Paul Robinson

From: Julian Shirley < dp.co.uk>

Sent: 07 January 2016 12:19

To: Matt Christie

Cc: Jonathon Weston; COUGHLAN, Tony; Dutch, Claire; Quarterman, Hannah; Wood, David

Subject: The Goods Yard - Plot K / Phoenix Street Interface

Attachments: Plot K - Constraints.pdf; Amended Scheme_PL(9)1033.pdf; 201601061524.pdf

Matt

I refer to our meeting before Christmas where we discussed the interface between the ground floor level of Plot K and the provision of an active frontage along the entirety of Phoenix Street. At the meeting, Euan commented that it should be explored as to whether the remainder of the north elevation could also comprise active frontage. There are a number of reasons why this is not possible in practice.

Technical Constraints

Firstly, there are a number of technical constraints associated with building over the railway line which make it very difficult to provide active frontage along the entirety of the north elevation of the building. Attached is a series of diagrams and illustrative plans showing the constraints of Plot K. During the design discussions on Plot K a key aspiration for the team was to try and animate the entire ground floor of the building with retail or business space, provided we could find a solution to the constraints created by the 6 lines running in and out of Liverpool Street station.

We considered pushing Plot K towards Plots F&G and the impact this would have on the masterplan to allow for additional retail space on the northern side of the building. However, as Phoenix Street is the key servicing route into Plots F&G (including fire tenders) and an important new pedestrian route connecting Commercial Street and London Road, it was agreed that this option should not be progressed.

Further consideration was given to creating some additional retail space at ground level by spanning across the railway and using the space between the gantries. Figures 1, 2 and 3 on the attached document clearly show the constraints that the team faced from the gantries and the required airspace needed for future maintenance and access required by Network Rail. Figure 3 (long section) shows the gantries and their impact from Commercial Street Bridge to Wheeler Street Bridge and as you can see, the air rights have a severe impact on where structure could be placed across the mainline cutting, let alone being able to create a level entrance from Phoenix Street.

The western part of the Plot K only has 1 gantry constraint and this provided the team with the ability to successfully design retail/office space and level entrances from Phoenix street, Commercial Street and Quaker Street. Unfortunately, the eastern part of Plot K has 3 gantries in very close proximity and the creation of any additional usable space at ground floor level is not possible.

Figures 4 and 5 on the attached document illustrate how the submitted scheme can work around these constraints and provide the best solution to animate the street level, whilst also ensuring the potential for a main office reception in the south-east corner of the building has the quality and space required for a building of this size and that it is not compromised.

Parameter Plans and Design Guidelines

As shown on the attached parameter plan submitted with the planning application, the Proposed Ground Floor Uses Plan for Plot K would comprise a mix of business and/or retail use or B1 use at ground floor level fronting Phoenix Street. These uses would provide active frontage along part of the north (and west) elevation of the building fronting Phoenix Street.

Also attached are extracts from the submitted 'Design Guidelines' document which sets out the future approach to the detailed design of Plot K. Paragraph 3.5.4.5 states that "Blank façades should be avoided. Areas where walls are required to form a perimeter enclosure to the railway line should provide opportunity for cased displays or public artwork to create interest and animation on the façades and adjoining streets."

As such, the provision of active frontage along so much of the north elevation of Plot K as is physically possible will be secured by approval of the parameter plan. Given that adherence to the Design Guidelines will be required by a condition of the relevant planning permission, there will be a requirement to provide appropriate animation on any part where active uses cannot physically be provided, thus avoiding any blank facades.

Furthermore, the Design Guidelines document stipulates that "Phoenix Street shall integrate feature perimeter lighting to the North Elevation of Plot K as well as feature lighting to the Highwalk above. At Street level the special quality of Phoenix Street shall be expressed through the adjacent retained Braithwaite Structure. This lighting approach shall encourage a safe, active and enjoyable environment that fosters a sense of civic pride along Phoenix Street." (para 2.4.15.10). In terms of pedestrian access, the Design Guidelines require for Plot K, "To support active and animated ground floor frontages, retail and commercial entrances are to be provided to the majority of the street elevations of the building plot, along Commercial Street, Quaker Street and Phoenix Street. The entrances shall be designed as integral parts of the building and will provide prominent access points, taking into account wind / rain impact in the design and Secure by Design considerations. The location of the office entrance shown is illustrative and describes a strategic approach." (para 3.5.6.3).

It should be noted that para 43 of the GLA Update Stage 1 report (September 2015) acknowledges that the revised Plot K "has the significant benefit of allowing for frontage and activation along Phoenix Street making it a more inviting route, with a lighting scheme associated with the retained Braithwaite structure."

In summary, the provision of active frontage along part of the north elevation of Plot K fronting Phoenix Street would be secured through any approval of the submitted parameter plan. The potential for further active uses running along the entire north elevation of Plot K have been explored by the design team. However, due to the existing constraints posed by the gantries and the implications these have on building over the railway line, it is not possible to provide active uses on the north elevation at the eastern end of Plot K. The Design Guidelines document, compliance with which will be required by a condition on the relevant planning permission and will therefore be reflected in the future reserved matters submissions, makes a commitment that there will be <u>animated</u> frontages where <u>active</u> frontages are not provided and as such, there will not be any 'blank' frontage on Plot K along Phoenix Street.

Therefore, the active frontage on the north elevation at the western end of Plot K would be secured under the approval of the submitted parameter plan and the provision of an animated frontage for the remainder of the north elevation, together with a satisfactory lighting scheme for Phoenix Street itself will be secured by virtue of a requirement for compliance with the Design Guidelines document, as part of the future reserved matters application for this Plot.

We hope the above is of assistance, but if you have any queries, please do not hesitate to contact me.

Regards

Julian Shirley

direct: 020 7004 mobile: 07795 e-mail:

dp9.co.uk

Dp9 Limited 100 Pall Mall London SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

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Fig 1. Current Photo of Plot K

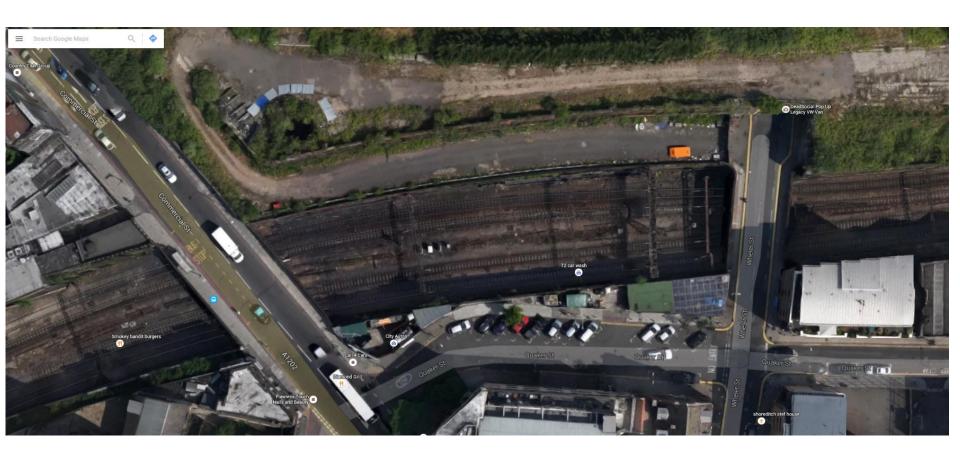
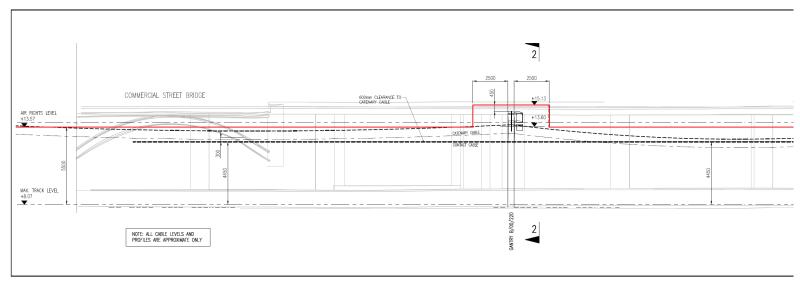


