

27 January 2005

160-188 High Street Stratford

in the London Borough of Newham

planning application no. P/04/1845

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999; Town & Country Planning (Mayor of London) Order 2000

The proposal

High density residential-led development, with commercial uses at ground floor and parking.

Strategic issues

This proposal delivers London Plan objectives for residential schemes in terms of high density, design quality, affordability, amenity space, inclusive access and car parking.

Recommendation

That Newham Council be advised that this is a good scheme and is fully supported in terms of London Plan and other strategic planning policy.

Context

1 On 29 November 2004 Newham Council consulted the Mayor of London on a proposal to develop the above site for the above uses. Under the provisions of the Town & Country Planning (Mayor of London) Order 2000 the Mayor has the same opportunity as other statutory consultees to comment on the proposal. This report sets out information for the Mayor's use in deciding what comments to make.

2 The application is referable under Category 1C 1(c) of the Schedule of the Order 2000: "Development which comprises or includes the erection of a building in respect of which one or more of the following conditions is met – the building is more than 30 metres high and outside the City of London".

3 If Newham Council subsequently decides that it is minded to grant planning permission, it must first allow the Mayor an opportunity to decide whether to direct the Council to refuse permission

4 The Mayor of London's comments on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 The site is located within the Newham Arc of Opportunity and forms part of the Major Opportunity Zone 1 (Stratford Rail Lands). The site is located to the south west of Stratford town centre, which is within a ten minute walking distance of the site. It is located on the corner of High Street and Warton Road. This brownfield site is approximately 0.65 hectares in size.

6 The site can be split into three parts:

- 160-188 Stratford High Street, this site was formerly occupied by LD Toys and Novelties warehouse with 1790 sq.m. of floorspace in a low rise, low grade building with a relatively high site coverage and little open space. The existing building is one and two storey in height. The site is currently accessed via Robertson Road, which leads to Warton Road.
- 172-188 Stratford High Street is occupied by a single storey commercial building comprising 435sq.m. of floorspace. This building is constructed of brick and has a flat roof.
- The land at Warton Road, which is occupied by a caretaker's house and a car parking space, hard landscaped equipped children's play area, and parking area, all of which are associated with the Carpenters Primary School.

7. Together these three components form an 'L' shaped site, with frontage on Stratford High Street and Warton Road, and also on Friendship Way.

Details of the proposal

8. The application is for four separate buildings ranging from 4 to 18/19 storeys for mixed uses. The proposed redevelopment of this brownfield site comprises 1,532 sq.m of commercial space suitable for retail (A1), financial and professional services (A2), food and drink (A3), business (B1) and non-residential institutions (D1) and 275 residential units. The high density, mixed use scheme has been designed by Stock Woolstencroft Architects for East Thames Group.

Case history

9. In September 2003, Newham Council resolved to grant permission for a mixed use proposal at this site. The proposal included a 25 storey tower and comprised 200 residential flats, 3 live work units, a gym and 603sq.m of commercial floorspace for uses within classes A1 (retail), B1 (business) or D1 (nursery) together with parking, access and hard and soft landscaping. Broadway Malayan Architects designed this scheme for Barratt East London. The planning permission was subject to conditions and a S106 Agreement. The S106 Agreement has not been signed and the decision notice has therefore not been issued or implemented.

10. The Mayor commented on the above application on 6 August 2003 (reference PDU/0548aSLM/01). He concluded that the proposed development provided an opportunity to provide a quality landmark building at the gateway to a major regeneration area. The height and density made good use of a brownfield site. Furthermore the regeneration benefits associated with the affordable housing offer and the improvements to Carpenters School would assist in the longer term regeneration proposals of the Carpenters estate.

Strategic planning issues and relevant policies and guidance

11. The relevant issues and corresponding policies are as follows:

- Affordable housing *London Plan;*
- Density *London Plan; PPG3*

- Urban design *London Plan: PPG1*
- Tall buildings/views *London Plan; RPG3A; Strategic Planning Advice on Tall Buildings and Strategic Views in London (LPAC)*
- Mix of uses *London Plan*
- Transport *London Plan; the Mayor's Transport Strategy; PPG13*
- Sustainable design and construction *London Plan;*
- Inclusive design *SPG Accessible London: achieving an inclusive environment*

Affordable housing

12. The development proposes that 55% of the proposed 275 residential units be affordable housing, which is greater than the 50% target stated in policy 3A.7 of the London Plan. This is welcomed in strategic planning terms. The development will contain a sustainable mix of housing tenures. The creative design of the block allows the different housing types to sit together in a comfortable manner. The development contains a mixture of one, two and three bedroom apartments.

13. The proposed affordable housing tenure split is 27% (74 units) affordable rented, 19% (53 units) shared ownership, and 9% (25 units) key worker provision. This represents a 49:51 split in favour of intermediate housing. Although the London Plan outlines the region wide objective of a 70:30 split in favour of social housing, the proposed tenure split can be accepted in this situation given the already high concentration of social housing around the site's location. 52% of all housing in the Stratford and New Town ward in the Borough of Newham is social housing. Therefore, the tenure split proposed by the applicant will help promote a more balanced community and will provide additional units for owner occupation in the Stratford area.

