1:100 A0 -
SSWH-SR-S04-01-DRG-A-20-01 Proposed First Floor 1:100 A1 -
SSWH-SR-S04-02-DRG-A-20-02 Proposed Second Floor 1:100 A1 -
SSWH-SR-S04-03-DRG-A-20-03 Proposed Third Floor 1:100 A1 -
SSWH-SR-S04-RF-DRG-A-20-04 Proposed Roof 1:100 A1 -
SSWH-SR-S04-RF-DRG-A-20-05 Proposed Core Roof 1:100 A1 -
SSWH-SR-S04-XX-DRG-A-20-10 Proposed North Elevation 1:100 A1 -
SSWH-SR-S04-XX-DRG-A-20-11 Proposed South Elevation 1:100 A1 -
SSWH-SR-S04-XX-DRG-A-20-12 Proposed East Elevation 1:100 A1 -
SSWH-SR-S04-XX-DRG-A-20-13 Proposed West Elevation 1:100 A1 -
SSWH-SR-S04-XX-DRG-A-20-14 Proposed Section A-A 1:100 A1 -
SSWH-SR-S04-XX-DRG-A-20-15 Proposed Section B-B 1:100 A1 -
SSWH-SR-S04-XX-DRG-A-20-16 Proposed Section C-C 1:100 A1 -
SSWH-SR-S04-XX-DRG-A-20-17 Proposed Section D-D 1:100 A1 -
SSWH-SR-S04-XX-DRG-A-20-18 Proposed Section E-E 1:100 A1 -
SSWH-SR-S04-XX-DRG-A-20-19 Bike Store & Groundsman’s Hut 1:100 A1 -
Detailed Drawings - Phase 1 Infrastructure Drawings

SSWH-WWP-BR1-00-PLN-A-0001 Existing North Footbridge Ground Plan 1:100 A1 PL1
SSWH-WWP-BR1-00-PLN-A-0005 Proposed North Footbridge Ground Plan 1:100 A1 PL1
SSWH-WWP-BR1-01-PLN-A-0006 Proposed Northern Footbridge Bridge Plan 1:100 A1 PL1
SSWH-WWP-BR1-XX-PLN-A-0011 Existing Northern Footbridge Elevations 1 of 2 1:100 A1 PL1
SSWH-WWP-BR1-XX-PLN-A-0012 Existing Northern Footbridge Elevations 2 of 2 1:100 A1 PL1
SSWH-WWP-BR1-XX-PLN-A-0017 Proposed Northern Footbridge Elevations 1 of 2 1:100 A1 PL1
SSWH-WWP-BR1-XX-PLN-A-0018 Proposed Northern Footbridge Elevations 2 of 2 1:100 A1 PL1
SSWH-WWP-BR2-00-PLN-A-0003 Existing Southern Footbridge Plan 1:100 A1 PL1
SSWH-WWP-BR2-00-PLN-A-0008 Proposed Southern Footbridge Plan 1:100 A1 PL1
SSWH-WWP-BR2-XX-PLN-A-0014 Existing Southern Footbridge Elevation 1 of 2 1:100 A1 PL1
SSWH-WWP-BR2-XX-PLN-A-0015 Existing Southern Footbridge Elevation 2 of 2 1:100 A1 PL1
SSWH-WWP-BR2-XX-PLN-A-0020 Proposed Southern Footbridge Elevation 1 of 2 1:100 A1 PL1
SSWH-WWP-BR2-XX-PLN-A-0021 Proposed Southern Footbridge Elevation 2 of 2 1:100 A1 PL1
SSWH-WWP-BR3-00-PLN-A-0004 Existing Vehicle Bridge Plan 1:250 A1 PL1
SSWH-WWP-BR3-XX-PLN-A-0009 Existing Vehicle Bridge Elevations 1:250 A1 PL1
SSWH-WWP-BR3-XX-PLN-A-0016 Existing Vehicle Bridge Elevations 1:250 A1 PL1
SSWH-WWP-STN-RF-PLN-A-0010 Proposed Station Entrance Roof Plan 1:100 A1 PL1
SSWH-WWP-STN-XX-PLN-A-0013 Existing Station Entrance Elevations 1:100 A1 PL1
SSWH-WWP-STN-XX-PLN-A-0019 Proposed Station Entrance Elevations 1:100 A1 PL1
SSWH-WWP-STN-ZZ-PLN-A-0002 Existing Station Entrance Plan 1:100 A1 PL1
SSWH-WWP-STN-ZZ-PLN-A-0007 Proposed Station Entrance Plan 1:100 A1 PL1

Documents

CIL form dated 26 May 2017;
Design and Access Statement Vol 1, (Patel Taylor, Sheppard Robson & Weston Williamson) dated May 2017;
Design and Access Statement Addendum dated Dec 2017 and received Feb 2018 (Patel Taylor);
Accommodation Schedule received Feb 2018, (Patel Taylor);
Design Guidelines, (Patel Taylor) dated May 2017;
Development Specification, (Savills) dated Feb 2018;
Energy & Sustainability Statement (MTT) dated May 2017;
Internal Daylight, Sunlight & Overshadowing Assessment (Phase 1 Detailed Element) dated May 2017;
Internal Daylight, Sunlight & Overshadowing Design Guide (Outline Element) dated May 2017;
Statement of Community Involvement, (London Communications Agency) dated May 2017;
Commercial Floorspace Assessment (Savills) dated May 2017;
Transport Assessment (WSP) dated May 2017;
Flood Risk Assessment and Outline Drainage Strategy; (WSP) dated May 2017;
Aviation Safeguarding Assessment (Avia Solutions) dated May 2017;
Outline Estate Management Strategy (BHSEL) dated May 2017;
Social Sustainability Assessment, (Social Life) dated May 2017;
Planning, Regeneration and Affordable Housing Statement (Savills) dated May 2017;
Convergence Statement (Savills) dated September 2017;
Environmental Impact Assessment Non Technical Summary, (AECOM) dated May 2017;
Environmental Impact Assessment Volume 1, (AECOM) dated May 2017;
Environmental Impact Assessment Volume 2 (AECOM) dated May 2017;
Environmental Impact Assessment Volume 3 Technical Appendices (AECOM) dated May 2017 and
Stephenson Street Response to Environmental Statement Review (AECOM) dated September 2017.
Stephenson Street Remediation Strategy dated June 2017 prepared by Ramboll
Stephenson Street Phase II Environmental Site Investigation dated July 2017 prepared by Ramboll
Stephenson Street Phase I Environmental and Geotechnical Assessment dated March 2016 prepared by Ramboll
Stephenson Street, West Ham Underground Storage Tank Remediation Strategy dated June 2016 prepared by Ramboll

No other drawings, schedules or documents are approved except where compliance with the conditions attached to this permission require otherwise.

For the avoidance of doubt, the illustrative drawings submitted in support of the application are not approved.

Notwithstanding the above, Design and Appearance details with respect to Plots S01 and C01 are not approved. Further information is required and set out in the relevant Conditions below.

Reason: To ensure that the development is undertaken in accordance with the approved drawings and documents, the Environmental Statement and to protect the local amenity.

Prior to commencement of relevant plot/phase

A3. No Construction Works shall be commenced on Building S01A unless and until revised details of the design and external appearance of this building and any related alterations to floor plans has been submitted to and approved in writing by the Local Planning Authority, in consultation with the LBN Design Review Panel.
Reason: To ensure a satisfactory standard of external appearance of the development.

A4. No Construction Works shall be commenced on Plot C01 unless and until revised details of the design and external appearance of this building and any related alterations to floor plans has been submitted to and approved in writing by the Local Planning Authority, in consultation with the LBN Design Review Panel.

Reason: To ensure a satisfactory standard of external appearance of the development.

Prior to occupation of relevant plot/phase

A5. The Detailed Component of the development hereby permitted shall not be first occupied unless and until details of landscaping and a maintenance scheme have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a detailed specification of plant/tree types (common and Latin names) and sizes, plant numbers and distances, soil specification, seeding and turfing treatment, colour and type of material for all hard surface areas and method of laying where appropriate. The scheme shall also include full details of any lighting, landscape features or artworks, furniture and any play equipment.

All planting, seeding or turfing contained in the approved details of the landscaping scheme shall be carried out in the first planting and seeding seasons after the commencement of the development. All hard surface areas agreed as part of the scheme shall be carried out before the first occupation of the buildings or upon the completion of the development whichever is the earlier.

Any trees or plants which die, are removed, or become seriously damaged or diseased within a period of 5 years from the completion of the development shall be replaced in the next planting season with others of a similar size and species unless the local planning authority gives written consent to any variation.

Reason: To ensure a satisfactory standard of external appearance of the development.

A6. (a) The Detailed Component of the development hereby permitted shall not be first occupied unless and until a scheme ("Public Realm and Landscape Management and Maintenance Scheme") setting out how the hard and soft landscaped areas identified in the approved Landscaping Scheme (approved pursuant to condition A5 above) are to be maintained and managed in relation to the relevant Phase, Plot, or Building therein has been submitted to and approved in writing by the Local Planning Authority.

(b) Each Public Realm and Landscape Management and Maintenance Scheme shall include specific details of the proposed quantum of area; location; specification; long term design objectives; management responsibilities including an aggressive bird management strategy; and maintenance schedules for all approved landscape areas for the relevant Phase, Plot or Building.

(c) Each Public Realm and Landscape Management and Maintenance Scheme shall be implemented in perpetuity as approved by the Local Planning Authority.
Reason: To protect, enhance and maintain the landscape features and character of the area.

A7. Plot S04 shall not be first occupied unless and until a School Access Management Plan/Highway Improvement Scheme has been submitted and approved in writing by the Local Planning Authority. The details shall include the management of school drop off and pick up identifying both behavioural and supervisory measures and physical/highway measures to deter dropping off, especially on Manor Road, such as implementation of double yellow lines and any other appropriate signage or lining.

The approved details shall be implemented and installed prior to first occupation of Plot S04 and shall be implemented in perpetuity thereafter.

Reason: To ensure that highway safety is not prejudiced by school drop offs and pick ups.

A8. No Plot within the Outline Component of the development shall be first occupied unless and until the School located within Plot S04 is delivered and available for use.

Reason: To meet the demonstrable need for additional secondary school places.