Fig 2. Current Photo of Plot K – Gantry Locations indicated



Fig 3. Cross Section of Rail Constraints



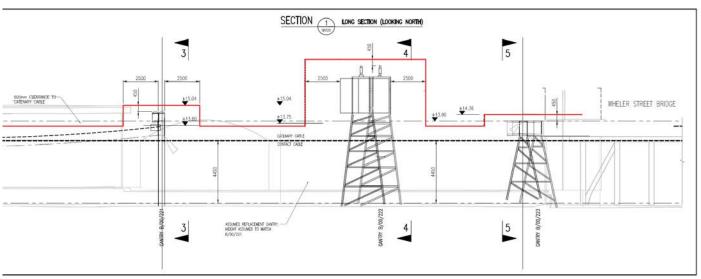


Fig 4. Ground Floor Plan of Plot K

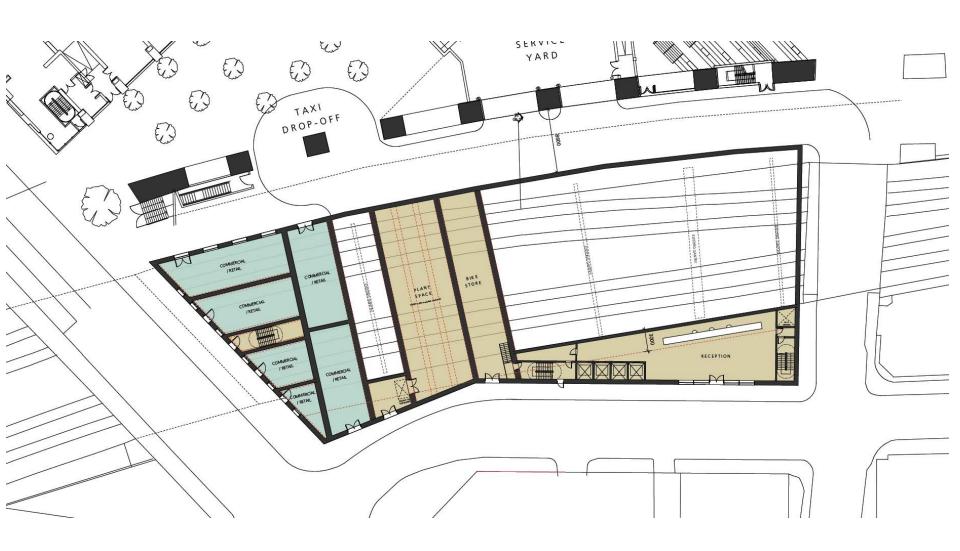
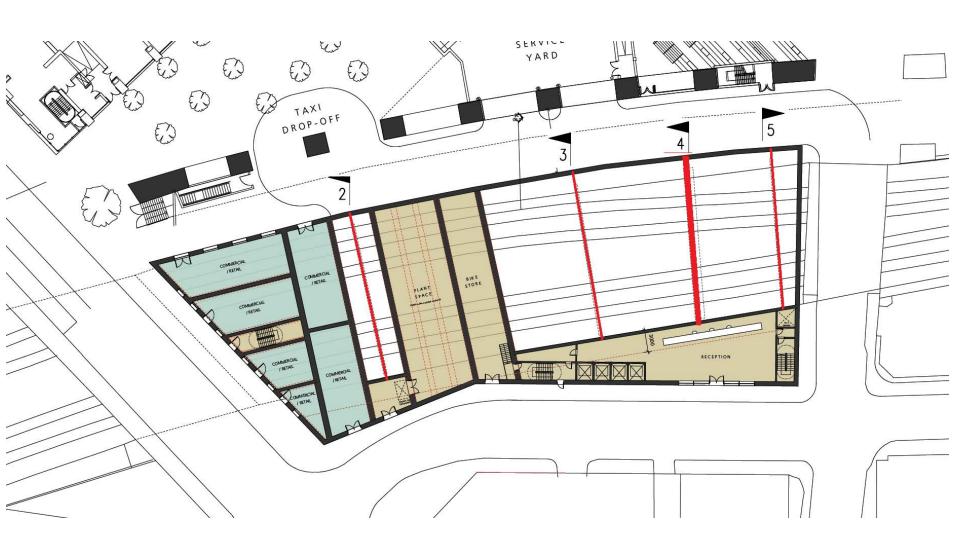
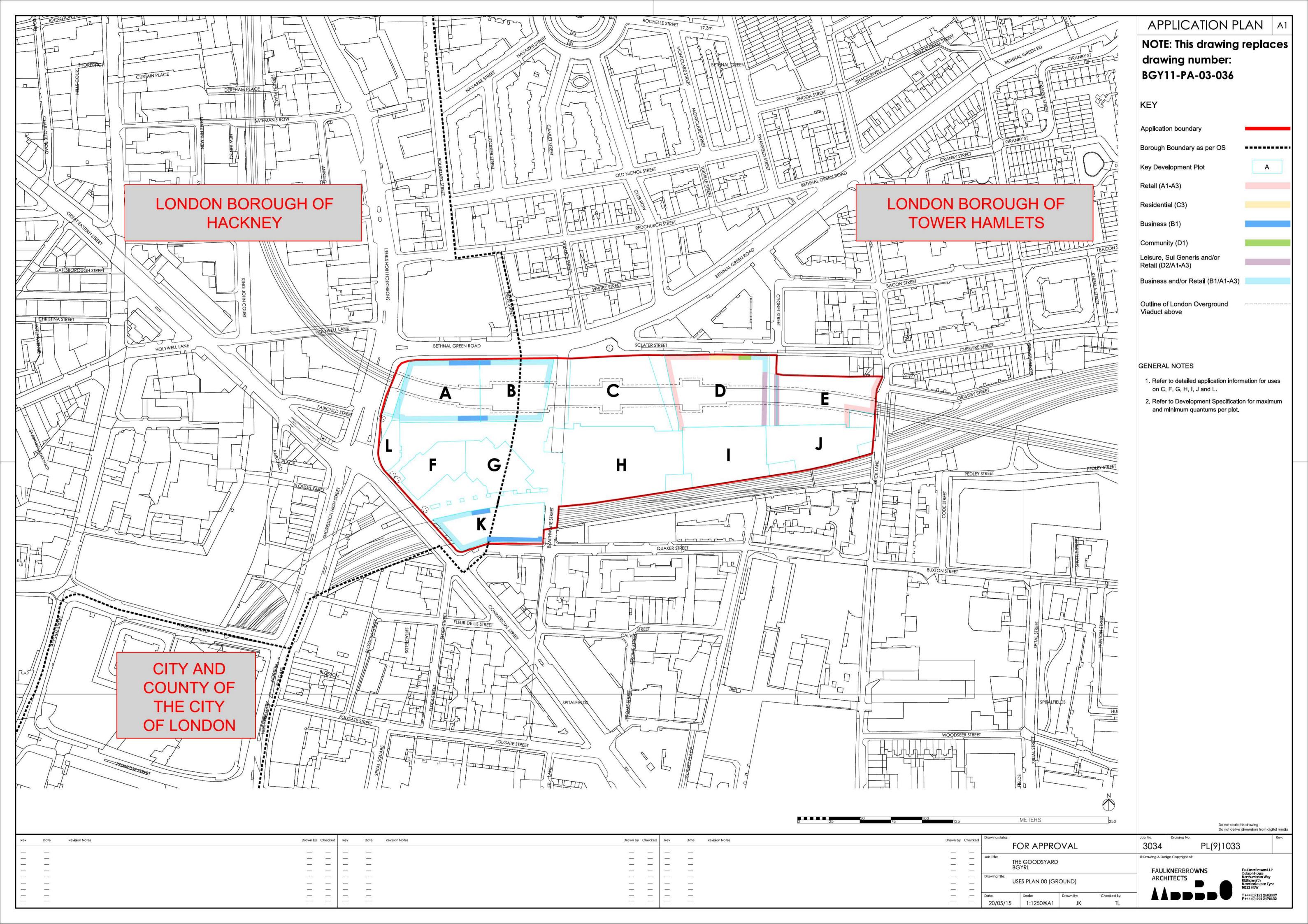


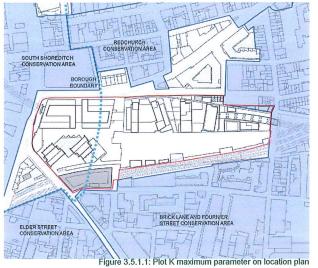
Fig 5. Ground Floor Plan of Plot K – Gantry Locations indicated

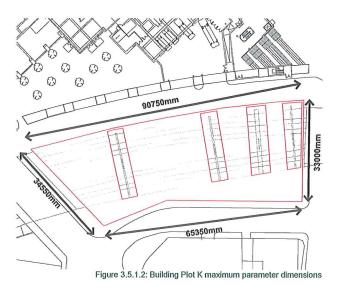




3.5 Plot K







Key
Borough Boundary



Figure 3.5.1.3: Location of Plot K maximum footprint outlined on illustrative masterplan

3.5.1 Location

3.5.1.1 Overview

The adjacent diagram illustrates the location of the building Plot K in the site and its immediate context.

3.5.1.2 These design guidelines should be read in conjunction with the Parameter Plans PL(K)50 and PL(K)100 which establish the minimum and maximum building envelopes for the building plot, within which the development floor space will be built.

3.5.1.3 Essential Information

For information on the maximum permissible plot areas, please refer to the development specification.

3.5.1.4 Location

Plot K is located south of the main line railway cutting, on the corners of Commercial Street, Quaker Street and Wheler Street, it is the first plot of the development when approaching from the south.

3.5.1.5 The plot design requires for the building massing to provide an urban edge along the relevant streets and to form a welcome to the scheme.

3.5.1.6 Objectives

- Predominantly commercial with potential for retail use at ground level.
- To create and provide new high quality active street frontage and positively animate Phoenix Street.
- To create a transition building between the massing of the development and its immediate surrounding context to the South of the site.
- · Provide a mix of green and brown roofs
- Respond positively to complete the setting of Elder Street.

3.5.1.7 Conservation Areas

Plot K is adjacent to the Brick Lane and Fournier Street Conservation Area, whose boundary lies on the southern side of Quaker Street and to the Elder Street Conservation area to the southwest of the plot.

3.5 Plot K



3.5.4 Frontages

3.5.4.1 Overview

As set out in Section 4, figures 3.5.4.1, 3.5.4.3 and 3.5.4.4 detail the facade hierarchy for Plot K.

3.5.4.2 The façade hierarchy designs the building response to the public realm and its routes and spaces. A façade hierarchy can influence the level of detail, texture, pattern and colour of the elevation.

3.5.4.3 Primary Frontages

At ground level on Commercial Road and Quaker Street the facades shall be designed as primary frontages. All facades to the upper levels shall be designed as primary frontages too.

3.5.4.3 Secondary Frontages

Frontages at ground level on Phoenix Street and Wheler Street shall be designed as secondary frontages.

3.5.4.4 Park Level

Plot K offers an opportunity to provide bridge links to the park on the north of the site. The bridge links span over Phoenix Street and create active frontages onto the park. Figure 3.5.4.2 and 3.5.4.3 illustrate the potential location of these bridges.

3.5.4.5 Displays and Artwork

Blank façades should be avoided. Areas where walls are required to form a perimeter enclosure to the railway line should provide opportunity for cased displays or public artwork to create interest and animation on the façades and adjoining streets.



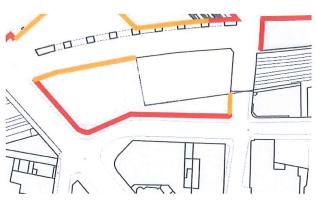


Figure 3.5.4.1: Ground Floor principle hierarchy of elevations

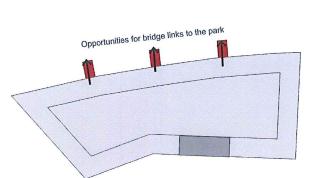


Figure 3.5.4.2: Illustrative plan: Bridge Links opportunity to the park

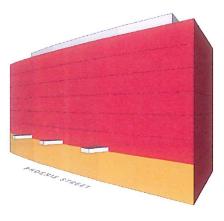


Figure 3.5.4.3: Illustrative view from the south west: Elevation hierarchy

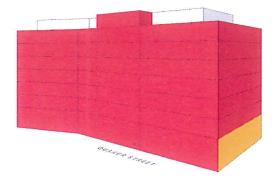


Figure 3.5.4.4: Illustrative view from the north east: Elevation hierarchy

3.5 Plot K



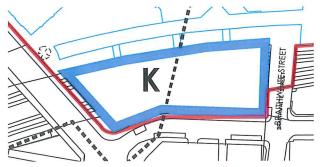


Figure 3.5.5.1: Indicative typical floor land use diagram

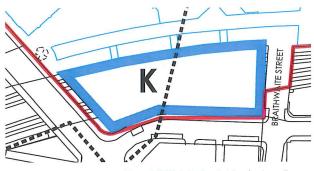


Figure 3.5.5.2: Indicative first floor land use diagram

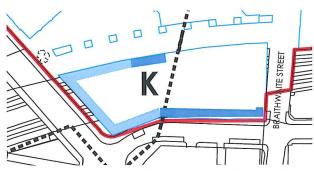


Figure 3.5.5.3: Indicative ground floor land use diagram



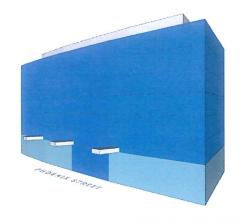


Figure 3.5.5.4: Illustrative view from north: Land uses

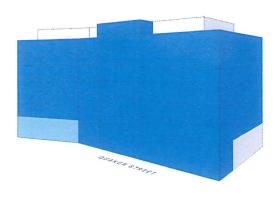


Figure 3.5.5.5: Illustrative view from south: Land uses

3.5.5 Uses

3.5.5.1 Overview

Figures 3.5.5.1 to 3.5.5.5 illustrate the possible distribution of the land uses on building Plot K.

3.5.5.2 Whilst the ground floor permits a variety of uses (predominately retail use), the upper floors are to be occupied by predominantly commercial accommodation.