14. For the proportion of affordable housing, the proposed mix of units comprises a high number of 1 and 2 bedroom units and a low number of 3 bedroom units. However, the mix of units is acceptable given the location of the proposal, which may not ideal for family sized units, and the dense high-rise design of the buildings.

15. The table below outlines a comparison of the overall housing mix against the London wide requirements. Apart from the provision of 1 bed units, the proposals do not adequately reflect the London wide housing requirements. However, as stated, the high-rise nature of the development, coupled with the surrounding land uses, may not be appropriate for larger family housing. This would account for the overall lack of 4 bedroom units and the high proportion of 2/3 bedroom units.

Dwelling type	Proposal – unit mix	London-wide housing requirements ¹
1 bed unit	39%	32%
2/3 bed units	61%	38%
4+ bed units	0%	30%

Density

¹ Housing Provision, Draft Supplementary Planning Guidance, GLA (December 2004)

16. The proposed density is 1,076 habitable rooms per hectare based on a gross site area of 0.65 hectares. This figure is in accordance with Table 4B.1 of the London Plan. The design of the tower has been developed in such a way as to reduce any adverse environmental impacts and contribute to the wider regeneration aspirations of Stratford.

Urban design

17. The L-shaped development will provide a quality landmark building on the corner of High Street and set a precedent for future development in the area. The contemporary architecture uses an innovative palette of materials that adds to the aesthetic quality of the development. The proposed palette of materials includes: blue/grey terracotta cladding, white concrete, unfinished copper cladding panels, powdered coated aluminium windows, glazed cladding panels, and timber veneered boarding. The building massing has been designed in a comprehensive manner, with distinct elements of the block displaying a clear identity, thus creating a richness and texture to the block and to the street. The “glass box” at the top of the tower should create a fluid and transparent element which should add visual interest to the surrounding skyline.

18. The tower element of the block addresses the junction of Stratford High Street and Warton Road. This element ranges in height from 11, 17 and 18/19 storeys. The side block of the tower is ten storeys and creates an interesting street frontage to Warton Road, while an eight storey building addresses Stratford High Street. The tower and adjoining side blocks have double height glazed ground floor units, which create a high quality active frontage onto the main roads and thoroughfare.

19. All flats within the development have private balconies and there is a courtyard garden which provides communal amenity for all residents. While this is welcomed, a play space for young children should also be provided for within the communal space.

Tall buildings/views

20. The tall building is not located within any strategic viewing corridors. Local views are currently of a mixed quality. However with the development of Stratford City and the redevelopment of Carpenters Estate the proposed tower will contribute significantly to the future skyline of Stratford and will become part of a high quality cluster in this part of London.

Transport

21. Transport for London raises no objection in principle to developing the site with a high-density residential led mixed-use scheme. By virtue of its proximity to Stratford Interchange, which provides access to National Rail, London Underground, Docklands Light Railway and bus services to central London and its hinterland, the site enjoys a PTAL (Public Transport Accessibility Level) score of 6 (where 6 is the highest). The site is located at the junction of High Street and Warton Road. This is a junction which will need remodelling to facilitate Stratford City developments. Detailed design of the scheme should therefore ensure compatibility with junction improvement requirements.

Parking

22. The application proposes a total of 60 car parking spaces, provided at a ratio of 0.31 spaces per residential unit, which is consistent with London Plan policy requirements. This level of car parking appropriately reflects the site’s accessibility by public transport and will result in a level of traffic generation that can be safely absorbed by the Transport for London Road Network (A118/A12). TfL requires the applicant to incorporate cycle parking facilities within

the development at a ratio of 1 space per residential unit facilities must be safe, secure and in an easily accessible location, which in this instance would equate to 192 spaces. Cycle facilities should also be provided for visitors to the commercial and leisure uses in line with the London Cycle Network Design Manual.

London Buses

23. A number bus services run close to the site namely the 108, D8, 25 and S2 which run along the High Street to Stratford Town Centre and other destinations and the 276 that runs between Stoke Newington, Stratford Town Centre and east Ham via Carpenters Road. The frequency of buses direct to Stratford is 25 per hour on High Street and 5 per hour on Carpenters Road. It is expected that the additional patronage on bus services generated by the development can be accommodated by existing bus services; therefore London Buses would not be seeking any contributions via a Section 106 agreement for the bus network in this instance.

London Underground

24. The development proposal would appear to have no significant implications for London Underground because of the likely low level of net additional demand and the distance from the nearest station. However, improvements and contribution towards improving the pedestrian environment between the site and the station should be included in any planning permission. Given the scale of the development, TfL considers it appropriate for the developer to contribute towards any pedestrian/cycle and/or environmental improvements along desire lines between the site and public transport and activity nodes.