A9. Prior to the relevant works in Phase 1 and if required, details of the temporary arrangement of the school playground, serving the secondary school provided as part of Phase 1, during the construction period of Phase 1 will be submitted to and approved in writing by the Local Planning Authority.

Reason: To enable the full operation of the School during Phase 1 construction.

B Conditions relating to the ‘Outline Component' only.

B1. No Plot within the Development hereby approved in the Outline Component shall be commenced unless and until details of the:

(a) Scale;
(b) Appearance;
(c) Layout;
(d) Access; and,
(e) Landscaping

(hereinafter referred to as the "Reserved Matters") in relation to that part of the Development have been submitted to and approved in writing by the Local Planning Authority.

Applications for approval of the Reserved Matters shall be made to the Local Planning Authority before the expiration of 10 YEARS from the date of this Decision Notice.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).
B2. The Outline Component shall only be constructed in accordance with the following drawings and documents:

**Parameter Plans**

- SSWH-PT-SW-XX-PLN-A-2000 Site location plan 1:2500 A1 PL1
- SSWH-PT-SW-XX-PLN-A-2006 Proposed ground floor uses plan 1:1250 A1 PL1
- SSWH-PT-SW-XX-PLN-A-2013 Existing Site Section AA, BB, CC and DD 1:1250 A1 PL1

**Documents**

- CIL form dated 26 May 2017;
- Design and Access Statement Vol 1, (Patel Taylor, Sheppard Robson & Weston Williamson) dated May 2017;
- Accommodation Schedule received Feb 2018, (Patel Taylor);
- Design Guidelines, (Patel Taylor) dated May 2017;
- Development Specification, (Savills) dated May 2017;
- Energy & Sustainability Statement (MTT) dated May 2017;
- Internal Daylight, Sunlight & Overshadowing Assessment (Phase 1 Detailed Element) dated May 2017;
- Internal Daylight, Sunlight & Overshadowing Design Guide (Outline Element) dated May 2017;
- Statement of Community Involvement, (London Communications Agency) dated May 2017;
- Commercial Floorspace Assessment (Savills) dated May 2017;
- Transport Assessment (WSP) dated May 2017;
- Flood Risk Assessment and Outline Drainage Strategy; (WSP) dated May 2017;
- Aviation Safeguarding Assessment (Avia Solutions) dated May 2017;
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- Social Sustainability Assessment, (Social Life) dated May 2017;
Planning, Regeneration and Affordable Housing Statement (Savills) dated May 2017;
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Environmental Impact Assessment Non Technical Summary, (AECOM) dated May 2017;
Environmental Impact Assessment Volume 1, (AECOM) dated May 2017;
Environmental Impact Assessment Volume 2 (AECOM) dated May 2017;
Environmental Impact Assessment Volume 3 Technical Appendices (AECOM) dated May 2017 and
Stephenson Street Response to Environmental Statement Review (AECOM) dated September 2017.

No other drawings, schedules or documents are approved except where compliance with the conditions attached to this permission require otherwise.

For the avoidance of doubt, the illustrative drawings submitted in support of the application are not approved.

Reason: To ensure that the development is undertaken in accordance with the approved drawings and documents, the Environmental Statement and to protect the local amenity.

B3. Each application for the approval of Reserved Matters submitted pursuant to condition B1 shall contain such information set out in the Reserved Matters Specification as is relevant to the application.

Reason: To ensure that all parts of the Development to which occupiers and / or members of the public will have access are adequately and appropriately managed, maintained and controlled so that they are of standard sufficient to ensure that the Development is somewhere that people would wish to live, work and stay.

B4. No application for the approval of Reserved Matters shall be submitted to the Local Planning Authority in respect of any Phase or Plot until details of:

- the type and quantum of accommodation to be provided in that Phase or Plot of the development;
- the quantum, tenure and location of affordable housing to be provided in that Phase or Plot of the development;
- the order in which the development and occupation of buildings within the relevant Phase shall take place;
- the area, location and programme for construction of public open space, public realm and landscaping to be provided in that Phase or Plot;
- the quantum and location of car parking to be provided in that Phase or Plot;
- the quantum and location of cycle parking to be provided in that Phase or Plot;
- the quantum and location of motorcycle and powered two wheeled vehicular parking to be provided in that Phase or Plot;
- infrastructure, including the capacity of shared energy infrastructure for that Phase or Plot;
- the principles of waste / refuse and servicing for that Phase or Plot; and
- the chargeable development(s) comprised in that Phase for the purposes of the Community Infrastructure Levy Regulations 2010 (as amended),
have been submitted to and approved in writing by the Local Planning Authority.

The development shall only be carried out in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the development is constructed in accordance with an approved phasing plan and to safeguard local amenity.

B5. The total quantum of built floorspace across the Outline Component shall not exceed the figures specified in the table below:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Plot</th>
<th>Use Class (GEA sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>C3 (not inc. facilities area)</td>
</tr>
<tr>
<td>1</td>
<td>N01</td>
<td>30,248.7</td>
</tr>
<tr>
<td></td>
<td>S01</td>
<td>30,879.5</td>
</tr>
<tr>
<td></td>
<td>S03</td>
<td>46,217.5</td>
</tr>
<tr>
<td></td>
<td>S04</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>C01</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
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<td>18,070.8</td>
</tr>
<tr>
<td></td>
<td>S02</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>S05</td>
<td>25,121.8</td>
</tr>
<tr>
<td></td>
<td>S06</td>
<td>22,702.9</td>
</tr>
<tr>
<td></td>
<td>S07</td>
<td>11,374.6</td>
</tr>
<tr>
<td></td>
<td>S11</td>
<td>4,275.2</td>
</tr>
<tr>
<td>3</td>
<td>N03</td>
<td>31,422.7</td>
</tr>
<tr>
<td></td>
<td>N04</td>
<td>24,506.1</td>
</tr>
<tr>
<td></td>
<td>N05</td>
<td>16,973.1</td>
</tr>
<tr>
<td>4</td>
<td>S08</td>
<td>28,433.6</td>
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<tr>
<td></td>
<td>S09</td>
<td>11,606.6</td>
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<tr>
<td></td>
<td>S10</td>
<td>34,442.8</td>
</tr>
<tr>
<td></td>
<td>C02</td>
<td>-</td>
</tr>
</tbody>
</table>

Reason: To ensure the development is carried out in accordance with the approved plans and other submitted details and to ensure the quantum of floorspace remains within the approved parameters as assessed pursuant to the Environmental Impact Assessment of the development.

Prior to commencement of relevant plot/phase

B6. (a) No Plot within the relevant Phase of the Outline Component of the development hereby permitted shall be first occupied unless and until a scheme ("Public Realm and Landscape Management and Maintenance Scheme") setting out how the hard and soft landscaped areas identified in the approved Landscaping Scheme (approved pursuant to condition A5 above) are to be maintained and managed in relation to the relevant Phase, Plot, or Building therein has been submitted to and approved in writing by the Local Planning Authority.
(b) Each Public Realm and Landscape Management and Maintenance Scheme shall include specific details of the proposed quantum of area; location; specification; long term design objectives; management responsibilities including an aggressive bird management strategy; and maintenance schedules for all approved landscape areas for the relevant Phase, Plot or Building.

(c) Each Public Realm and Landscape Management and Maintenance Scheme shall be implemented in perpetuity as approved by the Local Planning Authority.

Reason: To protect, enhance and maintain the landscape features and character of the area.

B7. No Phase within the Outline Component of the development hereby permitted shall be commenced unless and until details of the wind effects at entrance, balcony, roof top, and amenity locations of every block of these phases assessed for wind microclimate conditions has been submitted to and approved in writing by the Local Planning Authority.

Reason: To evaluate the significance of wind effects and in accordance with the mitigation measures identified in the Environmental Impact Assessment.

B8. No Phase within the Outline Component of the development hereby permitted shall be commenced unless and until details of the configuration with mitigation measures for locations 6, 10 and 16 have been assessed for wind microclimate conditions and submitted to and approved in writing by the Local Planning Authority.

Reason: To evaluate the significance of wind effects and in accordance with the mitigation measures identified in the Environmental Impact Assessment.

B9. No Phase within the Outline Component of the development hereby permitted shall be commenced unless and until an Ecological Mitigation and Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The Ecological Management Plan shall include the submission of plans, materials, specifications and data, to demonstrate in detail how all ecological mitigation, compensation and enhancement measures identified in the approved Environmental Statement will be implemented within the Development. The Ecological Mitigation and Management Plan shall also include details of the long term ecological objectives, maintenance schedules, management and monitoring.

Each Phase shall be only be constructed in accordance with the relevant approved Ecological Management Plan.

Reason: To protect, enhance and create habitats for biodiversity across Newham and in accordance with the mitigation measures identified in the Environmental Impact Assessment.

Prior to occupation of relevant plot/phase

B10. No Plot within the relevant Phase of the Outline Component of the development hereby permitted shall be first occupied unless and until details of landscaping
and a maintenance scheme have been submitted to and approved in writing by
the Local Planning Authority. The scheme shall include a detailed specification of
plant/tree types (common and Latin names) and sizes, plant numbers and
distances, soil specification, seeding and turfing treatment, colour and type of
material for all hard surface areas and method of laying where appropriate. The
scheme shall also include full details of any lighting, landscape features or
artworks, furniture and any play equipment.

All planting, seeding or turfing contained in the approved details of the
landscaping scheme shall be carried out in the first planting and seeding seasons
after the commencement of the development. All hard surface areas agreed as
part of the scheme shall be carried out before the first occupation of the buildings
or upon the completion of the development whichever is the earlier.

Any trees or plants which die, are removed, or become seriously damaged or
diseased within a period of 5 years from the completion of the development shall
be replaced in the next planting season with others of a similar size and species
unless the local planning authority gives written consent to any variation.

Reason: To ensure a satisfactory standard of external appearance of the
development.

C Conditions relating to the whole development.

C1. This planning permission is a phased planning permission which expressly
provides for development to be carried out in phases for the purposes of the
Community Infrastructure Levy Regulations 2010 (as amended). Each Phase may
be treated as a separate chargeable development for the purpose of the
Community Infrastructure Levy Regulations 2010 (as amended).

Reason: In order that this planning permission qualifies as a phased planning
permission for the purposes of the Community Infrastructure Levy Regulations
2010 (as amended).