3.5.5.3 The maximum GEA for each use cannot exceed the areas defined in the Development Specification (TG 09), and the overall total maximum area cannot exceed the total area for the plot. Uses shall follow Plans PL(9)1033 to PL(9)1035 and the Development Specification.

3.5.5.4 Retail Use

Retail uses shall be located along Commercial Street and the western end of both Phoenix Street and Quaker Street.

3.5.5.5 Business and Employment Use

The ground floor along Quaker Street will be activated predominantly by business and employment uses. Additional uses can be provided on other frontages.

3.1.5.6 The Development Specification allows flexibility of uses and the option of a full commercial building if required. This could include a mixture of businesses.

Paul Robinson

From: COUGHLAN, Tony < hammerson.com>

Sent: 06 January 2016 10:54

To: Matt Christie

Cc: Jon Weston (ballymoregroup.com); dp9.co.uk; Dutch, Claire;

Quarterman, Hannah; David Wood (hoganlovells.com)

Subject: The Goodsyard - Additional CGI - DRAFT

Attachments: The_Goodsyard_CGI_14_Plot_C_Option_C_rev-d.jpg

Matt,

Following our discussions before Christmas, we have instructed the team to produce an additional CGI to show the connection between the park and the residential entrance to Plot C.

I have attached an early draft of the proposed image to ensure that we are providing the right angle and information that you require.

As you will see, this shows the importance of the main entrance into Plot C and how this will be clearly visible and accessible from the park.

The image also sets out the private amenity space for the townhouses on the ground floor and how their private space and the park are separated and clearly defined.

We remain very confident that this design is the right one for the scheme, especially when considering how the park will be managed and closed in the evening.

We look forward to any comments you have, so that they can be passed back to the team and this image can be finished.

Kind regards,

Tony

Tony Coughlan | Development Manager | Hammerson plc

Hammerson plc | Kings Place | 90 York Way | London | N1 9GE

Email: <u>www.hammerson.com</u> Web: <u>www.hammerson.com</u>



Paul Robinson

From: Jonathon Weston < ballymoregroup.com>

Sent: 23 December 2015 11:50

To: Matt Christie

Cc: @ashurst.com; @ashurst.com;

@ashurst.com; COUGHLAN, Tony; 'Dutch, Claire'; Quarterman, Hannah;

Julian Shirley

Subject: The Goodsyard - Additional Information

Attachments: The Goodsyard - Summary of Constraints.pdf; 8 track Reserve.pdf; Affordable Housing

Offer by HR and Unit 171215 - Updated 221215 - AH as % of total onsite residential.xlsx

Importance: High

Matt

Further to the meeting yesterday I attach the following documents;

1. The Goodsyard - Summary of Constraints

As discussed in the meeting, the Goodsyard site is severely constrained as detailed in the attached PDF and within the application documents. The output of these constraints means that only c30% of the site is actually foundable. The final page of the document underlines the issues faced with the initial phase of this development in that all the site constraints influence this phase of development. Clearly once the requisite approvals and agreements are in place to build (asset protection agreements etc), the delivery of the balance of the scheme will have clear precedent set through the agreements made in Phase 1. In addition to the site wide infrastructure requirements, Phase 1 will deliver residential accommodation with an element of affordable housing, retail (including the ideas store), public park and restore Grade II listed structure.

The nature of the constraints means that they can't be isolated on a phase by phase basis. For example, the anticipated Suburban Line Tunnel works (as detailed in the FVA) will be delivered at the outset of the development along the entire length of the site but will have an impact on Phase 1 in terms of expenditure but also direct delivery of the phase. This underlines our need for a 5 year consent as any rail related works (on a mainline into the City) could impact on our ability to implement the scheme and we don't want to jeopardise our planning position due to a 3rd party issue outside of the JV's control.

As the Joint Venture has always expressed, there is a reason why this large Zone 1 development has been empty (save for a variety of temporary uses) for over 50 years as it is a very complex and constrained site that will require significant front end expenditure to facilitate its delivery in order for the residential (private and affordable) and the employment creating uses to be delivered for the benefit of the area and London as a whole.

2. Updated Affordable Housing Offer Habitable Room/Unit spreadsheet

This has been updated to reflect the request for further detail in terms of affordable housing delivered per phase, units on site etc. Please let me know if you need anything further on this.

3. 8 Track Reserve diagram

I've requested a more detailed summary from WSP (our structural and civil engineer) on this matter, but I believe the attached PDF will provide further detail as to how the substructure design of the F&G towers accommodate the 8 track reserve requirements below. The plan also underlines the impact of the other below ground constraints on the buildings above. The foundable land diagram in the Summary of Constraints confirms the issues any building in the SW corner of the site faces in terms of being able to found the building around the rail constraints.

4. Cost of the Ideas Store

I've set out below the comparable cost of the ideas store in terms of the JV offer and the request by LBTH. As we don't have any "storage area" we have assumed the 1500 sqm "storage area" comes out of the London Road units for the purpose of the comparable exercise. The JV maintain the position that the offer of a c4,000 sqft unit on the primary route through the scheme, delivered in the first phase is a deliverable compromise in the context of the overall scheme benefits. Clearly the request from Tower Hamlets is undeliverable;



I trust the above covers the request for additional information as discussed yesterday. The team are working on the balance of the information and will revert in the new year.

Please do not hesitate to contact me if you have any additional questions.

Regards

Jon

Jon Weston

Senior Development Manager

Ballymore Developments (UK)

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Tel: +44 (0) Mob: +44 (0)

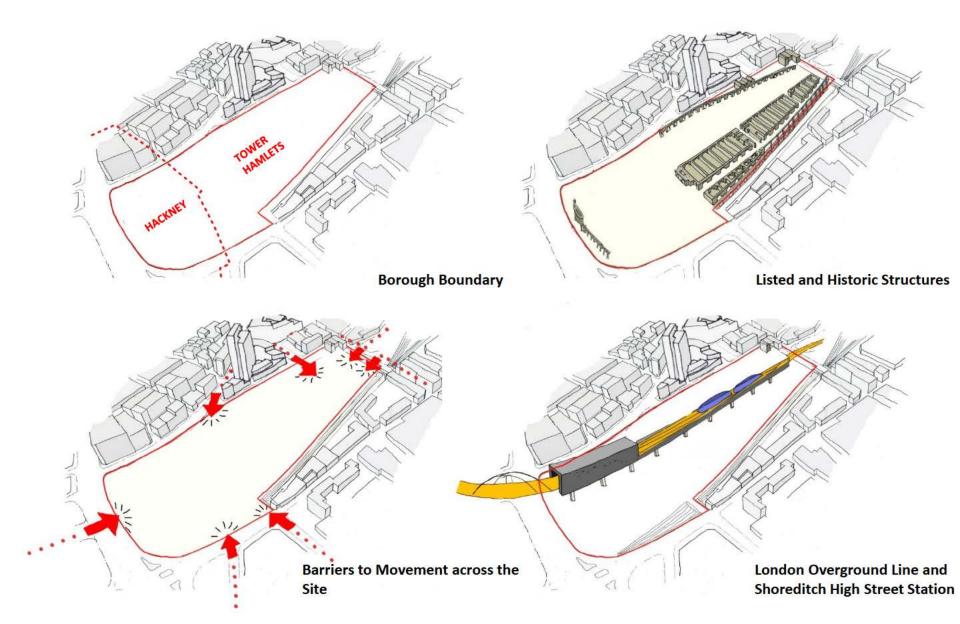
email: <u>ballymoregroup.com</u> web: www.ballymoregroup.com

THE GOODSYARD

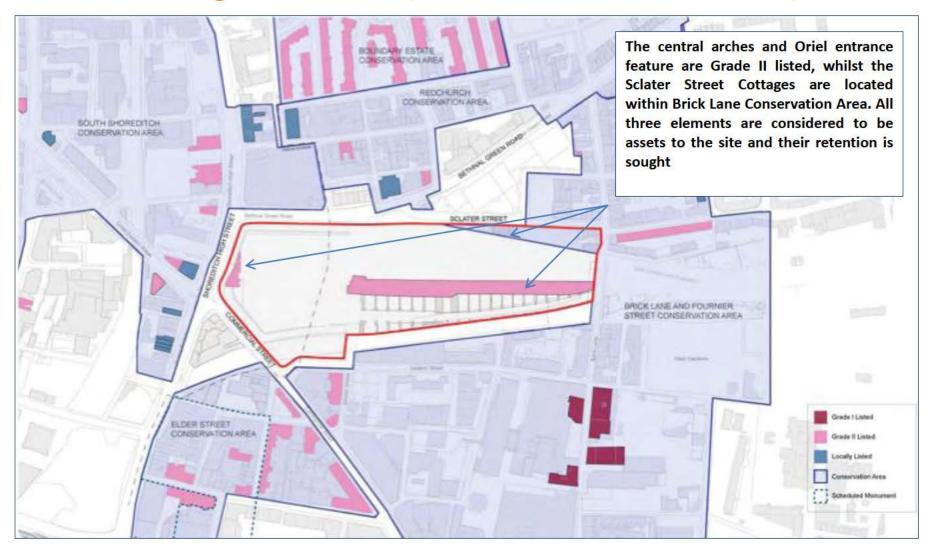
LONDON E1

A Summary of Development Constraints

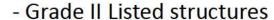
On-site Challenges – above ground



On-site Challenges continued (listed and historic structures)