25. As part of a S106 agreement, TfL supports a contribution towards implementation of a Controlled Parking Zone within the area, and the commitment towards preventing prospective occupiers from applying for a permit. TfL also encourages the developer to contribute to upgrading the junction of High Street and Warton Road, and expects bus, pedestrian and cycle priority to be incorporated within an approved scheme, which should ensure compatibility with remodelling in association with Stratford City and other developments in the area. TfL recommends that in detailing any proposals that the Local Authority and developer maintain contact with the Bus Priority Unit on this issue.

Regeneration

The Lower Lea Valley is identified as one of the twelve Opportunity Areas in East London with indicative estimates of growth of a minimum of 8,500 new jobs and 6,000 new homes to 2016. Taking account of other policies, developments in Opportunity Areas will be expected to maximise residential and non-residential densities and to contain mixed uses. Given their scale, they are also likely to give rise to substantial planning obligations. The Lower Lea Valley area, stretching from Hackney Wick in the north to Canning Town and beyond to the Thames in the south, is identified as an industrial area based around a network of canals and watercourses. Many of the industrial premises are in low-grade uses and only partially occupied, which give parts of the area a poor appearance. The railway forms a barrier to development opportunities towards the west. The exact boundaries of the SELs in the Lower Lea will need to be defined through the planning framework for this area to optimise the utility of the industrial offer and release surplus land for mixed-use development. The area has been identified as the core location for a London Olympic bid for 2012. The planning framework must reflect this bid and draw on the area's excellent public transport connections, particularly at West Ham and Canning Town, where there is the potential to create high-density development hubs. It should guide the extension of the cluster of creative industries at Three Mills to other parts of the area. The network of watercourses creates the potential for a much higher quality environment, able to attract modern business facilities, substantially more than 6,000 new housing units and leisure

opportunities, and including enhanced public open space. Site assembly and land decontamination are needed to help enable the full potential of the area to be realised.

The London Boroughs of Hackney, Newham, Tower Hamlets and Waltham Forest are working in partnership with the GLA and the London Development Agency (LDA) to produce a Joint Area Action Plan/Opportunity Area Planning Framework (JAAP/OAPF) for the Lower Lea Valley to address the above-identified requirements and challenges. The JAAP/OAPF will be launched for public consultation in June/July 2005. Part of the assessments to accompany the JAAP/OAPF will identify the upgrades necessary to support new jobs and new and improved housing, including environmental upgrades, social and community provision, infrastructure provision and improvements to the local movement infrastructure. All forms of new development in the Lower Lea Valley will be required to contribute towards these upgrades through Section 106 payments. Payments will be pooled between the four local authorities (as appropriate). The JAAP/OAPF will be endorsed, in the first instance, as a statement of emerging policy by the four Councils, to be subsequently adopted as part of the individual borough Local Development Framework processes.

London Development Agency

26

Access and equal opportunities

27. The Mayor requires a commitment to delivering an inclusive environment in accordance with Policy 4B.5 of the London Plan. Policy 3A.4 of the London Plan requires all new housing to be built to Lifetime Homes standards and 10% of all new housing to be designed to be wheelchair accessible to meet the full range of housing needs. The development proposes 100% Lifetime Homes standards will be achieved on approach to the block, communal areas and within each dwelling, but there is no commitment to 10% wheelchair accessible homes. A comprehensive Access Statement should be submitted to the strategic and local authorities prior to the final and formal consideration of the scheme.

Sustainable design and construction

28. The proposed redevelopment has no commitment to sustainable design and construction. Policy 4B.6 of the London Plan states that new developments should meet the highest standards of sustainable design and construction. Policy 4A.8 states that the Mayor will require an assessment of energy demand of proposed major developments. This should demonstrate the steps taken to apply the Mayor's energy hierarchy. Renewable energy should be considered first (preferably to fuel combined heat and power and community heating), then secondly, community heating with combined heat and power; and thirdly, gas condensing boilers and gas central heating. On all strategic referral applications, at least 10% of the site's energy needs should come from renewable energy and design should incorporate passive solar design, natural ventilation, borehole cooling, vegetation on and adjacent to buildings where technically feasible. These issues have been explored with the applicant, but evidence needs to be provided to demonstrate why they are not viable. A sustainability appraisal should be submitted to the strategic and local authorities prior to the final and formal consideration of the scheme.