C2. The development hereby permitted shall not be constructed unless in accordance
with the environmental standards, mitigation measures, embedded mitigation
measures, requirements, recommendations and methods of implementing the
development contained in the Environmental Statement and appendices therein
relevant to the development prepared by AECOM dated May 2017 and the
Stephenson Street Response to Environmental Statement Review prepared by
AECOM dated September 2017, unless and to the extent that such standards,
measures, requirements and methods are altered by the express terms of the
conditions attached to this planning permission and the approved drawings and
supplementary documents submitted pursuant to them.

Reason: To ensure that the development is carried out in accordance with the
Environmental Statement and the mitigation measures proposed therein.

Prior to commencement of relevant plot/phase

C3. No part of the development hereby permitted shall be commenced unless and
until a phasing strategy showing the location of each Phase and including details
of the order in which the Phases will be commenced, has been submitted to and approved in writing by the Local Planning Authority.

The Development shall only be carried out in accordance with the approved phasing strategy.

Reason: To ensure that the development is consistent with the principles of good masterplanning. It is necessary for this condition to prevent commencement of the development until the requirements have been met because the timing of compliance is fundamental to the decision to grant planning permission.

C4. No Phase within the development hereby permitted shall be commenced unless and until a Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted Construction Logistics Plan for the relevant Phase shall include:

- an assessment of the cumulative impacts of construction traffic;
- details of the likely volume of construction trips and any mitigation measures;
- site access arrangements;
- booking systems;
- construction phasing;
- vehicular routes;
- wheel washing facilities
- scope for load consolidation to reduce generated road trips;
- an investigation of the use of rail and/or water based freight during construction;
- full breakdown of the timing and details of construction works and their impacts on the public highway; and
- proposed temporary parking suspensions and any temporary parking solutions.

The development shall only be constructed in accordance with the approved Construction Logistics Plan.

Reason: To safeguard against adverse impacts on the free flow of traffic on local roads and the amenities of the area. This condition is required pre-commencement because the impacts to the highway may detrimentally impact upon the local road network and is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C5. No Phase within the development shall be commenced unless and until a stage 1 written scheme of investigation (WSI) has been submitted to and approved in writing by the Local Planning Authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

The planning application lies in an area of archaeological interest. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which has archaeological interest a stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:
A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: The site lies in an area of archaeological interest and to protect and preserve archaeological remains. This condition is required pre-commencement to protect and preserve potential archaeological assets and is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C6. (a) The development hereby permitted shall not be commenced unless and until a Travel Plan for the construction period (including staff/visitors) and eventual occupation/operational has been submitted to and approved in writing by the Local Planning Authority. The submitted Travel Plan shall include the appointment of a Travel Plan coordinator with responsibility for implementing the Travel Plan, set targets on the use of sustainable travel and reducing the reliance on private cars, provide appropriate management strategies and measures to support these targets and shall include monitoring and review arrangements; and

(b) No Phase within the development shall be first occupied unless and until site a Full Workplace and Residential Travel Plan in accordance with TfL guidance has been submitted to and approved in writing by the Local Planning Authority in relation to the relevant Phase.

The approved Travel Plan(s) shall then be adhered to at all times.

Reason: To mitigate the adverse transportation impacts of the development and encourage the use of sustainable modes of transportation. This condition is required pre-commencement because the impacts to the highway may detrimentally impact upon the local road network and is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C7. No Phase within the development hereby permitted shall be commenced unless and until, a scheme making provision for construction method and management to control the adverse impacts of the development on the amenity of the public and nearby occupiers has been submitted to and approved in writing by the Local Planning Authority (the Construction Management Statement).

The Construction Method Statement for the relevant Phase shall include, but not be limited to, details of:

(a) parking of vehicles of site personnel and visitors;
(b) sourcing of materials;
(c) storage of plant and materials;
(d) dust management controls;
(e) location and height of cranes and scaffolding;
(f) measures of minimising the impact of noise and, if appropriate, vibration arising from construction activities;

(g) predicted noise and, if appropriate, vibration levels for construction using methodologies and at locations agreed with the Local Planning Authority;

(h) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authority;

(i) scheme for security fencing / hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;

(j) details of disposal of waste arising from the construction programme, including final disposal points (the burning of waste on the site at any time is specifically precluded);

(k) hours of operation;

(l) smoke management controls;

(m) odour controls;

(n) Construction Logistics Plan (CLP);

(o) road cleaning and wheel washing facilities;

(p) suitable pollution prevention measures for the safe storage of fuels, oils and chemicals and the control of sediment laden site discharge to protect water quality during the construction phase;

(q) details of vibro-compaction machinery and a method statement; and

(r) any other matters relevant to this particular site including liaising with developers and construction teams of neighbouring sites (through the LPA), in order to identify and address potential cumulative noise and vibration effects during the demolition and construction phase.

The development hereby permitted shall only be constructed in accordance with the approved Construction Method Statement.

Reason: To ensure that the construction does not prejudice the ability of neighbouring occupier’s reasonable enjoyment of their properties and in accordance with the mitigation measures identified in the Environmental Impact Assessment. This condition is required pre-commencement because the potential impacts to neighbouring amenity is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C8. (a) Notwithstanding and in addition to the provisions of Chapter 8 (and Appendix B) of the Environmental Statement submitted as part of the application, no Phase within the development shall be commenced unless and until a survey measuring noise levels generated from adjacent road and rail traffic has been submitted to and approved in writing by the Local Planning Authority in relation to the relevant Phase of development.

The survey should be accompanied by a scheme setting out mitigation measures such as siting, orientation, noise barriers and other such measures as may be appropriate to be incorporated into the development to ensure internal noise levels specified in BS8233 (Good) are achieved. Where it is shown that the site falls within Category C or D, the mitigation measures shall include the provision of acoustic glazing and mechanical ventilation as required.

All glazing and ventilation installed should be sufficient to provide an internal noise level in line with the BS standard of “good”. Evidence should be provided to show that the glazing and ventilation intended to be installed can actually achieve the noise mitigation levels required. This should include manufacturer’s test data showing the sound reduction levels achievable.
Where external amenity areas experience noise levels above the upper BS8233 standard of 55 dB $L_{Aeq,T}$ (Section 7.7.3.2 of the BS) the applicant shall provide design details of these areas to demonstrate how the acoustic environment has been considered to provide a useable amenity space for residents.

(b) No Plot within the relevant Phase of the development shall be first occupied unless and until in relation to that Plot the mitigation measures approved pursuant to (a) above have been implemented in full and certified as such by a suitably qualified engineer approved by the Local Planning Authority. The mitigation measures approved pursuant to (a) above shall be retained for the lifetime of the development.

Reason: To protect the amenity of future occupants and/or neighbours and in accordance with the mitigation measures identified in the Environmental Impact Assessment. This condition is required pre-commencement because the potential impacts to neighbouring amenity is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C9. No Phase within the development hereby permitted shall be commenced unless and until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development; details of how the proposed surface water drainage scheme will be maintained; and a drainage scheme nominating the ownership, management and maintenance arrangements have been submitted to and approved in writing by the Local Planning Authority.

The submitted drainage strategy should demonstrate the surface water run-off generated up to and including the 100 years plus Climate Change critical storm period will not exceed the run-off from the undeveloped site following the corresponding rainfall event.

Proposed 'brownfield' redevelopments classed as major development are required to reduce post development runoff rates for events up to and including the 1 in 100 year return period, with an allowance for climate change, to not more than three times the calculated greenfield rate (calculated in accordance with IoH124).

A completed Newham Surface Water Drainage Pro-forma for new developments form should be submitted summarising how the scheme meets the above standards.

The development shall only be implemented in accordance with the approved details.

Prior to first occupation of the relevant Phase a verification report stating what works were undertaken and that the drainage scheme was completed in accordance with the approved drainage strategy shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To safeguard the public from surface water flood risk, and to protect the environment and respond to climate change. This condition is required pre-commencement because the impacts to surface water drainage may be affected
and is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C10. The development hereby permitted shall not commence unless and until details of the Section 50 Streets Work Licence (SWL) and means by which this will be secured have been submitted and approved in writing by the Local Planning Authority.

Reason: To minimise disruption to the surrounding road network. This condition is required pre-commencement because the impacts to the highway may detrimentally impact upon the local road network and is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C11. The development hereby permitted shall not commence unless and until a demolition/construction noise and vibration management plan with consideration for BS 5228-1:2009+A1:2014 “Code of practice for noise and vibration control on construction and open sites” has been submitted to and approved in writing by the Local Planning Authority.

The development shall only be constructed in accordance with the approved details.

Reason: To minimise noise effects from enabling works, demolition and construction and in accordance with the mitigation measures identified in the Environmental Impact Assessment. This condition is required pre-commencement because the potential impacts to neighbouring amenity is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C12. No Plot within the development hereby permitted shall be occupied unless and until a detailed mitigation scheme which is designed using noise break-in calculations, in accordance with the rigorous calculation method within BS 8233:2014 has been submitted to and approved in writing by the Local Planning Authority.

The mitigation scheme should ensure that the internal levels can achieve 35 dB L\(\text{Aeq},16\text{hr}\) for daytime (0700 hrs – 2300 hrs) and 30 dB L\(\text{Aeq},8\text{hr}\) (2300 hrs – 0700 hrs) for night time; in all habitable rooms. Furthermore, the mitigation scheme should also demonstrate that the relevant maximum sound level events do not regularly exceed 45 dB LAFMax during the night time period (2300 hrs – 0700 hrs).

The development shall only be constructed in accordance with the approved details.

Reason: To minimise noise effects from enabling works, demolition and construction and in accordance with the mitigation measures identified in the Environmental Impact Assessment. This condition is required pre-commencement because the potential impacts to neighbouring amenity is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C13. No Phase within the development hereby permitted shall be commenced unless and until an assessment of external amenity areas which has been completed in
accordance with the guidance stipulated within BS 8233:2014 and details of how the scheme achieves best practicable levels by way of masterplan design and implementation of suitable mitigation measures has been submitted to and approved in writing by the Local Planning Authority.

The development shall only be constructed in accordance with the approved details.

Reason: To minimise noise effects from enabling works, demolition and construction and in accordance with the mitigation measures identified in the Environmental Impact Assessment. This condition is required pre-commencement because the potential impacts to neighbouring amenity is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C14. The development hereby permitted shall not commence unless and until a detailed acoustic mitigation scheme has been submitted to and approved in writing by the Local Planning Authority. The acoustic mitigation scheme shall be designed to protect the outdoor amenity of residents of the Proposed Development. The mitigation scheme should ensure that the external amenity levels can achieve less than 55 dB LAeq,16hr for daytime (0700 hrs – 2300 hrs).