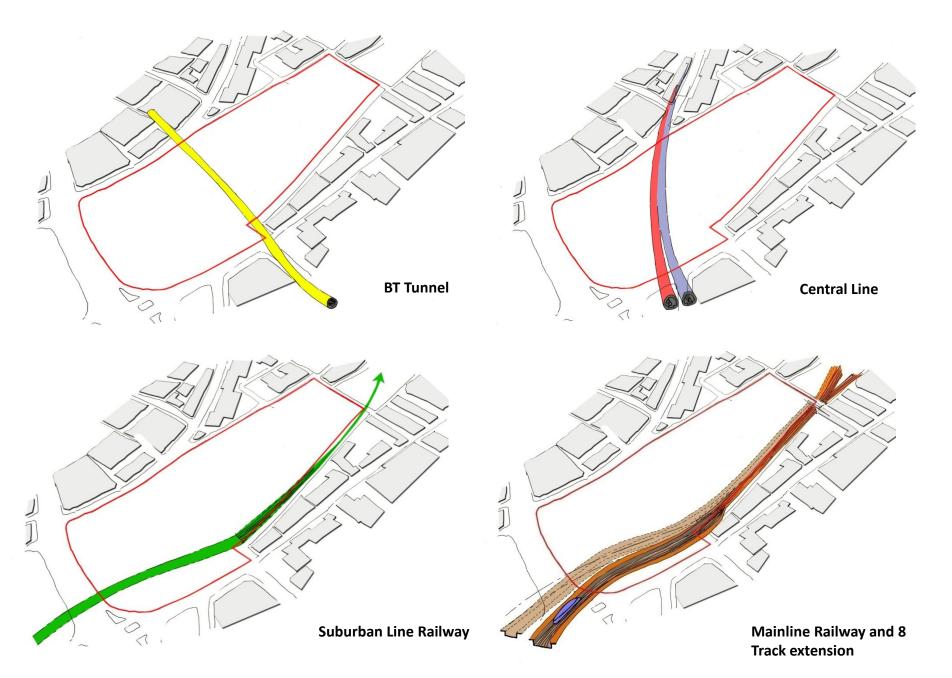


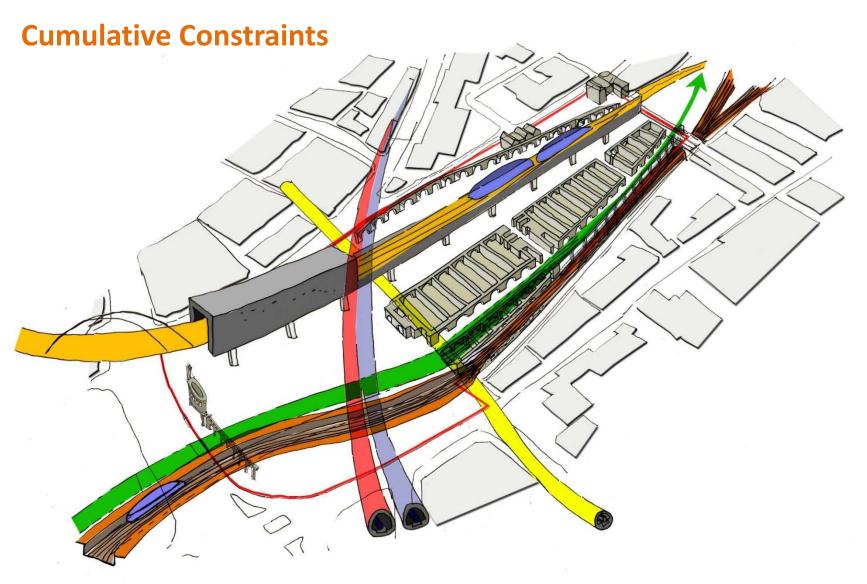






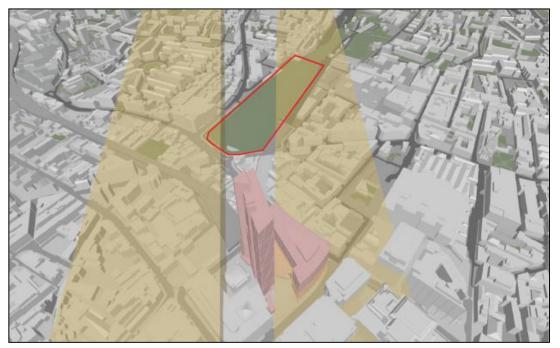
Constraints – Subterranean





The above ground structures and below ground infrastructure limit the land available to lay foundations

Additional Constraints – Strategic View Corridors

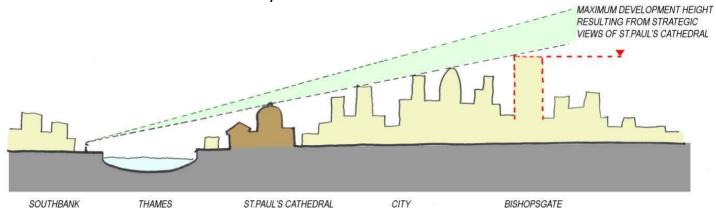




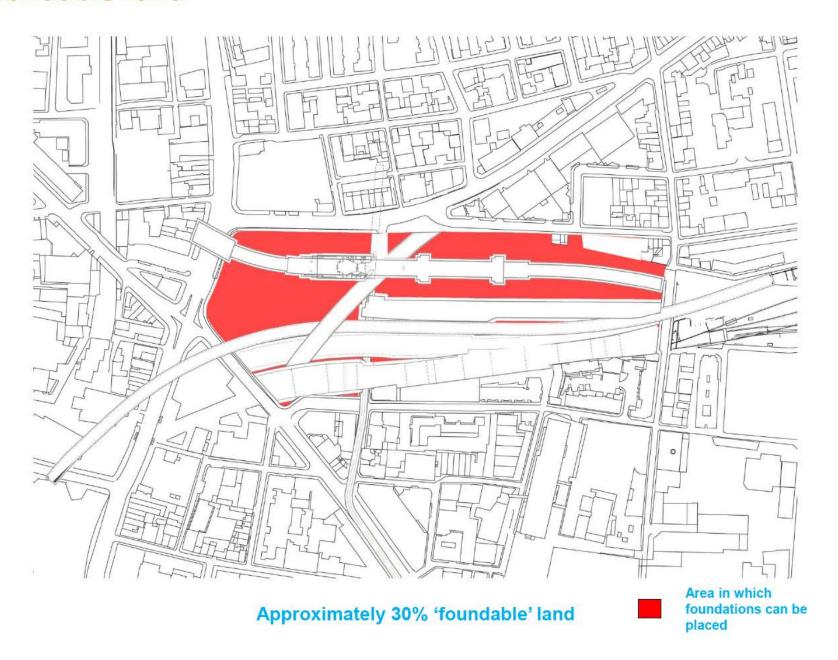


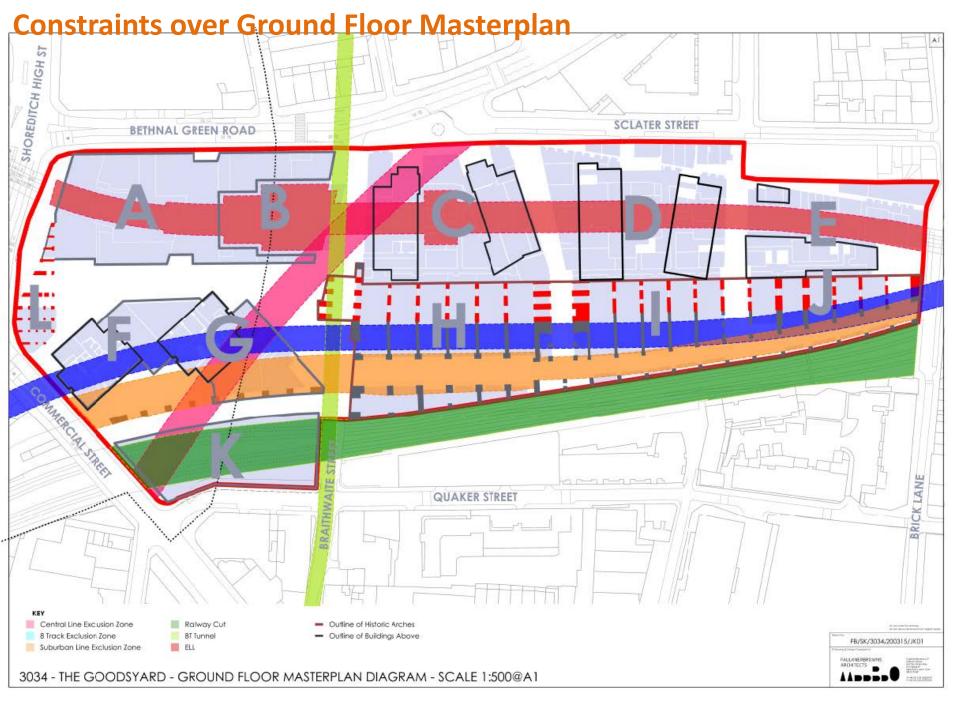
Protected Vista from Westminster Pier

Protected Vista from King Henry's Mound

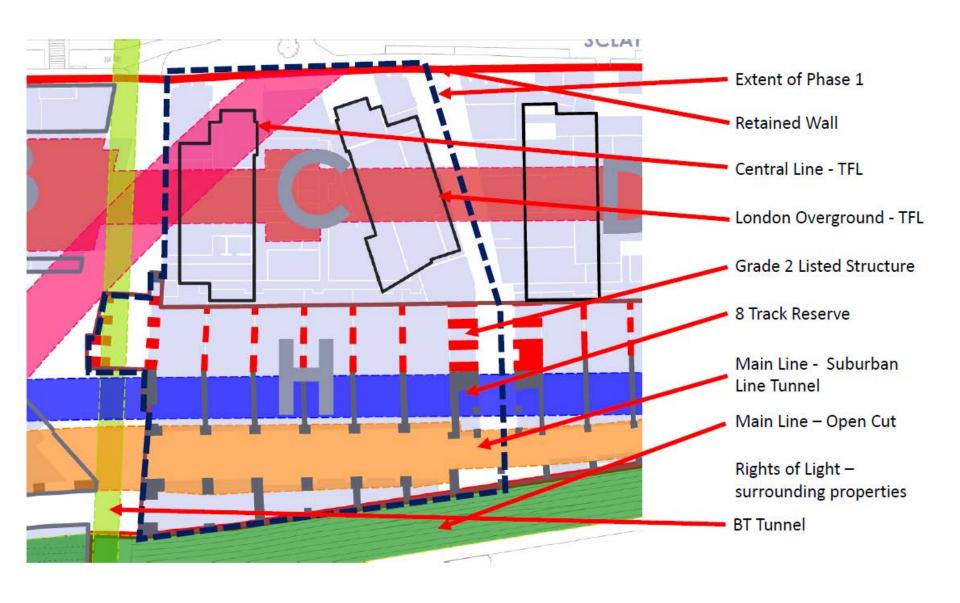


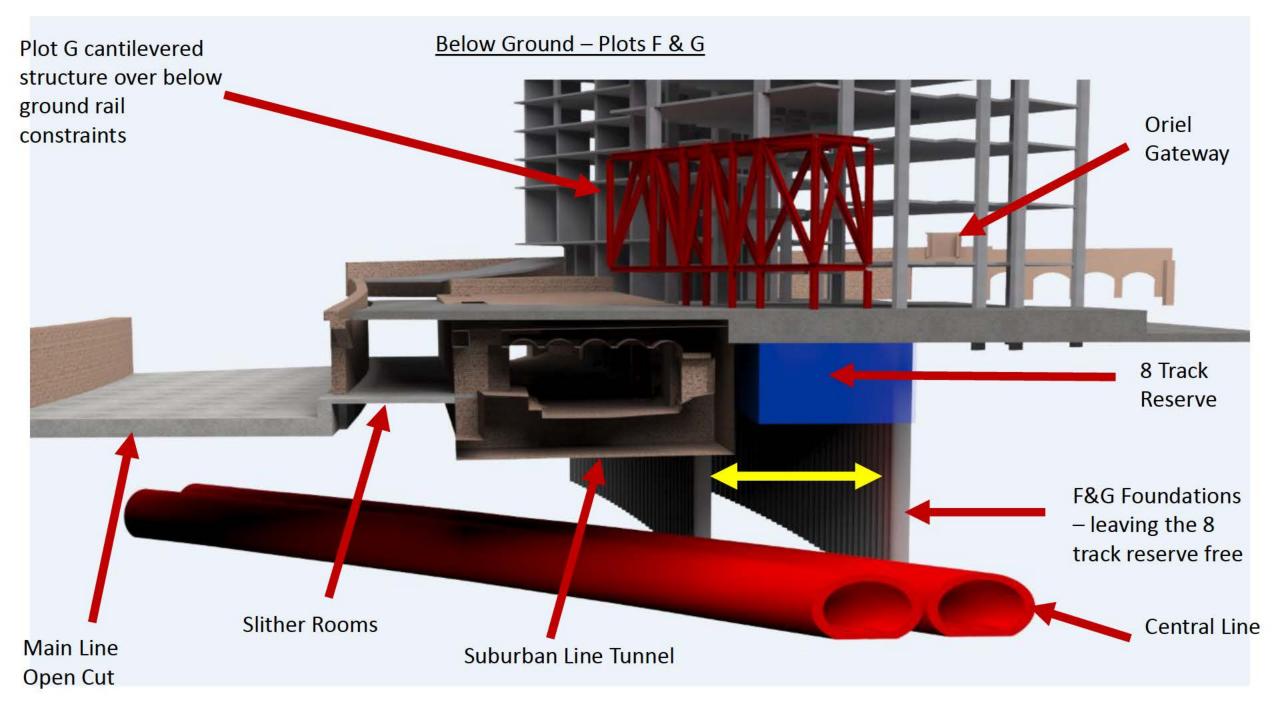
Foundable Land





Phase 1 Constraints





DENOTES RELEVANT BOROUGH PLANNING POLICY

HACKNI

Hackney PiL Policy Social Rent 3 bed + 42% for the purposes of this exercise we have assumed 50% of provision is 3bed +