Local planning authority's position

29. The Council Officers have still to confirm their position. It is likely they will support the application.

Legal considerations

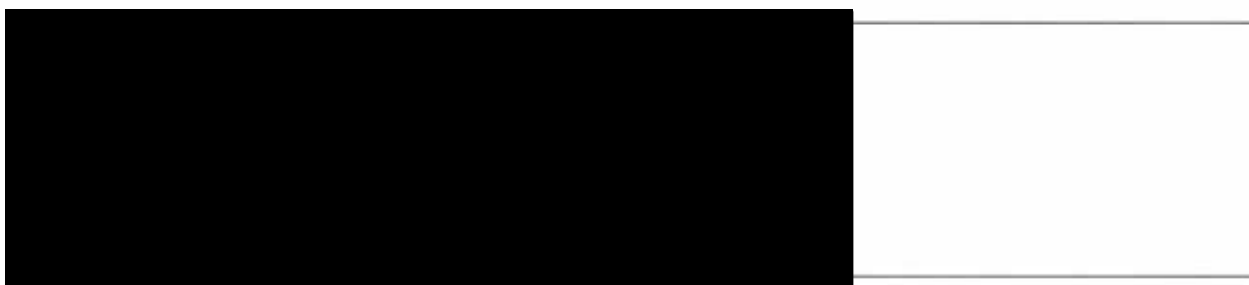
30. Under the arrangements set out in article 3 of the Town and Country Planning (Mayor of London) Order 2000 the Mayor has an opportunity to make representations to Newham Council at this stage. If the Council subsequently resolves to grant planning permission, it must allow the Mayor an opportunity to decide whether to direct it to refuse planning permission. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's comments unless specifically stated.

Financial considerations

31. There are no financial considerations at this stage.

Conclusion

32. This is a well designed, mixed use scheme. The affordable housing provision is welcomed in strategic planning terms. A greater commitment to sustainable design and construction and an Access Statement is required, prior to the final and formal consideration of the scheme. Further discussions with TfL are required to identify appropriate transport contributions.





9th floor, South Quay Plaza 3
189 Marsh Wall
London E14 9SH

Telephone: 020 7517 4730

Fax: 020 7517 4778

Website: www.ltgdc.org.uk

Stock Woolstencroft
The Pump House
19 Hooper Street
LONDON E1 8BU



12 June 2007

Dear 

APPLICATION NO: 06/01789/LTGDC/LBNM

LOCATION: Site At 160 - 188 High Street, Stratford, London E15 2PD

PROPOSAL: Demolition of existing buildings and construction of a mixed use development comprising 295 mixed tenure residential dwellings with commercial use (A1/A2/A3/B1/D1) at ground floor and 80 parking spaces.

I refer to our meeting on 23 May 2007 during which you presented proposed revisions to the above scheme.

We have now had an opportunity to review the proposed revisions and this letter incorporates the combined views of the London Thames Gateway Development Corporation, GLA, Design for London, and the London Borough of Newham.

GROUND FLOOR USES

Warton Road

As mentioned in previous design comments, there is still concern about the proposed ground floor layout, particularly on Warton Road, where the frontage consists of a car park entrance, bin stores, substations and a small 'back door' to the commercial unit. As previously stated, the aspiration for Warton Road is for active frontages (demonstrated by the application opposite at 150 High Street, with its parade of commercial units) rather than a back-of-house area for servicing.

Efforts to make the revised frontage 'more open', by substituting aluminium panels for back-sprayed glazing around the substations, contribute little to achieving a more active street feel. Similarly, while we would encourage reduction of the car park entrance, substituting a grill for glazing over the pedestrian entrance provides little benefit.

High Street

We are generally happy with the proposed High Street treatment of commercial units, cycle stores and residential entrances, but feel the two storey frontage capped by a continuous canopy is undesirable, describing the whole ground floor as one continuous mall-like building, not a series of discrete elements as articulated in the facades above. There was reference in the recent meeting

to the canopy being reduced to only span the base of the tower, but the description remains visually unclear.

We appreciate that construction is too far down the line to move the substations, but the overall revisions to the ground floor seem purely cosmetic, with no shift in location of uses or openings in response to our earlier comments.

MASSING

Return blocks

As suggested in previous comments, in terms of urban grain our view is that the larger ten storey block would work better on the coarser grained and higher rise High Street, whereas the eight storey block would be more appropriate to the smaller residential scale of Warton Road. This would also help to mitigate overshadowing effects on the school playground, and prevent Warton Road from becoming a wind-tunnelling gauntlet. However, we note your response during the meeting that the steelwork has already been made and so this change cannot now happen.

Tower

In principle, we support the proposal for a tall building on this site, although remain concerned about the extent and severity of overshadowing over the school playground – particularly at times when it is in use ([see Appendix 1](#)).

The quirky 'landmark' nature of the steeply pitched roof is not supported, but we would support the second option of the simpler flat roof line.

MATERIALS

We welcome the reduction of the material palette across the scheme, and feel the revised facades benefit from their simplified and calmer treatment. However, we still have some concerns including:

- The aluminium panels shown on the High Street frontage appear to be of three different kinds/colours. We would encourage consistent use of a single kind of finish across the elevation.
- While we welcome the newly consistent balcony balustrades, it seems slightly perverse to make them all glazed, not mesh. Glass balustrades are a much higher maintenance option, unsightly clutter on balconies would be very visible, and there are safety concerns about glazed balustrades at 25+ storeys. We are also concerned that there is no provision for cleaning their external surfaces.
- Although consistently staggered in the horizontal dimension, the small windows on the north-eastern elevation of the tower appear to be inaccurately aligned with the cladding panels – this looks clumsy and would cause awkward abutment with the cladding system.