The development shall only be constructed in accordance with the approved details.

Reason: To protect the outdoor amenity of residents of the proposed development and in accordance with the mitigation measures identified in the Environmental Impact Assessment. This condition is required pre-commencement because the potential impacts to residential amenity is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C15. No Phase within the development hereby permitted shall be commenced unless and until details of design features that enhance bat roosting opportunities and sufficiently reduce light spill of adjacent Railside in Newham SBI Grade II Site and other bat foraging/commuting habitats in accordance with the best practice guidance referenced in the approved Environmental Statement has been submitted to and approved in writing by the Local Planning Authority.

The relevant Phase shall be completed and design features shall be retained for the lifetime of the development in accordance with the approved details.

Reason: To protect, enhance and create habitats for biodiversity across Newham and in accordance with the mitigation measures identified in the Environmental Impact Assessment which is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C16. No Phase within the development hereby permitted shall be commenced unless and until details of a detailed lighting design scheme that complies with current Bat Conservation Trust best practice guidance has been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect, enhance and create habitats for biodiversity across Newham and in accordance with the mitigation measures identified in the Environmental
Impact Assessment which is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C17. No Phase within the development hereby permitted shall be commenced unless and until details of a reptile method statement that includes measures to be adopted to allow the clearance of on-site reptile habitat has been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect, enhance and create habitats for biodiversity across Newham and in accordance with the mitigation measures identified in the Environmental Impact Assessment which is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C18. No Phase within the development hereby permitted shall be commenced unless and until details of a Black Redstart monitoring plan has been submitted to and approved in writing by the Local Planning Authority.

Reason: To protect, enhance and create habitats for biodiversity across Newham and in accordance with the mitigation measures identified in the Environmental Impact Assessment which is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C19. No Phase within the development hereby permitted shall be commenced unless and until a Neighbour and Public Relations Strategy has been submitted to and approved in writing by the Local Planning Authority.

Reason: To mitigate the impacts of cumulative development and in accordance with the mitigation measures identified in the Environmental Impact Assessment which is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

C20. Prior to commencement of the works, the developer shall liaise with the Highway Authority and carry out a thorough visual condition survey of the Highway and provide the Highway Authority with a digital record of the inspection.

Any damage to the existing public highway (including footways within the locality) during the construction works is to be reinstated to the appropriate Local Highway Authority standards and to the satisfaction of the Highway Authority.

Reason: To provide an agreed record of the condition of the Highway prior to commencement and ensure appropriate reinstatement is carried out to the satisfaction of the Highway Authority post construction of the development which is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

Prior to demolition works

C21. Prior to the commencement of demolition works details of an Asbestos Management Survey (and Asbestos Refurbishment and Demolition Survey, if considered necessary) shall be submitted to and approved in writing by the Local Planning Authority. As appropriate, such mitigation measures identified to control the release of asbestos fibres during enabling, demolition and construction works shall be implemented.
Reason: To safeguard the public, the environment and in accordance with the mitigation measures identified in the Environmental Impact Assessment.

Prior to above ground works of relevant plot/phase

C22. No Plot within the development shall commence above ground works unless and until details of the rooftop plant, screening and parapet at a scale of 1:20 have been submitted to and approved in writing by the Local Planning Authority in relation to the relevant Plot. Details must include materials, colour, finish, elevation and section plans. The approved details are to be constructed/installed prior to the occupation of the relevant building.

Reason: To ensure a satisfactory standard of external appearance and to protect local amenity appearance.

C23. No Plot within the development shall commence above ground works unless and until details and specification of balconies, communal entrances, vehicular entrance, shopfront, duplex entrances and typical bay (showing window reveals, frames, cills and headers) at a scale of 1:20 have been submitted to and approved in writing by the Local Planning Authority in relation to the relevant Plot. The development shall only be constructed in accordance with the approved details.

Reason: To ensure a satisfactory standard of external appearance of the development.

C24. No Plot within the development shall commence above ground works unless and until details and samples of all external surfaces have been submitted to and approved in writing by the Local Planning Authority in relation to the relevant Plot. This shall include a physical mock up of a typical window bay showing full details of brickwork bond, mortar, window and reveal details which shall be erected on site and be approved in writing by the Local Planning Authority. The sample panels are to be reviewed by the DRP or representatives thereof.

The development shall only be constructed and retained in accordance with the approved details.

Reason: To ensure a satisfactory standard of external appearance of the development.

C25. No phase within the development shall commence above ground works unless and until details of the location of the PV panels to be installed have been submitted to and approved in writing by the Local Planning Authority in relation to the relevant Phase.

The development shall only be constructed in accordance with the approved details.

Reason: To reduce carbon emissions for the proposed development.

C26. No Phase within the development hereby permitted shall commence above ground works unless and until details of an emergency flood plan identifying adequate evacuation strategies has been submitted to and approved in writing by the Local Planning Authority in relation to the relevant Plot.
Reason: To safeguard occupiers in the event of flood and in accordance with the mitigation measures identified in the Environmental Impact Assessment.

C27. No Plot within the development hereby permitted shall commence above ground works unless and until a detailed scheme for green and brown roofs has been submitted to and approved in writing by the Local Planning Authority. The relevant Plot shall not be occupied unless and until the approved green and brown roofs have been implemented in full and shall be retained for the lifetime of the development.

Reason: To protect, enhance and create habitats for biodiversity across Newham and in accordance with the mitigation measures identified in the Environmental Impact Assessment.

Prior to installation

C28. Prior to installation full details of the grease trap or grease digester system to be installed for any commercial kitchen shall be submitted to and approved in writing by the Local Planning Authority. Details should include plan and sectional drawings with measured drain sizes and invert levels, full manufacturers specifications etc. The approved scheme is to be completed and installed prior to occupation and shall be permanently retained thereafter.

Reason: To protect the amenity of future occupants and/or neighbours.

C29. Prior to installation full details of any mechanical ventilation or other plant associated with the commercial operation of the relevant Plot shall be submitted to and approved in writing by the Local Planning Authority. The submitted details should include full specifications of all filtration, deodorising systems, noise output and termination points. Particular consideration should be given to the potential high level discharge of kitchen extract air/the discharge of toxic or odoriferous extract air where a high level of discharge is usually essential. The approved scheme shall be completed prior to occupation of the development and shall be permanently maintained thereafter. Reference shall be had to Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems published by DEFRA (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69280/pb10527-kitchen-exhaust-0105.pdf)

Reason: To protect the amenity of future occupants and/or neighbours.

Prior to occupation of relevant plot/phase

C30. No Plot within the development shall be first occupied unless and until a plan detailing the provision of a minimum of 20 car club spaces and showing the location of the car club spaces has been submitted to and approved in writing by the Local Planning Authority.

The development shall only be constructed in accordance with the approved details.

Reason: To promote the use of sustainable modes of transport and the uptake of car clubs.
C31. No Plot within the development shall be first occupied unless and until charging points for electric vehicles have been installed and are available for use in the parking area serving the relevant Plot.

20% of the total number of car parking spaces serving the development shall accommodate electric vehicle charging points with a further 20% allocated for passive provision.

Reason: To provide charging facilities for electric vehicles and to encourage the uptake of electric vehicles.

C32. No Plot within the development shall be first occupied unless and until a Car Parking Management and Allocation Plan relevant to that Plot has been submitted to and approved in writing by the Local Planning Authority.

The development shall only be constructed in accordance with the approved details.

Reason: To ensure that the car parking spaces are satisfactorily distributed between the market, affordable and family housing units.

C33. No Plot within the development shall be first occupied unless and until a Delivery and Servicing Plan relevant to that Plot has been submitted to and approved in writing by the Local Planning Authority.

The development shall only be constructed in accordance with the approved details.

Reason: To ensure that vehicle movements associated with the use hereby permitted remains consistent and that the use shall not represent any unacceptable level of vehicle movements such that the safety of pedestrians shall be unduly prejudiced.

C34. No Plot within the development shall be first occupied unless and until details of the proposed cycle parking, including CCTV and lighting for the cycle storage area, have been submitted to and approved in writing by the Local Planning Authority in relation to the relevant Plot.

The works shall only be completed in accordance with the approved details.

Reason: To ensure reasonable provision of cycle spaces is made within the site for the parking of bicycles and to encourage sustainable modes of transport.

C35. (a) No Plot within the development shall be first occupied unless and until a scheme of sound insulation has been designed and installed between residential and non residential uses such that the sound insulation provided shall meet the following standards.

International Organization for Standardization Noise Rating curves (NR)
NR 25 in bedrooms (2300 to 0700)
NR 30 in all habitable rooms (0700 to 2300)

If there is a distinguishable tone the NR curves should be reduced to NR 20 and NR 25 respectively. Noise Rating curves should be measured as a 15 minute linear Leq at the octave band centre frequencies 31.5 Hz to 8 kHz.
The developer shall certify to the local planning authority that the noise mitigation measures have been installed.

(b) Pre-completion testing shall be carried out and a report shall be submitted to and approved in writing by the Local Planning Authority, demonstrating that all floor, ceiling and wall constructions can achieve compliance with the above standards.

Reason: To protect the amenity of future occupants and/or neighbours.

C36. No phase within the development hereby permitted shall be occupied unless and until a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

The development shall only be constructed in accordance with the approved details.

Reason: To safeguard the public, the environment and surface and groundwater as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with material that is potentially harmful to humans.

C37. No phase within the development hereby permitted shall be commenced unless and until a review of the approved remediation statement has been undertaken and any changes have been submitted to and approved in writing by the Local planning Authority. The review should incorporate any changes to relevant standards, guidance or legislation that shall be employed in the remediation of the relevant Phase.

Reason: To safeguard the public, the environment and protection of groundwater and the River Thames

C38. Prior to first occupation of any unit falling within Use Class D1, details of a Community Estate Strategy shall be submitted to and approved in writing by the Local Planning Authority in relation to the relevant unit. Full details are required in respect of how the community floorspace will be run and managed and made available for use by the public after hours.

Reason: To enable Newham residents to benefit from the facility providing access to sports and learning opportunities.