15% Off Site Affordable Housing Payment - equal to 87.3 units

LBH Policy; the financial contribution agreed should be equivalent to the total cost required to provide an equal amount of affordable housing on an alternative site as would have been sought on the principle site'

	Social/Intermediate Mix	Unit Split		Unit Type					Total
			Suite	1	2	3	4	5	
Total No of Units		87							
Hab Room Per Unit				2	3	5	6	7	
Social Rent Units	60%	52		7	7	30	4	4	52
Intermediate Units	40%	35		14	15	6			35
Total Affordable Hab Room Count				42	66	180	24	28	340
Hab Rooms as a %				12%	19%	53%	7%	8%	
Total Affordable Offside Units				21	22	36	4	4	87
Total Units as a %				24%	25%	41%	5%	5%	

		TOWER HAMLETS							
LBTH TOTAL			Suite	1	2	3	4	5	Total
Total Units			79	271	286	121	13	4	774
Hab Room Per Unit			1	2	3	5	6	7	
Total LBTH Hab Room			79	542	858	605	78	28	2190
Social	70% (by hab room)	By Hab Room		30	84	190	48	28	380
Intermediate	30% (by hab room)	By Hab Room		28	60	70	0	0	158
Total Affordable Housing by Hab Room Hab Rooms as a %				58 11%	144 27%	260 48%	48 9%	28 5%	538
Social		By Unit		15	28	38	8	4	93
Intermediate		By Unit		14	20	14	0	0	48
Total Affordable Housing by Unit				29	48	52	8	4	141
Total Units as a %				21%	34%	37%	6%	3%	

Total % of Total On Site Provision (in accordance with LBH PiL policy)

								accordance with EDITTIE policy)
Total Affordable Housing by Hab Room	100	210	440	72	56	878	3586	24%
Total Affordable Housing by Unit	50	70	88	12	8	228	1356	17%

Affordable Housing as a % of total units onsite by Unit 10.40% 141 of 1356 Units	Total Affordable Housing delivered ONSITE as a % of Total Unit Numbers	Affordable Housing as a % of total units onsite by Hab Room	15.00%	538 of 3586 HR
		Affordable Housing as a % of total units onsite by Unit	10.40%	141 of 1356 Units

Plot C	12 Affordable Units	Intermediate
Plot D	26 Affordable Units	Intermediate/Social
Plot E	103 Affordable Units	Intermediate/Social

Paul Robinson

From: Julian Shirley < dp.co.uk>

Sent: 22 December 2015 21:28

To: Matt Christie

Cc: Jonathon Weston; COUGHLAN, Tony; Quarterman, Hannah; Dutch, Claire

Subject: Goods Yard; off-site contributions

Matt

As discussed this morning, please see below emails between DS2 and John Lumley confirming the use of the figure £250K as the basis for the off-site housing payment.

Regards Julian

Julian Shirley

direct: 020 7004 mobile: 07795

e-mail: <u>dp9.co.uk</u>

Dp9 Limited 100 Pall Mall London SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dpg.co.uk

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From: John Lumley [mailto: @Hackney.gov.uk]

Sent: 08 December 2015 11:01

To: Pascal Levine

Subject: RE: off-site contributions

Hi Pascal

Yes, please use the £250k figure.

Thanks

John

John Lumley Assistant Director - Housing & Regeneration London Borough of Hackney



www.hackney.gov.uk/regeneration@hackneycouncilwww.facebook.com/hackneycouncil

From: Pascal Levine [mailto

Sent: 03 December 2015 10:37

To: John Lumley

Subject: off-site contributions

John

Further to our meeting on 10 August 2015 we have been using £250k per habitable room as a payment for off-site housing (to assist in funding the Council's delivery programme 'round two'). We've been keeping an eye on committee reports with the most recent being One Crown Place at £210k per unit (July 2015).

Can you confirm that the £250k figure remains relevant for the modelling that we are undertaking, thanks.

Happy to discuss if that's easier.

Kind regards

Pascal Levine MRICS Partner



website: www.ds2.co.uk

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Paul Robinson

From: Matt Christie

Sent: 18 December 2015 17:15

To: 'Julian Shirley'

Cc: Justin Carr; Colin Wilson

Subject: PPA

Attachments: BGGY_PPA_draft_15DEC2015.doc

Julian,

Attached is the draft PPA I've been passing around the GLA for a month or so. I now have a full set of quotes and have instructed GVA, GE and LUC so the estimates in appendix C are up to date. Could you please consider it at your end and let me have any tracks.

I'm around all next week if you need to discuss

Thanks

Matt Christie | Senior Strategic Planner and Urban Designer | Development & Projects

Greater London Authority | City Hall, The Queen's Walk, More London Riverside, London SE1 2AA

Tel: 020 7983 Email: london.gov.uk

Project Planning Performance Agreement

Land known as Bishopsgate Goodsyard

Project Planning Performance Agreement (PPPA) between:

The Greater London Authority (GLA) of City Hall, Queen's Walk, London SE1 2AA

and

Transport for London (TfL) of Windsor House 42-50- Victoria Street London SW1H 0TL

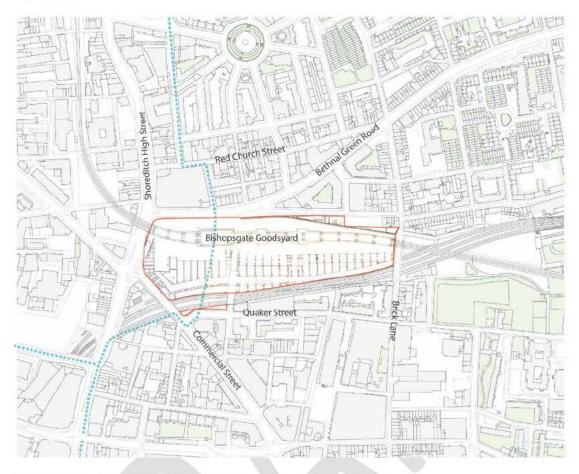
and

Bishopsgate Goodsyard Regeneration Limited, c/- agent (DP9), 100 Pall Mall, London SW1Y 5NO

Together the "Parties"

Dated: February 2016 (updated)

Site plan:



Planning Performance Agreements

Excerpt from *Guidance Note: Implementing Planning Performance Agreements*, Department for Communities and Local Government.¹

"A Planning Performance Agreement, or 'PPA', is a framework agreed between a local planning authority and a planning applicant for the management of complex development proposals within the planning process. A PPA allows both the Applicant and the local planning authority to agree a project plan and programme which will include the appropriate resources necessary to determine the planning application to a firm timetable.

We have introduced PPAs to put in place a more effective mechanism for handling applications for large, complex development projects, unconstrained by the 13-week limit. It makes clear in advance what will be required of each party for the effective and efficient processing of the application. It allows for early consideration of the impact of major development alongside engagement with the local community. This project management approach should encourage a transparent and more efficient process from which local planning authorities, Applicants and other stakeholders will benefit."

¹Ministerial Foreword, Guidance Note, Implementing Planning Performance Agreements, (Department for Communities and Local Government, April 2008)

Contents:

- 1. Background and purpose
- 2. General principles
- 3. Planning policy context
- 4. Roles of parties / key stakeholders
- 5. Resources and liaison
- 6. Costs
- 7. Project programme
- 8. Agreement

Appendix A: Project programme

Background and purpose

1.1 Name of applicant

The Applicant is Bishopsgate Goodsyard Regeneration Limited.

1.2 The site

The site is 4.2 hectares in area and straddles the boundary between the London boroughs of Hackney and Tower Hamlets. It is surrounded by a number of neighbourhoods including Shoreditch, Brick Lane, Spitalfields and sits within the City Fringe Opportunity Area.

The site was originally assembled in 1842 to be used as the London terminus of the Eastern Counties Railway Company for its Great Yarmouth/Norwich to London line. Owing to the need for bigger passenger terminus on this line, the larger, Liverpool Street Station was commissioned and the terminus moved there in 1879. The passenger building on the site was demolished and additional land around the station was acquired and developed into a purpose built goods yard. By 1882 the goods yard was in full operation catering for 1,600 carts in and out of the station daily and was the focus for receiving imported food from Europe. The building occupied much of the large site with the main elevation facing Shoreditch High Street measuring 680 ft long and 70 ft wide, and the frontage along Commercial Street measured 400 ft divided into 13 bays. A large fire destroyed the majority of the site in 1964 after which most was vacated.

The site has been predominately vacant since this time but has recently been partly occupied by temporary uses including football pitches and the 'Box Park' pop up shopping mall. In April 2010 Shoreditch High Street London Overground Station opened in the centre of the site providing orbital rail services between Highbury and Islington, New Cross, Clapham Junction, Crystal Palace and West Croydon. The station entrance is on Whealer Street which runs north/south through the site. The line was 'boxed' in to allow for building over as part of the development (and this was funded by the Applicant).

The site is bound by Shoreditch High Street and Commercial Street to the west, which are busy main roads with shops and commercial uses. To the south of the site lie the railway lines into Liverpool Street and the City of London. The area along Norton Folgate and Bishopsgate is characterised by large scale office buildings. Planning permission has been given for tall buildings at Principal Place on Norton Folgate and 'The Stage' on Curtain Road and together with the existing Broadgate Tower these create a cluster of tall buildings along this route, the subject this is identified as part of this tall buildings cluster in the draft City Fringe OAPF (2008) (and the draft 2014 City Fringe OAPF currently out for public consultation). Brick Lane bounds this area to the east of the site which contains a vibrant mix of small shops, popular bars and restaurants with some residential at upper levels.

Bethnal Green Road is to the north and contains a mix of former warehouse buildings converted into new uses, the new 25 storey 'Avant Garde' residential building, small scale industrial estates and small retail units. Beyond this to the north is the Grade II listed Boundary Estate which is a 1900s LCC residential development with streets focused on the green space at Arnold Circus.