HOUSING MIX

We welcome the inclusion of a further twenty three 3b4p flats into the scheme.

AMENITY SPACE

The provision of an additional landscaped roof terrace (305m²) on Block 1B is also welcomed.

RELATIONSHIP WITH THE SCHOOL

As previously discussed the proposed development will have a significant impact upon the school particularly in terms of the overshadowing caused by the proposed tower and also in terms of changes to the outlook from the school. With these points in mind we strongly encourage you to explore the possibility of offering some internal floorspace at ground floor level to the school for use by the school. The payment of a financial contribution to the school to fund improvements to the school playground facilities would also be strongly supported.

S106 EXPECTATIONS

As advised by e-mail on 29 May 2007, the expectations with respect to the S106 payments for the scheme would be in line with the S106 payments for the existing two permissions plus £10,000 per unit for the additional 45 units.

CONCLUSION

Overall, it appears that the revisions to the application go only a little way towards improving the offer of the scheme.

Due to the advanced state of the project on-site, it is clear that the fundamental changes needed to the ground floor layout, in terms of rationalising the orientation of uses and openings in relation to the surrounding urban context may now be impossible to implement. While there are several encouraging measures, such as simplifying the material palette, these are purely cosmetic, generally driven by a cost-saving agenda, and fail to justify the addition of an extra ten storeys in this location.

This limited offer is a fundamental issue which arises from the fact that you are seeking a significant addition to a previously approved scheme which is well advanced and therefore imposes major constraints on what amendments can be achieved. The historical application of key planning policies to this scheme results in less 'benefits' than would be considered acceptable now were it to be a new application for the overall building. Officers of all three authorities need to be satisfied that the current proposal brings significant planning benefits before being in a position to consider a favourable recommendation.

If you have any queries regarding the content of this letter please do not hesitate to contact me on phone no. 0207 517 4764 or by e-mail: adele.williamson@ltgdc.org.uk.

Yours sincerely



LONDON THAMES GATEWAY DEVELOPMENT CORPORATION



Spring Equinox
March 20, 1pm

Summer Solstice
June 20, 1pm

Autumn Equinox
September 20, 1pm

Winter Solstice
December 20, 1pm

5 September 2007

160-188 High Street Stratford**London Thames Gateway Development Corporation (Newham)****planning application no. 07/01390/LTGDC****Strategic planning application stage 1 referral**

Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999; Town & Country Planning (Mayor of London) Order 2000

The proposal

High-density residential-led development, with commercial uses at ground floor and parking. The application is to modify an existing permitted scheme currently being implemented to add a further nine storeys to the tower and deliver an extra 45 market residential units (Refer PDU/0584b/01, 02 & 03).

The applicant

The applicant is **McFeely Group**, and the architect is **Stock Woolstencroft Architects**.

Strategic issues

The strategic issues considered are: **land use**; whether the proposed **housing** mix and tenure satisfies policy requirements and helps meet need; the acceptability of the **density and design** of the scheme; **children's play space provision**; **energy**; **access**; and **transport & parking**.

Recommendation

That London Thames Gateway Development Corporation be advised that the Mayor supports the principle of a high-density residential lead mixed use development in this location but that before the scheme is referred back to the Mayor the issues raised in the report will need to be addressed.

Context

1 On 31 July 2007 London Thames Gateway Development Corporation consulted the Mayor of London on a proposal to develop the above site for the above uses. Under the provisions of the Town & Country Planning (Mayor of London) Order 2000 the Mayor has the same opportunity as other statutory consultees to comment on the proposal. This report sets out information for the Mayor's use in deciding what comments to make.

2 The application is referable under Category 1C 1(c) of the Schedule of the Order 2000: "Development which comprises or includes the erection of a building in respect of which one or more of the following conditions is met – the building is more than 30 metres high and outside the City of London".

3 If London Thames Gateway Development Corporation subsequently decides that it is minded to grant planning permission, it must first allow the Mayor an opportunity to decide whether to direct the Council to refuse permission.

4 The Mayor of London's comments on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 The 'L' shaped 0.82 hectare site is located on the corner of High Street and Warton Road, to the south west and approximately ten minutes walking distance away from Stratford town centre and transport interchange.

6 By virtue of its proximity to Stratford Interchange, which provides access to National Rail, London Underground, Docklands Light Railway and bus services to central London and its hinterland, the site enjoys a Public Transport Accessibility Level of 6 (where 6 is the highest). The site's accessibility to public transport will further improve when the proposed Stratford High Street Docklands Light Railway station opens.

7 The area has historically been characterised as a predominantly industrial area associated with the nearby River Lea and its tributaries and the railways. Immediately to the north and north-east of the site is the Carpenter's Estate which in the near future is likely to be subject to a major estate renewal programme.