C39. The non-residential parts of the development hereby permitted shall not be occupied unless and until, the developer has provided a copy of the final Building Research Establishment (BRE) certificate confirming that the development design for the relevant part of the permanent buildings each achieve a minimum BREEAM rating of EXCELLENT. The BREEAM Post Construction Assessment for Offices, Education or Retail, whichever is relevant, shall be carried out on a sample of the relevant part of the development in accordance with an agreed
methodology to ensure that the required minimum rating has been achieved and can be maintained.

Reason: In the interest of energy efficiency and sustainability.

C40. No Phase shall be Occupied unless and until an Estate Management Strategy (EMS) for that Phase, to include:
- full details of the proposed management and maintenance of the office, car parks, residential and retail floor space (including communal parts), the public squares, streets, pavements and areas of public realm, public open space and landscaping, and dock side walkway (as applicable); and the funding of such maintenance and management for that Phase;
- events management associated with uses falling within Use Class D1 and / or D2, including details of stewardship arrangement, signage, and measures to promote and provide for sustainable transport, and event notification arrangements,

has been submitted to and approved in writing by the Local Planning Authority.

The approved EMS for the relevant Phase shall be fully implemented for the existence of the Development. Each Phase shall only be operated in accordance with its relevant approved EMS.

Reason: To ensure that the all aspects of the Development to which occupiers and / or members of the public will have access are adequately and appropriately managed, maintained and controlled so that they are of standard sufficient to ensure that the Development is somewhere that people would wish to live, work and stay.

C41. No plot shall be occupied unless and until full details of any proposed external lighting (the External Lighting Scheme) for the relevant Plot has been submitted to and approved in writing by the Local Planning Authority.

Each External Lighting Scheme shall include details of the appearance and technical details/specifications, intensity, orientation and screening of lamps, siting, the means of construction and laying of cabling, and the timing of installation.

Each External Lighting Scheme is to be constructed and / or installed prior to Occupation of the relevant Plot and shall be retained and maintained for so long as the Plot shall exist.

Reason: To ensure that safety is not compromised with regard to the principles/practices of Secured by Design and to minimise adverse impacts of light pollution on the highway network.

C42. Prior to the operation of any proposed commercial/leisure units within the development hereby permitted, an appropriate sound assessment must be undertaken of any fixed and mobile equipment, in line with guidance advocated within BS 4142:2014 and shall be submitted to and approved in writing by the Local Planning Authority.

A representative background sound level should be used and the rating level, from all simultaneous operations associated with these uses and any sound
sources that are similar in nature, should be no greater than the adopted background sound level at the nearest noise sensitive receptors.

Reason: To minimise the noise effects of the development and in accordance with the mitigation measures identified in the Environmental Impact Assessment.

C43. No Plot within the development hereby permitted shall be occupied unless and until Pre-construction TV reception surveys and post-construction TV reception surveys have been undertaken and details submitted to and approved in writing by the Local Planning Authority. The results of the surveys shall inform the level of mitigation required and the approved details shall be installed prior to first occupation of the relevant Plot.

Reason: To mitigate the impacts of TV reception to neighbouring properties and in accordance with the mitigation measures identified in the Environmental Impact Assessment.

C44. No Plot within the development shall be first occupied unless and until the West Ham Station Bridge, the Northern Pedestrian Bridge and the Southern Pedestrian Bridge are delivered and available for public use.

Reason: To ensure the development delivers and is supported by the infrastructure needed.

C45. No Phase within the development shall be first occupied unless and until details of the arrangements for locations of bus stops and bus standing for two buses has been submitted to and approved in writing by the Local Planning Authority.

Reason: to ensure adequate operational bus stop and stand infrastructure is provided within the development

C46. No Phase within the development shall be first occupied unless and until details relating to a delivery and service plan have been submitted to and approved in writing by the Local Planning Authority showing clear vehicle sweep paths and based on up to date information in relation to overall vehicle movements associated sites that require servicing.

Reason: To demonstrate the ability of refuse and recycling collection vehicles to service the site without being impeded, and in the interest of highway and pedestrian safety, the safe and efficient operation of the highway network and nearby residential amenity.

C47. No Plot within the development shall be occupied unless and until a full Secured by Design report and certificate has been submitted to and approved in writing by the Local Planning Authority, the LPA having consulted with the Metropolitan Police. The submitted Secured by Design report shall confirm that the relevant Plot within the development has achieved Secured by Design accreditation, or as a minimum to encompass the principles and practices of Secured by Design.

The development shall only be constructed in accordance with the approved details.

Reason: To create safer and more sustainable communities.

General
C48. No rainwater pipes, flues or grills, other than those shown on the approved plans shall be visible on any publicly visible elevation.

Reason: To ensure a satisfactory standard of external appearance of the development.

C49. (a) No construction or building works shall be carried out on the site except between the hours of 0800 and 1800 on Mondays to Fridays and between 0800 and 1300 on Saturdays.

(b) Deliveries of construction and demolition materials to and from the site by road shall take place between the hours of 0800 and 1800 Monday to Friday and between 0800 and 1300 on Saturday and at no other time.

Reason: To ensure that the construction does not prejudice the ability of neighbouring occupier’s reasonable enjoyment of their properties.

C50. No soils, or infill materials, are to be brought onto the site unless they have been satisfactorily proven to be uncontaminated and present no risks to human health, planting and the environment. A declaration to this effect, together with acceptable documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis test results, must be submitted to and be approved in writing by the Local Planning Authority prior to first occupation of the relevant Phase.

Reason: To safeguard the public, the environment and surface and groundwater as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with material that is potentially harmful to humans.

C51. No impact piling shall take place unless and until a piling method statement for the relevant Plot detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage and water infrastructure, and the programme for the works has been submitted to and approved in writing by the Local Planning Authority, the LPA having consulted with Thames Water.

Any piling must be undertaken in accordance with the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure and piling has the potential to impact on the local underground sewerage utility infrastructure.

C52. During onsite construction of Phases 1, 2, 3 & 4, all non-road transportable industrial equipment or vehicles which are fitted with an internal diesel powered compression ignition engine between 37 and 560KW and not intended for transporting goods or passengers on roads are required to meet Stage IIIB of EU Directive 97/68/E and be NRMM registered. Such vehicles must be run on ultra low sulphur diesel (also known as ULSD ‘cleaner diesel’ or ‘green diesel’). "Ultra low sulphur diesel" means fuel meeting the specification within BS EN 590. Where these standards are succeeded, they should be applied when reasonable.
Exemptions to these standards may be granted for specialist equipment or for equipment with alternative emission reduction equipment or run on alternative fuels. Such exemptions shall be applied for in writing to the Local Planning Authority in advance of the use of such vehicles, detailing the reasons for the exemption being sought and clearly identifying the subject vehicles. Exemptions that are granted will be in writing and such vehicles must not be used until written exemption has been received by the applicant.

No vehicles or plant to which the above emission standards apply shall be on site, at any time, whether in use or not, unless it complies with the above standards, without the prior written consent of the Local Planning Authority.

Reason: To protect the amenity of future occupants and/or neighbours.

C53. No cranes or scaffolding higher than the approved development shall be erected on site unless and until a Construction Methodology Statement has been submitted to and approved in writing by the Local Planning Authority, the LPA having consulted with London City Airport. The submitted Construction Methodology Statement shall include their use, the location, maximum operating height and duration.

The development shall only be constructed in accordance with the Construction Methodology Statement.

Reason: To ensure the safe operation of London City Airport is maintained.

C54. Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that order) no part of the development hereby permitted shall be allowed a change of use to Use Class D1 (h) for, or in connection with, public worship or religious instruction.

Reason: To ensure that that all proposals address the street and neighbourhood in their design, are outwardly looking and provide for use by more than one section of the community.

C55. No part of the development hereby consented for D1 uses shall be used as Use Class D1 (h) for, or in connection with, public worship or religious instruction.

Reason: To ensure that that all proposals address the street and neighbourhood in their design, are outwardly looking and provide for use by more than one section of the community.
RESERVED MATTERS SPECIFICATION

The following matters shall be included as part of each application for the approval of Reserved Matters, where relevant:

1. a statement and such other material as may reasonably be necessary to demonstrate that the Reserved Matters application accords with the Illustrative Masterplan and the parameter plans approved in respect of the relevant phase;

2. where the Reserved Matters application has been considered by the LBN Design Review Panel a statement summarising the comments received from the Design Review Panel and detailing how those comments have been taken into consideration and reflected in the final Reserved Matters application;

3. details of layout, scale, size, appearance, means of access and materials to be used;

4. where appropriate, a statement of participation with neighbouring and other affected residential and business owners and occupiers;

5. an inclusive access statement (which shall demonstrate compliance with the requirements for Lifetime Homes and wheelchair housing provision where applicable);

6. a series of development context drawings comprising plans, elevation and section drawings of 1:200, 1:500 or some other scale agreed with the Local Planning Authority which shows Development approved pursuant to all previous Reserved Matters approvals for the Development, or, if Development has not been so approved, which shows within 200 m of the subject Reserved Matters site:
   - development approved pursuant to any previous Reserved Matters applications;
   - where no such previous Reserved Matters applications have been approved, the maximum parameters of development permitted by this Outline planning permission;

7. a 1:1250 scale drawing on an OS base showing details of any Reserved Matters already approved in respect of the relevant Phase;

8. full details of the number, design, surface treatment, location, associated turning areas and any related signage for the Development, of all car parking spaces including accessible parking spaces for Blue Badge holders;

9. full details of the type and location of secure and covered cycle parking facilities, including supporting infrastructure including shower, lockers and changing facilities;

10. full details of the type and location of secure and covered motorcycle and powered two wheeled vehicle parking facilities;

11. full details of the proposed design and location of facilities for the storage of refuse and recyclable materials (including the means of access for refuse vehicles and any dropped kerb / level access provisions);

12. a refuse management strategy;
13. full details of the proposed design and location of the facilities within each unit for
the separation and storage of waste and recyclable materials;

14. details relating to the erection of a building(s) shall include the following:
   - a micro-climate report, including wind tunnel tests;
   - a sunlight daylight assessment;
   - a sustainability statement;
   - an energy statement;
   - a water statement;
   - details of sustainable construction measures;
   - details of plant, including roof top plant;
   - noise and vibration mitigation measures incorporated into the design of the
     building
   - drawings of an appropriate scale (to be agreed in advance with the Local
     Planning
     Authority);
   - showing the finished floor levels for each building;
   - details of photovoltaic panels; and
   - details of green/brown roofs;