There are a number of infrastructure constraints that effect the site including the Central Line and a BT communications tunnel which sit 17 metres and 28 metres below ground respectively which run across the site and the London Overground line runs above ground through the site at an elevated level which has been boxed in as outlined above. To the south of the site is the 8 tracking Network Rail suburban train line and an additional area safeguarded for two future tracks for this service.

There are a number of historic structures within the site which include the Grade II listed Braithwaite Viaduct and the gates, walls and Oriel Gateway on the Bishopsgate frontage. These are currently on English Heritage's 'Heritage at Risk Register'. Other original features of the Goods Yard also remain, including the boundary wall on Sclater Street, parts of original boundary walls to the south and east and viaduct structures to the south and west of Braithwaite Viaduct containing coal stores, the hydraulic accumulator, rails and a single turntable. There are a number of listed structures around the site. The north east corner of the site is within the Brick Lane and Fournier Street Conservation Area which wraps around the site to the south. To the south west of the site lies the Elder Street Conservation Area, to the north west is the South Shoreditch Conservation Area and to the north is the Redchurch Conservation Area and the Boundary Estate Conservation Area beyond.

The site is also lies within the background of the protected visa of the designated panorama from Westminster to St Paul's Cathedral (8A.1) and King Henry VIII's Mound, Richmond to St Paul's Cathedral (9A.1).

The site is well served by public transport and has a transport accessibility level (PTAL) of 6b to 5 across the site (on a scale of 1-6b where 6b is excellent).

1.3 Description of development

The site straddles the boundary between the London boroughs of Hackney and Tower Hamlets and therefore is the subject of two identical planning applications. The applications 2014/2425 (Hackney) and PA/14/02011 (Tower Hamlets) are for OUTLINE permission for comprehensive mixed use redevelopment of the site comprising:

- Residential (Class C3) comprising up to 1,356 residential units;
- Business Use (Class B1) up to 65,859 sqm (GIA);
- Retail, financial and professional services, restaurants and cafes and hot food takeaways (Class A1, A2, A3 and A5) – up to 17,499 sqm (GIA) of which only 2,184 m² (GIA) can be used as Class A5;
- Non-residential Institutions (Class D1) up to 495 sqm (GIA);
- Assembly and Leisure (Class D2) up to 661 sqm (GIA);
- Public conveniences (sui generis) up to 36 sqm (GIA);
- Ancillary and plant space up to 30,896 sqm (GIA);
- Basement up to 8,629 sqm (GIA);
- Formation of new pedestrian and vehicular access and means of access and circulation within the site; and
- Provision of 22,642 sqm of new public open space and landscaping.

The application proposes a total of 12 buildings that range in height, with the highest being 177.6 m AOD and the lowest being 23.6 m AOD.

With all matters reserved save that FULL DETAILS are submitted for alterations to and the partial removal of existing structures on the site and the erection of three buildings for residential (Class C3), namely Plot C (ground level, plus 26-30 storeys, plus plant); Plot F (ground level, plus 46 storeys, plus plant); Plot G (ground level, plus 38 storeys, plus plant) comprising up to 940 of the total residential units; and retail and food and drink uses (A1, A2, A3, A5); and use of the ground and basement levels of the Braithwaite Viaduct for retail and food and drink / community uses (A1, A2, A3, A5).

There are also two connected applications for listed building consent. These are as follows:

2014/2427 (Hackney)

Restoration and repair of existing Grade II listed oriel and gates and adjoining historic structures to provide principal western pedestrian gateway into associated development and to accommodate proposed Class a1/A2/A3/A5 retail use into a number of the existing arches at ground floor. Part removal of a section of adjoining unlisted structures proposed to provide public realm and pedestrian access into the site.

PA/14/02096 (Tower Hamlets)

Restoration and repair of the Grade II listed Braithwaite Viaduct and adjoining structures for Class A1/A2/A3/A5/D1 uses at ground and basement levels. Structural interventions proposed to stabilise the London Road structure, removal of sections of London Road roof to create openings over proposed new public squares; formation of new shop front openings, installation of new means of public access up to park level. Part removal of adjoining unlisted wall on Brick Lane to provide improved public realm and pedestrian access into the site.

1.4 This agreement

On 23 September 2015 pursuant to section 2A of the Town and County Planning Act 1990 (as amended) the Mayor directed that he would act as the local planning authority for the purpose of determining the applications and any connected application. (GLA Reference Number: D&P/1200b&c/03). The GLA is a body established by the Greater London Authority Act 1999 (as amended) and is acting as local planning authority for the purposes of determining the applications.

The scale and nature of the proposal meets the Greater London Authority's threshold for referable applications and which requires an Environmental Impact Assessment. Government Guidance therefore recognises the scheme as a large scale major application where Planning Performance Agreements are encouraged.

This Project Planning Performance Agreement is an agreement between the GLA, TfL and the Applicant to provide a project management framework for handling these major planning applications.

This framework is intended to improve and expedite the planning process by committing the parties to an agreed timetable containing "milestones" that make clear what level of resources are required and ensure that all key planning issues are properly considered.

The GLA enters into this PPA pursuant to its powers in section 93 of the Local Government Act 2003 and sections 30 and 34 of the Greater London Authority Act 1999 (as amended).

This PPA will not fetter the Mayor in exercising his statutory duties as local planning authority or prejudice the determination of the applications or any related applications or the impartiality of the Mayor.

Nothing in this agreement shall restrict or inhibit the Applicant from exercising the right of appeal under section 78 of the Town and Country Planning Act 1990 (as amended).

2. General principles

The objective of this Project Planning Performance Agreement is one of co-operation and consistency throughout the negotiation and determination of these planning applications, to provide a degree of certainty for the intended outcomes and to improve the quality of the project and of the planning decision.

The GLA, TfL and the Applicant agree to be governed at all times by the following principles:

Principle 1: To work together as a team and in good faith, and to respect each others interests and confidentiality.

Principle 2: To commit and provide promptly information to support and manage the development control process, addressing any requests for clarification or information in a timely manner.

Principle 3: To be transparent and consistent at all times between all parties so that outcomes are anticipated, defined and understood.

Principle 4: To provide effective involvement and consultation with the surrounding community, statutory and other stakeholders, and any individual or group with a legitimate interest.

Principle 5: To reach agreement milestones, which will remain fixed unless reviewed and agreed otherwise.

Principle 6: To identify and involve specialist consultees and advisors where appropriate.

3. Planning policy context

The relevant plans and key guidance applicable to this development are:

3.1 Statutory Development Plan

- The London Plan (Consolidated with alterations since 2011);
- Tower Hamlets Core Strategy (2010);
- Hackney Core Strategy (2010);
- Hackney Development Management Local Plan (2015);
- Tower Hamlets Managing Development Document (2013);

3.2 Relevant emerging development plan policy

Minor Alterations to the London Plan- Housing standards and parking standards (2015)

3.3 Relevant national, strategic and local planning policy and guidance

 National Planning Policy Framework (2012) associated Technical Guidance and National Planning Policy Guidance (2014).

3.4 Relevant strategic and local planning guidance

The following strategic and local guidance documents are of particular relevance to the proposals:

- Use of planning obligations in the funding of Crossrail, and the Mayoral CIL SPG (2013)
- Shaping neighbourhoods: play and informal recreation SPG (2012);
- Planning for equality and diversity in London SPG (2007);
- Control of Dust and Emissions during construction and demolition SPG (2014);
- London View Management Framework SPG (2012);
- Land for Industry and Transport SPG (2012);
- Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy SPG (Mayor of London, April 2012);
- Shaping neighbourhoods. Accessible London: achieving an inclusive environment (2014);
- Shaping Neighbourhoods: character and context SPG (2014);
- Sustainable design and construction SPG (2014);
- Housing SPG (2012);
- Bishopsgate Goodsyard Interim Planning Guidance (2010)
- Hackney Public Realm Strategy SPD (2012)
- Hackney Affordable Housing SPD (2005)
- Hackney Planning Contributions SPD (2015)
- South Shoreditch SPD (2006)
- Hackney Community Infrastructure Levy charging schedule (2015);

- South Shoreditch Conservation Area Appraisal (Hackney)
- Tower Hamlets Community Infrastructure Levy charging schedule (2015);
- Tower Hamlets Planning Obligations SPD (2012)
- Brick Lane and Fournier Street Conservation Area Appraisal and Management Guidelines (Tower Hamlets)

3.5 Relevant emerging planning guidance

- Social Infrastructure SPG (public consultation draft, May 2014);
- City Fringe Opportunity Area Planning Framework (public consultation draft December 2014);
- Tower Hamlets Affordable Housing SPD (public consultation draft 2013)

4. Roles of parties / key stakeholders

- 4.1 **The Greater London Authority (GLA)** is party to this agreement and will perform its statutory function as London's strategic planning authority, and, further to the Mayor of London's direction of 23 September 2015, the GLA is also performing the statutory function of the Local Planning Authority (pursuant to article 7 of the Town and Country Planning (Mayor of London) Order 2008) for the purposes of providing the Mayor with a planning assessment in order that he may fully consider the case and determine the Applicant's planning applications. The Applicant recognises that the GLA's statutory duties cannot be fettered.
- 4.2 **Transport for London (TfL)** is party to this agreement and will advise the GLA on transport matters. TfL will perform its statutory function as highway authority for the Transport for London Road Network (TLRN) and exercise its oversight role in respect of the Strategic Road Network (SRN). In this case, TfL will also provide advice to the Mayor in respect of strategic local highway issues. TfL is also charged with responsibility for managing and operating much of London's public transport including all buses and for the Cycle Superhighways and the Cycle Hire Scheme. The Applicant recognises that the TfL's statutory duties cannot be fettered.
- 4.3 **The Applicant** is party to this agreement, has made the planning applications. As part of this project management framework the Applicant undertakes to provide the GLA with the following:
 - position statements on outstanding planning issues;
 - revisions/addendums to submitted material where necessary and agreed in conjunction
 with the GLA (in the interests of ensuring that the applications are acceptable in
 planning terms); and,
 - any other information or documentation that may assist the timely determination of the applications.
- 4.4 **London Borough of Hackney (LBH) and London Borough of Tower Hamlets (LBTH)** as the local Councils, are key stakeholders. LBH and LBTH are expected to assist the GLA in its role as the Local Planning Authority through the provision of relevant information and/or documentation that the Councils may hold (and which has not already been made available to the GLA). LBH and LBTH are also anticipating participation in a regular programme of progress meetings and technical sessions which are taking place on the applications. It should be noted that LBH and LBTH will also be

responsible for discharging and enforcing planning conditions attached to any respective planning permissions.



5. Resources and liaison

5.1 The project team

The Project Team will comprise the GLA Team, the TfL Team and the Applicant's Team, as defined below. The Project Team may be expanded by agreement and will include additional representation as required for each technical session.

A Project Lead will be appointed by the GLA. The Project Lead will have a lead co-ordination role.