8 The Carpenter's Primary School and associated playground border the site's northern and north-western boundaries whilst to the south-east and south-west the development will front onto Stratford High Street and Warton Road respectively.

9 A number of recently consented schemes in the area, some of which are either under construction or nearing completion, notably the 'Icona Tower' development further along Warton Road (PDU/0989), Rick Roberts Way (PDU/0786) and 80-92 High Street High Street (PDU/1166a), are contributing to the transformation of the area. Together with the Kessler scheme at 150 High Street on the opposite side of Warton Road (Refer PDU/1581/01), the current proposals have the potential to consolidate this process.

10 The Stratford City development to the north - with Warton Road one of the principle vehicular access routes into the development - and the Olympic site to the north-west will in the longer term transform the area.

11 Previously the site was occupied by 'LD Toys and Novelties', which operated within a low rise warehouse building with a separate single storey commercial building at 172-188 Stratford High Street.

12 The previous planning permission on the site, details of which are provided below, is currently being implemented.

Case history

13 In September 2003, Newham Council resolved to grant permission for a mixed-use development at this site. The proposal included a 25-storey tower and comprised 200 residential flats, 3 live/work units, a gym and 603 square metres of commercial floorspace for uses within classes A1 (retail), B1 (business) or D1 (nursery) together with parking, access and hard and soft landscaping. Broadway Malayan Architects designed this scheme for Barratt East London. The planning permission was never implemented (PDU/0584a/01).

14 In February 2005, Newham Council approved two connected applications for a major mixed-use scheme designed by Stock Woolstencroft Architects on the current application site which together comprised 250 residential units and 1,532 square metres of commercial floorspace in buildings of between eight and eighteen storeys in height (PDU/0584b/01, 02 & 03). The approved scheme would have delivered 127 affordable housing (50%) units comprising 79 shared ownership units (32%) and 48 social rental units (19%).

15 The applicant is currently implementing this consent and is making significant progress, with the frame already constructed up to seven storeys. As will be explained in more detail in the proceeding sections the applicant proposes constructing a further 9 storeys on top of the approved 18 storey tower which will deliver an extra 45 residential units.

Details of the proposal

16 The current scheme proposes a residential lead mixed-use development comprising 295 one, two and three bedroom residential units, an uplift of 45 new units, and 1,130 square metres of commercial floorspace (A1/ A2/ A3/ B1/ D1 uses).

17 The proposed development will comprise three distinct built elements including:

- A 27-storey tower at the junction of the High Street and Warton Road stepping down to twelve storey structures either side of the tower.
- A 10- storey block fronting Warton Road including a 9-storey projecting block at the rear.
- An 8 to 10-storey block fronting the High Street.

18 The development will have double height commercial floorspace at ground floor level with residential accommodation provided within the upper floors of the development. Two connected parking areas, including refuse storage and cycle parking areas, are proposed at lower ground floor level, while a second parking level is to be provided beneath the Warton Road end of the site to take advantage of the change in ground levels.

19 Two landscaped communal amenity spaces will be provided at mezzanine level at the rear of the Warton Road block and on the roof of the 8-storey return block. All residential units will be provided with private balcony spaces.

Strategic planning issues and relevant policies and guidance

20 The relevant issues and corresponding policies are as follows:

- | | |
|----------------------|---|
| • Housing | <i>London Plan; PPS3; Housing SPG; draft Providing for Children and Young People's Play and Informal Recreation SPG</i> |
| • Affordable housing | <i>London Plan; PPS3; Housing SPG</i> |
| • Density | <i>London Plan; PPS3; Housing SPG</i> |
| • Urban design | <i>London Plan; PPS1</i> |
| • Mix of uses | <i>London Plan</i> |
| • Regeneration | <i>London Plan; London's Economic Development Strategy</i> |
| • Transport | <i>London Plan; the Mayor's Transport Strategy; PPG13; Land for Transport Functions SPG</i> |
| • Parking | <i>London Plan; the Mayor's Transport Strategy; PPG13</i> |
| • Access | <i>London Plan; PPS1; Accessible London: achieving an inclusive environment SPG; ODPM Planning and Access GPG</i> |

- Tall buildings/views *London Plan; RPG3A, draft View Management Framework SPG*
- Ambient noise *London Plan; the Ambient Noise Strategy; PPG24*
- Air quality *London Plan; the Air Quality Strategy; PPS23*
- Sustainable development *London Plan; PPS1, PPS3; PPG13; PPS22; Draft PPS1 Supplement: Planning and Climate Change; the Mayor's Energy Strategy; Sustainable Design and Construction SPG*
- Child play space provision *Draft Further Alterations to the London Plan; Providing for Children and Young People's Play and Informal Recreation SPG*

21 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the 2001 Newham Unitary Development Plan (UDP) and the 2004 London Plan.