15. details including hard and/or soft landscaping shall include the following:
   - the finished ground levels and proposed drainage arrangements;
   - the means by which installed remediation measures are to be safeguarded;
   - the size, type and appearance of all paving or other hard surfaces, including a
     sample of the materials to be used;
   - all fences, gates and other structures to be installed;
   - the location and species of all trees and other vegetation to be retained;
   - proposed planting (including provision for at least one fruit tree or shrub per
     dwelling), including species, size and provenance, in respect of a soil source
   - compatible to that on the site, of stock, planting densities and Green Roof Space;
   - specifications for planting and cultivation; and
   - management arrangements, particularly for retained and/or created ecological
     habitats;
   - a Development Plot landscape delivery plan showing the phased delivery of the
     landscape in that Development Plot and identifying the landscaping to be
     completed
   - before each building in that Development Plot can be Occupied;
   - details of external lighting (including a statement of how such lighting is in
     accordance with the approved Site Wide lighting strategy) and CCTV installations
     (including a statement of how such CCTV installations are in accordance with the
     approved Site Wide CCTV framework);
   - Management responsibilities including an aggressive bird management strategy
     and
   - maintenance schedules for all approved landscape areas;

16. where the Reserved Matters application involves structures such as dock walls,
retaining walls or other engineering works (such as roads, service areas, parking,
footpaths or other hard surfaced areas) details of the layout, finished levels,
materials to be used on external surfaces, ancillary buildings and street furniture
(including lighting);
17. a statement of how the risk of overheating has been sufficiently mitigated in the design of the relevant Reserved Matters application for residential floorspace. This should be supported by dynamic thermal modelling undertaken in accordance with the guidance and data sets in CIBSE TM49 Design Summer Years for London 2014 or as superseded or replaced form time to time, in line with London Plan Policy 5.9;

18. details of habitat mitigation. This shall include a report where relevant detailing:
   - specifications of any green and brown roofs including their method of construction and on going management for five years;
   - details of the ground level planting (demonstrating how it has been designed to maximise its benefit within the context of the scheme

19. a scheme which:
   - shows how Secured by Design accreditation can be secured; and
   - provides how these principles and practices are to be incorporated in the Development.

Informatives

1. In dealing with this application, Newham Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) to work with the applicant in a positive and proactive manner. As with all applicants, the Council has made available detailed advice in the form of our statutory policies in the Core Strategy/ Unitary Development Plan, Supplementary Planning documents, and all other Council guidance, as well as offering a full pre-application advice service, so as to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably.

2. The Applicant is reminded to enter into a Section 278 agreement with the Council’s Highway, Parking and Transport Division to enable works to reinstate the highway and footway to adoptable standards, including the removal of redundant crossovers, new vehicle crossovers etc. The above works shall be implemented and completed to the satisfaction of the Local Highway Authority, at the cost of the developer.
Appendix 2 - S106 – Summary of Heads of Terms

1) 40% affordable housing by habitable room delivered on-site where habitable room is defined as “a room used, or intended to be used, for dwelling purposes including a kitchen but not a bathroom or utility room.”

Review Mechanism to be undertaken at 50% occupation of the Market Housing Units applicable to the Private for Sale Units set at £1,216/psf for each phase with indexation of 57% of the BCIS General Build Cost Index applied.

Surplus profit split 60:40 in favour of LBN.

Review mechanism cap at £40m.

Review mechanism obligation falls away should land value allocation funding, or any grant, equivalent to 10% taking the scheme to the equivalent of 50 per cent affordable housing being made available to the Council.

2) Affordable Housing Tenure split 57% intermediate / 43% rented.
   - 1 & 2 bed units at affordable rents based on LHA caps or the prevailing equivalent
   - 3 bed units set at social rents at target rents.
   - Intermediate tenure based on the Mayor’s Household income level of £90k

3) Minimum build of 21% x 3 bedroom units (by unit) in the overall scheme mix across all phases of the development.

4) Employment training payment to be £900,000 per annum (indexed) for 12 years with the first payment from the date of Implementation or £10.8m (indexed) payable on Implementation or completion of the agreement if not indexed.
   - 25% local employment on the construction phase of the Development (reasonable endeavours);
   - 50% of end user phase to be Newham residents (reasonable endeavours);
   - Apprenticeship Target where appropriate: 1 new start Apprentice (Newham resident) per £3m of contract value.

5) Local Supply Chains – Commitment to require the developer to provide details of all local supply-chain opportunities to the London Borough of Newham Business Development team so that the information can be disseminated to local companies.

6) A primary school contribution of £6,000,000 to fund the off-site delivery of a two form entry primary school in the London Borough of Newham. 50% payment prior to first occupation of Phase 2 and remainder on first occupation of Phase 3.

7) Payment of a one off S106 monitoring fee of £180,000. Payment upon implementation.

8) LBN Transportation contribution of £20,000 towards Travel Plan Monitoring Fee. Payment upon implementation.
9) Pedestrian way finding and signage scheme to be agreed and implemented prior to first occupation.
10) Transport infrastructure delivery including two new pedestrian footbridges and improvements to the existing Stephenson Street vehicle bridge, new Station entrance, and associated works. All delivered prior to first Occupation of Phase 1 except for the vehicle bridge which will be delivered prior to first occupation of Phase 2.
11) Car club arrangements to include 3 years membership and £50 driving credit.
12) Restrictions on applications for car permits (with respect to surrounding RPZ’s) for residents and businesses.
13) Architect Design Certifiers – For Phases 1, 2, 3 and 4 with Patel Taylor as first preference (or other Architect to be agreed by the Council or payment of £100k per Phase if agreement cannot be achieved prior to above ground works on each phase).
14) Safeguard future links to the S10 Abbey Mills strategic site to the north of the Application Site – access and site landing points.
15) London Plan Carbon offset fund payment;
   - Phase 1 Residential £1,021,561 (carbon shortfall of 567.533 \( t\)CO\(_2\)/year at £60 per tonne over 30 years). Payment to be made prior to 50% residential occupation of Market Units in Phase 1.
   - Phase 1 Commercial £136,530 (carbon shortfall of 75.85 \( t\)CO\(_2\)/year at £60 per tonne over 30 years). Payment to be made prior to 50% commercial occupation of Phase 1.
   - For Phases 2, 3 and 4 the carbon offset payment shall be made prior to 50% occupation of Market Units of the relevant Phase and calculated on the basis of a shortfall of residential emissions up to a 100% carbon dioxide reduction and non-residential emissions up to a 35% carbon dioxide reduction calculated at £60 per tonne over 30 years.
16) Payment of the Council’s reasonable legal fees associated with the drafting of the legal agreement whether or not the matter completes.
17) Multi-use of community facility and school. For the perpetuity of the development the community uses will be made available after hours.
18) Payment of consultant fees to review future financial viability appraisals and environmental matters.
19) Ensure that all main roads and pavements within the development are constructed to adoptable standards.
20) 15 year non-sale covenant on PRS units with clawback (capped to the equivalent of 10% affordable housing shortfall if not achieving 50% affordable housing overall).
21) Safeguard future connections in the energy centre to enable connection should a connection to the district heat network become available.
22) Indexing – All payments are to be index linked from the date of completion of the S106 agreement to the date on which payment is made, using BCIS or RTPI index where appropriate.
23) Pre and post construction tv reception surveys
Appendix 3: Images
Minimum distance between buildings
Illustrative masterplan massing

Drawing key

XX + P
Number of storeys (accommodation above podium) + Podium storey.
Notes: 1) Podium storey typically has an increased height to accommodate all
potential uses (residential/non-residential/back of house/etc.)
2) Roof plant consisting of an additional storey height required in taller
components of each building.

- Typical storey height for residential building
- Typical storey height for non-residential building
- Typical storey height for education building
- Detailed component of application
Phase 1 Site wide location plan
Proposed plot plan and extent of Phase 1
Proposed vertical limits plan
Proposed ground floor uses plan

Predominantly non-residential
(A1–A4, B1, D1, D2)

Predominantly residential
(C3)
Proposed access and circulation plan
Phase 1 site wide proposed section

Phase 1 Site wide proposed west elevation
## Appendix 4: Summary of Likely Residual Effects