5.2 The GLA team:

Name	Position & role	Contact details
Matt Christie	Senior Strategic Planner	london.gov.uk
(GLA lead)	(Project Lead)	020 7983
Justin Carr	Strategic Planning Manager	r@london.gov.uk
	(Development Decisions)	
Colin Wilson	Senior Manager – Planning	@london.gov.uk
	Decisions	020 7983
Stewart Murray	Assistant Director – Planning	@london.gov.uk
		020 7983
Trevor Goode/Charlie	Lawyers advising on the	@ashurst.com
Reid, Ashurst	section 106 agreement	
Esther Thronton	Principal Lawyer - Property &	@tfl.gov.uk
	Planning Legal	020

5.3 The TfL team:

Name	Position & role	Contact details
Patricia Charleton	Area Manager Borough	@tfl.gov.uk
(TfL lead)	Planning (North), TfL	020

5.4 <u>The Applicant team:</u>

Name	Position & role	Contact details
Jim Pool	Director – DP9 Limited	dp9.co.uk
		020
Julian Shirley	Associate – DP9 Limited	dp9.co.uk
		020
Dean Jordan	Associate – DP9 Limited	@dp9.co.uk
Claire Dutch, Hogan	Lawyers advising on the section	<u>@hoganlovells.com</u>
Lovells	106 agreement	020

5.5 Meetings

This PPPA will be progressed principally through meetings held at GLA premises, unless otherwise agreed. Meetings will be attended by the Project Team (either in whole or in part) and will be closed to the public. Members of the Project Team may bring colleagues to the meetings as necessary and appropriate. The GLA Project Lead will convene meetings and organise agendas.

5.6 Working groups

The Project Team may establish topic based Working Groups; regarding specific planning issues if necessary (e.g. in relation to design, transport, affordable housing, sustainability and section 106 agreement). The range of focussed Working Groups and their members shall be agreed by the Project Team.

5.7 Additional technical meetings

Separate one-off technical meetings (e.g. with statutory consultees or specialist consultants) may be held as necessary. These shall usually be arranged by the Project Lead.

5.8 Schedule of meetings

Project Team meetings have been and will continue to be held at regular intervals as set out in the Project Programme (unless otherwise agreed).

Separate, topic-based discussions (Working Groups), section 106 meetings and/or technical meetings will be arranged by the Project Team as required.

5.9 Availability of people and resources

The parties to this agreement will endeavour to make available members of the Project Team and technical officers to facilitate meetings in a timely manner. The parties will also share with each other project tools (such as, traffic models, visualisation models and economic viability information) subject to protecting commercial confidentiality and Freedom of Information and Environmental Information Regulations considerations. The GLA and TfL lead officers will seek to attend all relevant meetings set out in this PPPA. Where this is not possible, they will seek to secure attendance by other officers from their organisations.

5.10 Performance Standards

- Each party will endeavour to respond to calls, correspondence etc. within five working days, unless otherwise notified.
- The Project Lead will endeavour to circulate an agenda no later than three working days prior to any meeting.
- If possible and practicable, relevant information will be circulated by all parties no later than three working days prior to a meeting.
- If requested by the Applicant team, the GLA team and/or TfL team will provide
 joint informal feedback on new information presented at meetings within ten
 working days of that meeting.

5.11 Confidentiality

Confidentiality protocols will be agreed and applied to specific issues and/or information as they emerge, subject at all times to Freedom of Information and Environmental Information Regulations considerations.



6. Costs

For the purpose of this PPPA, the Applicant commits to cover the following costs.

- The GLA's reasonable costs associated with: delivery of the agreed PPPA programme; appointment of externals consultants; postage and local authority officer time for consultation exercise(s); and, legal costs associated with the preparation and completion of a section 106 agreement.
- TfL's reasonable costs associated with meeting discussions arising from the PPPA programme; and, costs associated with any legal agreement that TfL would be party to or required to comment on.
- The fee for the PPPA will be based on the time and resources necessary for the GLA
 and TfL to deliver the PPPA, and the level of experience of the lead officers responsible
 for overseeing it. The expected costs are set out below, the sums quoted do not include
 VAT.
- The Applicant shall pay for postage fees for the delivery of consultation letters prepared and sent by Hackney and Tower Hamlets (to be invoiced by boroughs).

6.1 GLA costs

- The GLA officer cost to deliver the agreed PPPA programme is £52,000. This charge is based on the cost of providing a Senior Strategic Planner to manage the project for the GLA. Under circumstances where the project programme would need to be significantly extended (i.e. beyond 31 March 2015), additional GLA officer costs will be charged at £400 per day, from a date to be agreed between the parties, and always providing that the Applicant's written agreement has been obtained prior to additional costs being incurred (such agreement not to be unreasonably withheld). Payment should be made by the Applicant on receipt of an invoice from the GLA.
- Appointment of external consultants in order to seek expert knowledge on areas such as financial viability, daylight/ sunlight and other environmental issues. The parties acknowledge that the GLA may appoint consultants to consult in respect of financial viability, daylight/sunlight and other environmental issues as necessary. Furthermore parties acknowledge that the Applicant is responsible for payment of fees associated with any additional consultancy required. £20,300 has been ring-fenced to date as contingency for the procurement of external consultants in these fields. The GLA will always seek the best value when appointing external consultants in accordance with the GLA's procurement policies and Code of Ethics. This fee is subject to an increase due to the amount of further viability work that may be required over and above the initial quote. A breakdown of fees plus a basis upon which any increase will be based is set out in Appendix C.
- The Applicant undertakes to cover the GLA's and TfL's reasonable legal costs associated with the preparation of the section 106 agreement.

6.2 If L costs

• TfL's costs associated with transport discussions arising from the PPPA programme will be aligned with fees charged by TfL for its pre-application meeting advice service. The associated charges are: an initial meeting fee of £3,500, then £1,500 for each subsequent meeting which covers transport matters, including section 106 and conditions related to such. The payments per meeting are intended to cover the time spent preparing for, and following up from, the meetings – as well as the time spent at the meetings themselves.

- A fee of £1,500 for TfL's input into drafting the section 106 agreement and conditions (excluding legal fees) which would be additional to any meeting charges.
- It should also be noted that the above charges do not cover any necessary payments
 required following any decision to grant planning permission, for example where TfL is a
 party to a section 106 and/or section 278 agreement and/or any other legal
 agreement.

7. Project programme

This programme is devised to provide an expeditious but achievable timeframe for determining the applications. The Project Programme is outlined in more detail in Appendix 1 of this document.

It has been agreed by all parties to use reasonable endeavours to reach a position where GLA officers are able to make a recommendation for the Mayor to consider at a public Representation Hearing on 11 March 2016.

A target date of 31 March 2016 has been set for conclusion of the section 106 legal agreement, and issuing of the decision notice.

If there is a delay in the Project Programme, the Project Team will meet and discuss whether the programme is still realistic, or, whether the PPPA determination timeframe needs to be revised. Any revisions to the PPPA determination timeframe shall be agreed in writing by the Applicant, the GLA and TfL.

8. Agreement

The GLA, TfL and the Applicant hereby agree to the content of this Project Planning Performance Agreement.

Greater London Authority

Name:	Colin Wilson
Signature:	
Position:	Senior Manager - Planning Decisions, Greater London Authority
On Behalf Of:	Greater London Authority
Date:	
Transport for London	
Name:	Patricia Charleton
Signature:	
Position:	Area Manager (North), Borough Planning, Transport for London
On Behalf Of:	Transport for London
Date:	
Royal Mail Group	
Name:	
Signature:	
Position:	
On Behalf Of:	Bishopsgate Goodsyard Regeneration Limited
Date:	

APPENDIX A - PROJECT PROGRAMME

The GLA, TfL and the Applicant shall work to ensure that the consideration of the proposal is progressed in accordance with the Project Programme set out below (unless a variation to the Project Programme is agreed in writing in accordance with the Project Planning Performance Agreement).

Project Programme

Week	Phase of programme	Meetings
w/c 7 Dec	Establish project work programme	
2015	Establish target Representation Hearing week and identify key areas for further discussion following LPA committee meetings	
w/c 7 Dec	Identify positions on outstanding issues, establish and undertake work required to resolve/reconcile these.	
	GLA/TfL/LBTH/LBH/Applicant working groups on: transport; section 106; viability/affordable housing; social infrastructure; design; Energy; Inclusive access	
W/c	Affordable housing and viability work to	Draft note issued:
	GE to undertake independent peer review of Applicant	Follow up report issued:
	and borough assessment work, with costs met by Applicant. Draft response to be provided with further meetings and information exchanged where necessary.	Update report issued:
w/c 21 Dec	Daylight/sunlight work to commence	Draft report issued
	GVA to undertake independent assessment of scheme, with costs met by Applicant. Draft response to be provided within 4 week timeframe, if possible with further meetings and information exchanged where necessary.	Follow up/revised report issued:
w/c 14 Dec	ES review work to commence	Draft report issued
	LUC to undertake independent assessment of scheme, with costs met by Applicant. Draft response to be provided within 3 week timeframe, if possible with further meetings and information exchanged where necessary.	Follow up/revised report issued:
w/c 30 Nov	Initiate Section 106 work	1/12/15
	Draft S.106 Heads of Terms to be prepared by Ashurst and used as basis for ongoing drafting discussion.	Regular Tuesday slots held December to March
w/c 14 Dec	Draft planning conditions to be circulated	Draft conditions
	These will initially be based on those which LBH and	circulated by boroughs following

	IDTU	21.
	LBTH have developed, but will be circulated to the PPA parties for review and comment.	committees 10/12/15
		Comments from Applicant 29/01/16
w/c 11 Jan	Re-consultation on Reg 22/additional information	21 day re-consultation carried out
	Applicant provided further information. GLA/boroughs prepared letters to be sent out. Applicant/boroughs prepared press notices GLA to erect site notices Applicant to pay for First Class postage (billed by boroughs)	
w/c 14 Feb	Report and draft decision notice drafting	On-going work,
	GLA case officer to prepare report, draft decision notice and presentation for Representation Hearing.	including clarification and further information provided by Applicant
	Issue Representation Hearing notifications	
w/c 22 Feb	Special 14 day notifications sent by GLA to those who have made written representations on scheme, and are eligible to speak	14 day notification sent 25/02/16
w/c 29 Feb	Standard 7 day notifications to all those previously consulted carried out by LBI and LBC.	7 day notification sent 3/03/16
	Applicant to pay for postage (billed by boroughs)	
w/c 15 feb 16	Publish Hearing documents The GLA officer's report, draft decision notice and hearing agenda published on the GLA website 7 calendar days before the date of the Representation Hearing.	Hearing report published 3/03/16
	An addendum to the report published on the day of the hearing.	Addendum published 11/03/16
w/c 7 Mar	Representation Hearing week The Mayor attended a site visit with his Deputy Mayor for Planning, the GLA team, and representatives from the Applicant and LBH and LBTH in March 2016. A Representation Hearing to be held at City Hall where the Mayor considers the advice of his officers, along with representations made by key parties and the local community. The Mayor will either refuse permission or resolve to grant planning permission subject to conditions and the satisfactory completion of the section 106 legal agreement.	Representation hearing held on 11/03/16

	Further information on Representation Hearing procedure is available on the GLA website.	
On-going with weekly Tuesday afternoon slots	Subject based meetings to discuss content of section 106 agreement, including drafting	On-going section 106 working group meetings
31 March 2016	3 , 3	



APPENDIX C – Work Pricing Schedule for advice from specialist external consultant