22 The Further Alterations to the London Plan, which has undergone public consultation, is also a relevant material consideration.

23 The Lower Lea Valley Opportunity Area Planning Framework (LLV OAPF), which was endorsed by the Mayor in January 2007, proposes that the site be redeveloped for mixed-use purposes.

24 Newham Council recently embarked on its Local Development Framework (LDF) with the publication of draft preferred options for the Core Strategy. The latter identifies the site as being suitable for mixed-use development.

Land use

25 The principle of the development of the site for a high-density mixed use scheme comprising housing with commercial floorspace at ground level has been established by Newham Council in granting planning permission for the 2005 scheme. The proposed land uses also accords with the site specific land use aspirations set out in the LLV OAPF.

26 A high density development comprising a significant quantum of new housing with commercial floorspace at ground floor level has the potential to secure the regeneration of the previously inefficiently used site within a prominent location at the edge of Stratford Town Centre and as such is supported in principle.

Housing

27 The residential led mixed-use scheme proposes a total of 295 residential units, an uplift of 45 market units, which will all be delivered within the upper floors of the proposed tower. The proposed overall housing mix is set out in table 1.0.

28 The Mayor's Housing supplementary planning guidance note (2005) seeks in new developments a balanced mix of house sizes with a target of 32% one, 38% two & three and 30% four-bed units. The proposed housing mix, with its predominance of one and two-bed units, fails to meet the housing mix target which seeks a significantly higher proportion of family units. However, it should be noted that the current proposals will deliver a better housing mix than the previously consented scheme, with a significant increase in the number of three-bed units with 29 three-bed units now proposed rather than the 7 three-bed units previously approved (PDU0584b/01/02 & 03).

29 Policy 3A.7 of the London Plan seeks as a target the provision of 50% affordable housing and within that 70% should be social rental and 30% intermediate provision. The

applicant proposes to provide 127 (43%) affordable housing units, on the basis that 79 (27%) will be shared equity intermediate housing units and 48 (16%) social rented units. This is a 38:62 split rather than the 70:30 split although this is similar to the proportion agreed in the consent currently being implemented. The uplift in new housing will all be market housing with the same affordable housing offer as the previously consented scheme. The previously approved tenure split was justified on the basis that it would “*promote a more balanced community and provide additional units for owner occupation in the Stratford area*”.

table 1.0 - Proposed overall housing mix

Unit size	Proposed unit numbers	% of total	GLA Housing mix requirements *
1 bed unit	103	35 %	32%
2 bed unit	166	55 %	} 38%
3 bed unit	29	10 %	
4 bed unit	-	-	30%
	298	100%	

*GLA Housing Supplementary Planning Guidance (November 2005)

30 The latest scheme proposes an extra 45 market residential units which will result in an overall decrease in the proportion of affordable housing from 50% to 43%. The applicant has argued that the changes are required to ensure the financial viability of the development. However, with development now in progress the applicant will need to demonstrate that it cannot deliver a higher proportion of affordable housing and meet London Plan housing targets. Any justification will need to provide an up to date detailed financial viability assessment and explanation as to why social housing grant has not been sought to increase the affordable housing output.

table 2.0 – affordable housing offer

Unit size	no. social rental units	no. intermediate units	% of total of affordable units	GLA housing mix requirements *
1 bed unit	12	32	35%	19%
2 bed unit	32	32	} 64%	39%
3 bed unit	4	15		42%
4 bed units	-	-	-	
	48	79	100%	100%

31 The on-site shared equity housing will comprise 32 one-bed, 32 two-bedroom and 15 three-bedroom units. To better help meet local housing need, any shared equity housing will be expected to be affordable at the levels set out in the Mayor’s Housing supplementary planning guidance (2005).

Density and design

32 The proposed density is 2,000 habitable rooms per hectare based on a net site area of 0.33 hectares. This figure is above the density range set out in Table 4B.1 of the London Plan but given the site’s location close to Stratford metropolitan centre with its continuing investment in transport infrastructure, and the site’s context, the development will achieve the

highest possible intensity of use compatible with its local context, in accordance with London Plan policy 4B.3.

33 The proposed tower, which at its highest point will be 27 stories (82 metres) in height, is not located within any strategic viewing corridors. Local views are currently of a mixed quality with a number of existing tall residential blocks in the vicinity. However, with planned development at Stratford City, the planned regeneration of the Carpenters Estate and other high-rise developments in the area, particularly along the High Street, the latest proposals has the potential to contribute towards the consolidation of a cluster of tall buildings at Stratford and the enhancement of its skyline subject to its design quality.

34 Policy 4B.8 of the London Plan states that *“the Mayor will promote the development of tall buildings where they create attractive landmarks enhancing London’s character, help to provide a coherent location for economic clusters of related activities and/ or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings”*.

35 There have been extensive discussions with the applicant over the detailed design which have resulted in modifications being made to the scheme, including: changes to the tower’s roof design, refinement of the material palette across the scheme, elevations and the introduction of an additional 8 storey roof terrace to the rear of the development. The proposed tower, as amended, is now of the highest design quality and will make an important contribution towards the consolidation of a cluster of tall buildings at Stratford.