<table>
<thead>
<tr>
<th>Receptor and Effect</th>
<th>Significance of Residual Effects (Demolition &amp; Construction Phase)</th>
<th>Significance of Residual Effects (Completed Development &amp; Occupied Phase)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Socio-economics</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction Employment</td>
<td>Minor beneficial (not significant)</td>
<td>n/a</td>
</tr>
<tr>
<td>Operational Employment</td>
<td>n/a</td>
<td>Minor beneficial (not significant)</td>
</tr>
<tr>
<td>Additional Local Spending</td>
<td>n/a</td>
<td>Minor beneficial (not significant)</td>
</tr>
<tr>
<td>Housing</td>
<td>n/a</td>
<td>Moderate beneficial (significant)</td>
</tr>
<tr>
<td>Affordable Housing</td>
<td>n/a</td>
<td>Moderate beneficial (significant)</td>
</tr>
<tr>
<td>Primary Education</td>
<td>n/a</td>
<td>Negligible (not significant)</td>
</tr>
<tr>
<td>Secondary Education</td>
<td>n/a</td>
<td>Moderate beneficial (significant)</td>
</tr>
<tr>
<td>Primary Healthcare</td>
<td>n/a</td>
<td>Minor Adverse (not significant)</td>
</tr>
<tr>
<td>Open Space</td>
<td>n/a</td>
<td>Moderate beneficial (significant)</td>
</tr>
<tr>
<td>Play Space</td>
<td>n/a</td>
<td>Negligible (not significant)</td>
</tr>
<tr>
<td><strong>Traffic and Transport</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driver and Bus Delay</td>
<td>Minor Adverse (not significant)</td>
<td>Minor (insignificant) to Moderate (significant) Beneficial</td>
</tr>
<tr>
<td>Pedestrian and Cyclist Delay</td>
<td>Negligible to Minor Adverse (not significant)</td>
<td>Minor (insignificant) to Moderate (significant) Beneficial</td>
</tr>
<tr>
<td>Severance</td>
<td>n/a scoped out</td>
<td>Moderate to Major (significant) Beneficial</td>
</tr>
<tr>
<td>Rail Delay</td>
<td>n/a scoped out</td>
<td>Minor Adverse (not significant)</td>
</tr>
<tr>
<td>Amenity, Fear and Intimidation</td>
<td>n/a scoped out</td>
<td>Moderate to Major Beneficial (significant)</td>
</tr>
<tr>
<td>Accidents and Safety</td>
<td>n/a scoped out</td>
<td>Minor Beneficial (not significant)</td>
</tr>
<tr>
<td><strong>Noise and Vibration</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Demolition and construction noise on residential receptors</td>
<td>Negligible (not significant)</td>
<td>n/a</td>
</tr>
<tr>
<td>NOTE: Inconsistent with Paragraph 8.173.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Demolition and construction noise on community receptors</td>
<td>Negligible (not significant)</td>
<td>n/a</td>
</tr>
<tr>
<td>Demolition and construction vibration on residential receptors²</td>
<td>Negligible (not significant)</td>
<td>n/a</td>
</tr>
<tr>
<td>Demolition and</td>
<td>Negligible (not significant)</td>
<td>n/a</td>
</tr>
<tr>
<td>Receptor and Effect</td>
<td>Significance of Residual Effects (Demolition &amp; Construction Phase)</td>
<td>Significance of Residual Effects (Completed Development &amp; Occupied Phase)</td>
</tr>
<tr>
<td>--------------------</td>
<td>---------------------------------------------------------------</td>
<td>---------------------------------------------------------------------</td>
</tr>
<tr>
<td>construction on community receptors</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Demolition and construction traffic on residential receptors</td>
<td>Negligible (not significant)</td>
<td>n/a</td>
</tr>
<tr>
<td>Operational road traffic noise on residential receptors</td>
<td>n/a</td>
<td>Negligible (not significant)</td>
</tr>
<tr>
<td>Operational road traffic on community receptors</td>
<td>n/a</td>
<td>Negligible (not significant)</td>
</tr>
<tr>
<td>Operational fixed plant noise on nearby receptors</td>
<td>n/a</td>
<td>Negligible – minor adverse (not significant)</td>
</tr>
</tbody>
</table>

**Air Quality**

| Dust generated from demolition, earthworks, construction and trackout affecting: | Negligible (not significant) | n/a |
| Effect of NO₂ and Particulate Matter from Energy Centre plant and road traffic emissions with the Proposed Development. All Existing Receptors | n/a | Negligible (not significant) |
| Effect of NO₂ and Particulate Matter from Energy Centre plant and road traffic emissions with the Proposed Development. Proposed Receptors | n/a | Negligible (not significant) |

**Wind Microclimate**

<table>
<thead>
<tr>
<th>Wind effects on Thoroughfares within and around the Site</th>
<th>Negligible</th>
<th>Minor Adverse at location 231</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wind effects on Entrances within and around the Site</td>
<td>Negligible</td>
<td>Minor Adverse at location 164 with overall Proposed Development built out.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>If location 164 is recessed, it becomes Negligible to Minor Beneficial at all entrance locations.</td>
</tr>
<tr>
<td>Receptor and Effect</td>
<td>Significance of Residual Effects (Demolition &amp; Construction Phase)</td>
<td>Significance of Residual Effects (Completed Development &amp; Occupied Phase)</td>
</tr>
<tr>
<td>---------------------</td>
<td>-------------------------------------------------</td>
<td>-------------------------------------------------</td>
</tr>
<tr>
<td>within the Site.</td>
<td>Negligible to Minor Beneficial at all other entrance locations within the Site</td>
<td></td>
</tr>
<tr>
<td>Entrances Locations around the Site were not assessed.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wind effects on Ground Level Amenity Spaces within the Site</td>
<td>Negligible</td>
<td>Negligible if sitting areas are located away from Standing classified receptors as mixed of standing / sitting classifications were predicted at ground level amenities.</td>
</tr>
<tr>
<td>Wind effects on Balconies within the Site</td>
<td>Negligible</td>
<td>Minor Adverse at location 326 with overall Proposed Development built out</td>
</tr>
<tr>
<td></td>
<td>Negligible</td>
<td>Negligible for all balconies locations if 1.5m high glazed balustrade is added at balcony location 326 and balconies below.</td>
</tr>
<tr>
<td><strong>Daylight, Sunlight, Overshadowing and Solar Glare</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Daylight to Surrounding Sensitive Receptors</td>
<td>Significant (Moderate to Major Adverse effects)</td>
<td>Significant (Moderate to Major Adverse effects)</td>
</tr>
<tr>
<td>Sunlight to Surrounding Sensitive Receptors</td>
<td>Significant (Moderate to Major Adverse effects)</td>
<td>Significant (Moderate to Major Adverse effects)</td>
</tr>
<tr>
<td>Overshadowing to Surrounding Amenity Areas</td>
<td>Not Significant</td>
<td>Not Significant</td>
</tr>
<tr>
<td>Solar Glare to surrounding train signals</td>
<td>Significant (Moderate Adverse effects)</td>
<td>Significant (Moderate Adverse effects)</td>
</tr>
<tr>
<td>Solar Glare to surrounding road junctions</td>
<td>Not Significant</td>
<td>Not Significant</td>
</tr>
<tr>
<td><strong>Ground Conditions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Human health: enabling, demolition and construction workers may come into direct contact with potentially contaminated soils and groundwater</td>
<td>Minor adverse (not significant)</td>
<td>n/a</td>
</tr>
<tr>
<td>Human health: off-site residents, members of the public and construction workers may come into contract with contaminant dust emissions, ground gases and / or odours</td>
<td>Minor adverse (not significant)</td>
<td>n/a</td>
</tr>
<tr>
<td>Receptor and Effect</td>
<td>Significance of Residual Effects (Demolition &amp; Construction Phase)</td>
<td>Significance of Residual Effects (Completed Development &amp; Occupied Phase)</td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
<td>-------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------</td>
</tr>
<tr>
<td>Human health: site occupiers could come into contact with contaminated soil and groundwater</td>
<td>n/a</td>
<td>Minor adverse (not significant)</td>
</tr>
<tr>
<td>Controlled waters and the built environment could be affected during groundworks such as oil spills or piling and foundations which may create a pathway from the surface into the underlying ground or drainage features.</td>
<td>Minor to Moderate Beneficial (significant)</td>
<td>n/a</td>
</tr>
<tr>
<td>Controlled waters: piling may provide a pathway for contaminant migration</td>
<td>n/a</td>
<td>Negligible to Minor Adverse (not significant)</td>
</tr>
<tr>
<td>Built Environment risk to human health as a result of ground gas ingress.(^*)</td>
<td>n/a</td>
<td>Minor Adverse</td>
</tr>
<tr>
<td>Built environment: Site surface water run-off from hardstanding areas into drainage.</td>
<td>n/a</td>
<td>Negligible</td>
</tr>
</tbody>
</table>

**Water Resources, Drainage and Flood Risk**

<table>
<thead>
<tr>
<th>Receptor and Effect</th>
<th>Significance of Residual Effects (Demolition &amp; Construction Phase)</th>
<th>Significance of Residual Effects (Completed Development &amp; Occupied Phase)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flood Risk on Construction Workers</td>
<td>Minor adverse (not significant)</td>
<td>N/A</td>
</tr>
<tr>
<td>Flood Risk on Local Residents</td>
<td>Negligible (not significant)</td>
<td>Moderate Beneficial (significant)</td>
</tr>
<tr>
<td>Flood Risk on Site Occupants</td>
<td>Minor adverse (not significant)</td>
<td>Minor adverse (not significant)</td>
</tr>
<tr>
<td>Water demand on the water supply network capacity</td>
<td>Negligible (not significant)</td>
<td>Negligible (not significant)</td>
</tr>
<tr>
<td>Drainage quantity on the drainage network capacity</td>
<td>Negligible (not significant)</td>
<td>Negligible (not significant)</td>
</tr>
<tr>
<td>Water quality on groundwater quality</td>
<td>Negligible (not significant)</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Archaeology**