Daylight/sunlight review

The initial fee estimate (prior to the work commencing) for undertaking the work would be as follows. These figures are exclusive of VAT and expenses:-

Element	Cost	Total
Provide review report	£5,000	£5,000

EIA review relating to Reg 22 consultation

The initial fee estimate (prior to the work commencing) for undertaking the work would be as follows. These figures are exclusive of VAT and expenses:-

Element	Cost	Total
LUC	£2,750	£5,550
Cascade	£2,400	
Delva Patman Redler	£400	

Financial viability review

The initial fee estimate (prior to the work commencing) for undertaking the work would be as follows. These figures are exclusive of VAT and expenses:-

Element	Cost	Total
Reviewing, preparing and submitting a draft report (including initial advice on review mechanism)		£9,750
Finalising the report	£1,500	

Advice on review mechanism

The initial fee estimate (prior to the work commencing) for undertaking additional work, if required, would be on a time charge basis in accordance with the rates charged to TfL. These figures are exclusive of VAT and expenses:-

Level	Per hour
Partner	£195
Associate	£160
Surveyor	£100
Assistant surveyor	£75

Paul Robinson

From: Jonathon Weston < ballymoregroup.com>

Sent: 17 December 2015 11:15

To: Matt Christie

Cc: Julian Shirley; COUGHLAN, Tony

Subject: The Goodsyard

Attachments: Affordable Housing Offer by HR and Unit 171215.xlsx

Importance: High

Matt

Further to recent discussions, please find attached a table that details the following;

- 1. Proposed breakdown of the onsite affordable housing units in Tower Hamlets. This is a policy compliant offer in terms of mix with a split of 70/30 by habitable rooms onsite being Social Rent units. Of the units to be delivered 45%+ are 3 bed or above as per the LBTH policy.
- 2. An indication of what the £250k per unit payment to Hackney will deliver in terms of unit/hab rooms offsite. Hackney's policy is not very detailed with the only guidance being that 42% of the affordable rent program should be 3 bedroom +. For the purposes of our worked example, we have assumed 50% will be delivered as 3 bed +

By adopted the assumptions in the table for Hackney, along with the policy compliant Tower Hamlets Mix (providing bigger affordable units), the scheme will deliver an overall Affordable Housing mix of 24% by hab room (against the 1356 on site units) with 47% of the units (by unit count) being 3 bedroom +. This equates to 17% by unit.

Clearly the assumptions of Hackney are subject to the Boroughs ability to deliver the mix assumed but the JV believe that the methodology used is in accordance with the LBH Housing SPG guidance.

I trust this provides an extra layer of clarity on our revised offer and Tony and I are happy to discuss further as required

Regards

Jon Weston

Senior Development Manager

Ballymore Developments (UK)

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DENOTES RELEVANT BOROUGH PLANNING POLICY

HACKNEY

Hackney PiL Policy Social Rent 3 bed + 42% for the purposes of this exercise we have assumed 50% of provision is 3bed +

15% Off Site Affordable Housing Payment - equal to 87.3 units

LBH Policy; the financial contribution agreed should be equivalent to the total cost required to provide an equal amount of affordable housing on an alternative site as would have been sought on the principle site'

	Social/Intermediate Mix	Unit Split		Unit Type					Total	
			Suite	1	2	3	4	5		
Total No of Units		87								
Hab Room Per Unit				2	3	5	6	7		
Social Rent Units	60%	52		7	7	30	4	4	52	
Intermediate Units	40%	35		14	15	6			35	
Total Affordable Hab Room Count				42	66	180	24	28	340	
Hab Rooms as a %				12%	19%	53%	7%	8%		
Total Affordable Offside Units				21	22	36	4	4	87	
Total Units as a %				24%	25%	41%	5%	5%		

TOWER HAMLETS									
LBTH TOTAL			Suite	1	2	3	4	5	Total
Total Units			79	271	286	121	13	4	774
Hab Room Per Unit			1	2	3	5	6	7	
Total LBTH Hab Room			79	542	858	605	78	28	2190
Social	70% (by hab room)	By Hab Room		30	84	190	48	28	380
Intermediate	30% (by hab room)	By Hab Room		28	60	70	0	0	158
Total Affordable Housing by Hab Room				58	144	260	48	28	538
Hab Rooms as a %				11%	27%	48%	9%	5%	
Social		By Unit		15	28	38	8	4	93
Intermediate		By Unit		14	20	14	0	0	48
Total Affordable Housing by Unit				29	48	52	8	4	141
Total Units as a %				21%	34%	37%	6%	3%	

Total % of Total On Site Provision (in accordance with LBH PiL policy)

Total Affordable Housing by Hab Room	100	210	440	72	56	878	3586	24%
Total Affordable Housing by Unit	50	70	88	12	8	228	1356	17%

Paul Robinson

From: Matt Christie

Sent: 16 December 2015 16:27

To: 'Julian Shirley'
Subject: Goodsyard

Hi Julian,

I sat down with our Energy team this afternoon and discussed the scheme. Below is their response to your last position, however, you should hold off on responding to this until our air quality consultant has had a chance to consider the scheme in light of the LPAs reports. The approach to ameliorating the energy issue is inseparably linked to the energy strategy for the site. I.e. the need to meet the NOX emission limits may mean they need to have three smaller energy centres as they wouldn't have the space for a single larger centre with Nox reduction measures (which I understand take up a lot of space). Once I have comments back from air quality I will get back to you-I suggest we then take a few days to digest them and set up a meeting to discuss ways forward, as well as relevant s106 clauses and conditions.

I hope that makes sense- let me know if you need to discuss

Matt

The demand for cooling would be minimised through the provision of openable windows. The applicant has committed to ensuring that the detailed design would meet criterion 3 of Part L 2010 on high summer temperatures. Full details of how this would be achieved should be provided. The dwellings are proposed to have solar control glazing but also active cooling. Given the scale of the development, the applicant should set clear design guidelines and targets on passive design features to be included in the detailed design of phases to ensure the cooling hierarchy in London Plan Policy 5.9 has been addressed. It is recommended that dynamic thermal modelling is used to set these guidelines. The application should also demonstrate that future climate projections are considered to ensure that the development is future proofed (please refer to CIBSE TM49 and TM52).

The applicant has provided the SAP compliance sheets demonstrating that there is a slight risk of overheating. This is under the assumption that the windows can be opened at all times and that if this is not the case then the comfort cooled. The applicant should follow the cooling hierarchy with the overheating analysis demonstrating that there is no significant risk of overheating without reliance on mechanical cooling. The applicant should therefore provide Part L compliance data sheets of the sample dwellings with ventilation restrictions (due to noise, security etc.) to demonstrate that there is only a slight risk of high summer temperatures. If the modelling outputs show a medium risk, further passive measures in line with Policy 5.9 should be integrated to reduce the risk of overheating. As outlined above dynamic thermal modelling, including for future climate projections, is recommended to demonstrate compliance with the cooling hierarchy.

The applicant has provided additional sample SAP sheets. The compliance check sheets provided show that the vast majority of units are predicted to be at a 'medium' risk of overheating at some point. The applicant has stated that a 'medium' risk meets the Part L requirements and has not investigated any additional measures. Whilst it may be the case that a 'medium' risk satisfies Part L requirements it is not considered sufficient evidence to demonstrate compliance with Policy 5.9. The applicant should therefore integrate additional passive measures to those dwelling types which are likely to have a higher risk of overheating. The applicant should provide updated compliance sheets to demonstrate that the risk of overheating has been reduced, any additional measures should be detailed in the response.

The 'clean' stage has been addressed by the application in relation to district heating, heat networks and CHP. In relation to district heating, the applicant has identified that Citigen district heating network is in close proximity to the site. While the site is too far away to make a connection to this network at this point, the applicant has committed to ensuring the development allows for future connection should a new network become available. Further details should be provided of how this would be achieved in practice (i.e. location of space safeguarded for heat exchangers and pip runs connecting to a wider network).

The applicant has provided plans of the energy centres including the potential future connection point, however due to the quality of the drawings it is unclear what provisions have been made internally in the energy centres for a future connection. The applicant should provide drawings demonstrating the provisions made for a future connection (e.g. space for heat exchangers).

The applicant has stated that space provision will be made for plate heat exchanger, meters, secondary circulating pumps and the necessary ancillaries to connect to the district heating network. The applicant has also stated that plans can be provided, these should be provided.

118 The site heat network is welcomed. Confirmation should be provided that all apartments and non-domestic building uses would be connected to the network.

No confirmation has been included in the revised energy statement. This item remains outstanding.

The applicant has confirmed that all dwellings and building uses will be connected to the site wide network. No further information is required.

Three energy centres are proposed to be included on site that would be linked together. Further information is required on the phasing schedule for the development to justify this approach. The applicant should investigate the possibility of making energy centre 2 the main centre for the whole development, with temporary boilers installed to serve phase 1 in the interim.

&

The proposal includes the installation of three CHP engines (with the capacity of 200 kWe, 275 kWe and 150 kWe) in each of the energy centres. They would meet the domestic hot water load and a proportion of space heating. This would achieve a reduction in regulated CO2 emissions of 650 tonnes (22%) per annum. In line with the investigation of one 'main' energy centre, the applicant should consider consolidating the number of CHP engines in the interest of optimising plant efficiency and carbon savings in the long term as well as facilitating retrofit of district heating connections in the future. This could include utilising gas boilers in the first phases until enough demand is established through the phasing of the development.

The applicant has not provided any further information to demonstrate that the potential for Energy Centre 2 becoming the main single energy centre has been investigated. This above information request remains outstanding and should be provided.

The applicant has stated that numerous options for the energy centre were considered, including a single energy Centre located under Blocks E or F/G. The applicant has also stated that sketches of the potential single energy centres can be made available upon request. However, no detailed information has been provided to demonstrate that the opportunity for a single energy centre has been thoroughly investigated. The applicant should therefore provide further information on the single energy centres investigated for Block E and F/G including, the energy centre sketches mentioned and the phasing timescales (as requested above) so that the potential for a single energy centre can be better understood.

Given that the site is currently short of meeting the carbon emission target, the applicant should investigate installing a singer higher efficiency CHP engine (as requested above) in order to maximise the onsite carbon savings.

Under this scenario the applicant should utilise gas boilers in the initial phases with a single CHP installed when sufficient load is established in the later phases.

Overall, the carbon emissions savings would result in an overall carbon saving of 1275 tonnes per year. This would be equivalent to a saving of 35% against 2010 Building Regulations. These emissions should be reassessed under Part L 2013 to assess the scheme against London Plan Policy 5.2 targets.

The applicant has reassessed the site wide carbon emission using the Part L 2013 methodology. The reduction is estimated to be a 27% savings from a Part L 2013 baseline. No further information is required.

The savings of 27% over Part L 2013 in relation on-site carbon dioxide savings fall short of the targets within Policy 5.2 of the London Plan. The applicant should ensure the shortfall in target carbon dioxide reductions, currently equivalent to 398 tonnes of CO2 per annum (to reach the London Plan's 35% reduction) be offset through payment in-lieu secured through the section 106 agreement.

Matt Christie | Senior Strategic Planner and Urban Designer | Development & Projects

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