<table>
<thead>
<tr>
<th>Receptor and Effect</th>
<th>Significance of Residual Effects (Demolition &amp; Construction Phase)</th>
<th>Significance of Residual Effects (Completed Development &amp; Occupied Phase)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Removal of the remains of Oil Depot buildings</td>
<td>Minor adverse (not significant)</td>
<td>No effect</td>
</tr>
<tr>
<td>Removal of the remains of the railway connecting with Bromley by Bow</td>
<td>Minor adverse (not significant)</td>
<td>No effect</td>
</tr>
<tr>
<td>Receptor and Effect</td>
<td>Significance of Residual Effects (Demolition &amp; Construction Phase)</td>
<td>Significance of Residual Effects (Completed Development &amp; Occupied Phase)</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Gasworks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Removal of the remains of the remains of the Glass Factory yard [A3]</td>
<td>Minor adverse (not significant)</td>
<td>No effect</td>
</tr>
<tr>
<td>Removal of previously unknown archaeological remains of post-medieval date</td>
<td>Minor adverse (not significant)</td>
<td>No effect</td>
</tr>
<tr>
<td>Removal or truncation of alluvial deposits that potentially contain palaeoenvironmental remains</td>
<td>Minor adverse (not significant)</td>
<td>No effect</td>
</tr>
<tr>
<td>Removal or truncation of alluvial deposits that potentially contain prehistoric evidence</td>
<td>Minor adverse (not significant)</td>
<td>No effect</td>
</tr>
<tr>
<td>Built Heritage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greenwich Maritime World Heritage Site</td>
<td>Temporary Non-Significant Neutral</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Bromley by Bow Gasholders</td>
<td>Temporary Significant Adverse</td>
<td>Permanent Significant Beneficial</td>
</tr>
<tr>
<td>Abbey Mills Pumping Station</td>
<td>Temporary Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Twelvetrees Crescent Bridge</td>
<td>Temporary Significant Adverse</td>
<td>Permanent Significant Beneficial</td>
</tr>
<tr>
<td>Tide Mill (House Mill)</td>
<td>Temporary Significant Adverse</td>
<td>Permanent Significant Neutral</td>
</tr>
<tr>
<td>War memorial, Twelvetrees Crescent Bridge</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Statue of Sir Corbett Woodhall, Bromley-by-Bow Memorial Garden</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Bethell Avenue: St. Margaret’s Roman Catholic Church, Bethell Avenue</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Crockett’s Leathercloth Works War Memorial, Junction of Abbey Road and Mitre Road</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>The Ironmongers’ Stone in Leather Gardens to the East of Abbey Road</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>B Station at Abbey Mills Pumping Station</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>C Station with</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Receptor and Effect</td>
<td>Significance of Residual Effects (Demolition &amp; Construction Phase)</td>
<td>Significance of Residual Effects (Completed Development &amp; Occupied Phase)</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>associated valve house, Abbey Mills Pumping Station</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Stores Building at Abbey Mills to west of Pumping Station</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Northern outfall sewer bridge over Channelsea River</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Offices (former Superintendent’s house) at Abbey Mills</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Bases of pair of former chimney stacks at Abbey Mills to north-west and south-east of Pumping Station</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Gate lodge at Abbey Mills, Abbey Lane</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Gates and gatepiers at entrance to Abbey Mills Pumping Station</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Nos. 116-130 Abbey Lane</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Engine House at West Ham Pumping Station, Abbey Road</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Clock Mill, Three Mill Lane</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Offices opposite Clock Mill, Three Mill Lane</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Paved roadway extending from west side of House Mill to wall and gate on east side of Clock Mill, Three Mill Lane</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>West Ham Park</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Three Mills Conservation Area (Newham)</td>
<td>Temporary Significant Adverse</td>
<td>Permanent Significant Beneficial</td>
</tr>
<tr>
<td>Three Mills Conservation Area (Tower Hamlets)</td>
<td>Temporary Significant Adverse</td>
<td>Permanent Significant Neutral (subject to further detailed assessment)</td>
</tr>
<tr>
<td>Sugar House Lane Conservation Area (Newham)</td>
<td>Temporary Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Limehouse Cut Conservation Area (Tower Hamlets)</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Receptor and Effect</td>
<td>Significance of Residual Effects (Demolition &amp; Construction Phase)</td>
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</tr>
<tr>
<td>------------------------------------------</td>
<td>---------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Former London Gasworks, Twelvetrees Crescent</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Gainsborough Road Primary School, Gainsborough Road</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td>Star Primary School, Star Lane</td>
<td>Temporary Non-Significant Adverse</td>
<td>Permanent Non-Significant Neutral</td>
</tr>
<tr>
<td><strong>Ecology</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Statutory designated sites: No effect predicted</td>
<td>Negligible (not significant)</td>
<td>Negligible (not significant)</td>
</tr>
<tr>
<td>Railside in Newham SBI Grade II: Light spillage into SBI adjoining the Site</td>
<td>Negligible (not significant)</td>
<td>Negligible (not significant)</td>
</tr>
<tr>
<td>Habitats: Permanent loss of all existing habitats at the Local Site</td>
<td>Minor adverse (not significant)</td>
<td>n/a</td>
</tr>
<tr>
<td>Habitats: Provision of permanent areas of brown roof (0.8ha) and green roof (1.2ha) to be maintained and managed in the long term. Creation of Four Seasons Park and wider scheme landscaping.</td>
<td>n/a</td>
<td>Moderate beneficial (significant)</td>
</tr>
<tr>
<td>Bats: Permanent loss of known roost (single bat) and temporary disturbance during demolition</td>
<td>Negligible (not significant)</td>
<td>n/a</td>
</tr>
<tr>
<td>Bats: Light spillage from development affecting existing flight routes</td>
<td>n/a</td>
<td>Negligible (not significant)</td>
</tr>
<tr>
<td>Black redstart: Loss of foraging habitat for black redstart in close proximity to a breeding site.</td>
<td>Minor adverse (not significant)</td>
<td>n/a</td>
</tr>
<tr>
<td>Black redstart: Change in habitat availability - 0.8ha brown roof creation</td>
<td>n/a</td>
<td>Minor beneficial (not significant)</td>
</tr>
<tr>
<td>Breeding birds: Loss of nesting habitat</td>
<td>Negligible (not significant)</td>
<td>n/a</td>
</tr>
<tr>
<td>Receptor and Effect</td>
<td>Significance of Residual Effects (Demolition &amp; Construction Phase)</td>
<td>Significance of Residual Effects (Completed Development &amp; Occupied Phase)</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------------------------------------------------</td>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>for a variety of common bird species.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Breeding birds: Change in habitat availability - creation of new landscaping</td>
<td>n/a</td>
<td>Negligible (not significant)</td>
</tr>
<tr>
<td>Invertebrates: Increase in availability of nectar and pollen sources</td>
<td>n/a</td>
<td>Minor beneficial (not significant)</td>
</tr>
</tbody>
</table>

**Townscape and Visual Impact**

| Views 10 and 36 | Major (significant, adverse and temporary) | Completed and occupied phase residual effects given below |
| Views 11, 14, 17, 18, 19, 20, 34.1, 35, 36, 37, 38, 39, 40, 41, 42 and 43 | Moderate to Major (significant, adverse and temporary) | Completed and occupied phase residual effects given below |
| Views 6, 12, 13, 15, 16, 22, 24, 30 and 34.2 | Moderate (adverse and temporary). Views 12, 13, 16, 24, 30 would be not significant whilst Views 6, 15 and 22 would be significant | Completed and occupied phase residual effects given below |
| Views 8, 9, 21, 26, 27, 35 and 39 | Minor to Moderate (not significant, adverse and temporary) | Completed and occupied phase residual effects given below |
| Other remaining views | No greater than Minor (not significant, adverse and temporary) | Completed and occupied phase residual effects given below |
| TCA 2 | Moderate to Major (significant adverse and temporary – western edge) with overall effects as Moderate and significant | Moderate (significant, beneficial and permanent) |
| Other remaining TCAs | As per Table 2.5 of the TVIA | Completed and occupied phase residual effects given below |

<p>| View 1 | Demolition and Construction residual effects shown above | Minor/negligible (not significant, neutral and permanent) |
| View 2 | Demolition and Construction residual effects shown above | Minor/negligible (not significant, neutral and permanent) |
| View 3 | Demolition and Construction residual effects shown above | Minor/negligible (not significant, neutral and permanent) |
| View 4 | Demolition and Construction residual effects shown above | Minor/negligible (not significant, neutral and permanent) |
| View 5 | Demolition and Construction residual effects shown above | Minor/negligible (not significant, neutral and permanent) |
| View 6 | Demolition and Construction residual effects shown above | Moderate (significant, beneficial and permanent) |
| View 7 | Demolition and Construction residual effects shown above | Minor (not significant, beneficial and permanent) |</p>
<table>
<thead>
<tr>
<th>Receptor and Effect</th>
<th>Significance of Residual Effects (Demolition &amp; Construction Phase)</th>
<th>Significance of Residual Effects (Completed Development &amp; Occupied Phase)</th>
</tr>
</thead>
<tbody>
<tr>
<td>View 8</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 9</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor (not significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 10</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate (significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 11</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate (significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 12</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, neutral and permanent)</td>
</tr>
<tr>
<td>View 13</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 14</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate (significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 15</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate (significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 16</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 17</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate (significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 18</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate (significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 19</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate (significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 20</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate (significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 21</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 22</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate (significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 23</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Negligible (not significant, neutral and permanent)</td>
</tr>
<tr>
<td>View 24</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, beneficial and permanent)</td>
</tr>
</tbody>
</table>
| Receptor and Effect | Significance of Residual Effects  
(Demolition & Construction Phase) | Significance of Residual Effects  
(Completed Development & Occupied Phase) |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>View 25</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 26</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 27</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 28</td>
<td>Demolition and Construction residual effects shown above</td>
<td>No effect</td>
</tr>
<tr>
<td>View 29</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor (not significant, neutral and permanent)</td>
</tr>
<tr>
<td>View 30</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate (significant, neutral and permanent)</td>
</tr>
<tr>
<td>View 31</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 32</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, neutral and permanent)</td>
</tr>
<tr>
<td>View 33</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 34.1</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate (significant, neutral and permanent)</td>
</tr>
<tr>
<td>View 34.2</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate (significant, neutral and permanent)</td>
</tr>
<tr>
<td>View 34.3</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor / negligible (not significant, neutral and permanent)</td>
</tr>
<tr>
<td>View 35</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, neutral and permanent)</td>
</tr>
<tr>
<td>View 36</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate to major (significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 37</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate to major (significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 38</td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate to major (significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 39</td>
<td>Minor to Moderate (beneficial) (summer and winter)</td>
<td>Minor to moderate (not significant, beneficial and permanent)</td>
</tr>
<tr>
<td>View 40</td>
<td>Moderate (neutral) (View 41)</td>
<td>Moderate to major (significant, beneficial and permanent)</td>
</tr>
<tr>
<td>Receptor and Effect</td>
<td>Significance of Residual Effects (Demolition &amp; Construction Phase)</td>
<td>Significance of Residual Effects (Completed Development &amp; Occupied Phase)</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>View 41</strong></td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate (significant, neutral and permanent)</td>
</tr>
<tr>
<td><strong>View 42</strong></td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate (significant, beneficial and permanent)</td>
</tr>
<tr>
<td><strong>View 43</strong></td>
<td>Moderate (beneficial)</td>
<td>Moderate (significant, beneficial and permanent)</td>
</tr>
<tr>
<td><strong>TCA1</strong></td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate to major (significant, beneficial and permanent)</td>
</tr>
<tr>
<td><strong>TCA 2</strong></td>
<td>Moderate (beneficial)</td>
<td>Moderate to Major (significant, beneficial and permanent – western edge) with overall effects as Moderate, beneficial and significant.</td>
</tr>
<tr>
<td><strong>TCA3</strong></td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, beneficial and permanent)</td>
</tr>
<tr>
<td><strong>TCA4</strong></td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, beneficial and permanent)</td>
</tr>
<tr>
<td><strong>TCA5</strong></td>
<td>Demolition and Construction residual effects shown above</td>
<td>Moderate to major (significant, beneficial and permanent)</td>
</tr>
<tr>
<td><strong>TCA6</strong></td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor (not significant, beneficial and permanent)</td>
</tr>
<tr>
<td><strong>TCA7</strong></td>
<td>Demolition and Construction residual effects shown above</td>
<td>Minor to moderate (not significant, beneficial and permanent)</td>
</tr>
</tbody>
</table>