36 The quality of the ground floor frontage on Warton Road remains an outstanding concern – this is a location identified as appropriate for active frontages, as proposed by the 150 High Street scheme opposite. However, the proposed frontage in this location consists of a car park entrance, bin stores and substation access doors. Unfortunately the structures for these elements have already been constructed so major reconfiguration is not possible, but the detailed design of this elevation and the public realm around it will require careful consideration to ensure that a high quality urban environment is nonetheless created on Warton Road in this key location.

37 The application site borders the Carpenter’s Primary School and the scheme – particularly the tower – is likely to have an impact upon the school, particularly in terms of the loss of sunlight and daylight, overshadowing and sense of enclosure. The applicant will need to provide further information to enable an assessment of the extent of the impact of the current proposals in comparison to the previously approved scheme (PDU/0584b).

38 In seeking to compensate the school for any impacts the applicant has offered £135,000 to be paid towards the cost of implementing plans for a play space within the school grounds. Consideration should also be given to the provision of additional space for the primary school or complimentary uses on the ground floor of the proposals, potentially accessed from Stratford High Street and from the school grounds.

39 All residential units will have their own private balcony space. Further clarification is required on the detailed design of balconies.

Children's play space provision

40 The London Plan and Policy 3D.11i 'Play & informal recreation strategies' of the draft Further Alterations to the London Plan seek to ensure that children have safe access to good quality, well designed, secure and stimulating play and informal recreation provision.

41 With the mix of housing sizes proposed, the child occupation is expected to be high with approximately 116 children living within the development at any one time. Applying the benchmark standard of a minimum of 10 square metres per child, the requirement for play space within the development is a minimum of 1,160 square metres.

42 The scheme incorporates two separate communal amenity spaces. The first is a 410 square metres communal amenity space at the rear of the development above the semi basement parking while the second will be 305 square metres of space on the roof of the 8-storey return block. Further detail on the design of both these spaces will need to be provided before the application is referred back to the Mayor. In particular, the applicant will need to demonstrate how the rooftop space can safely meet the recreational needs of children within the development.

table 3.0 – child occupation

Unit size	Proposed numbers	unit	Child occupation per unit *	Child occupation
1 bed unit (market)	59		0.11	6.5
1 bed unit (affordable)	44		0.20	8.8
2 bed unit (market)	87		0.11	9.6
2 bed unit affordable)	79		1.00	79
3 bed unit (market)	25		0.48	12
3 bed unit (affordable)	4		2	8
Total	298		-	124

* Source: DMAG Briefing 2005/25, 2005

43 An existing multi-ball court within the Carpenters Estate has the potential to meet the play space requirements of older children within the development while, in the longer term, post Olympic legacy proposals for a substantial new park to the west of Water Works River will further enhance open space provision in the area. A play space is also proposed at the neighbouring development at 150 High Street.

44 In response to the shortfall in communal child play space provision within the development, a financial contribution should be made towards the upgrading of children's play facilities within the existing open space located nearby on the Carpenters Estate to meet the needs of older children. Another option worth exploring would be the potential, as part of any improved offer towards the improvement of play facilities within the neighbouring school, that children within the development can obtain access to the school recreational facilities outside school hours.

Energy

45 The applicant should undertake building regulations compliant modelling to show how demand reduction measures only the carbon dioxide emissions relate to the minimum requirements of the 2006 building regulations.

46 The applicant has dismissed the option of incorporating CHP in favour of biomass. The applicant should, however, seek to prioritise the implementation of CHP and if feasible (contacting ESCOs for instance) this solution should be adopted. The renewable target will then need to be calculated using the resultant carbon dioxide emissions after demand reduction and CHP has been implemented and alternative renewable energy technologies should be investigated.

Access

47 The Mayor requires a commitment to delivering an inclusive environment in accordance with Policy 4B.5 of the London Plan. Policy 3A.4 of the London Plan requires all new housing to be built to Lifetime Homes standards and 10% of all new housing to be designed to be wheelchair accessible to meet the full range of housing needs.

48 The development proposes 100% of the residential units will be built to 'Lifetime Homes' standard and that 10% of units will be capable of adaptation to wheelchair homes. The applicant will liaise with the Council to more accurately determine current needs.

49 The scheme architect made a presentation to the GLA London Access Forum and a revised Access Statement has since been provided by the applicant and seeks to address the issues raised at the forum.

Transport & parking

50 Transport for London raises no objection in principle to developing the site with a high-density residential led mixed-use scheme. The site is located at the junction of High Street and Warton Road, which will need remodelling to facilitate Stratford City developments. Detailed design of the scheme should therefore ensure compatibility with junction improvement requirements.

51 The application proposes a total of sixty car parking spaces, provided at a ratio of 0.31 spaces per residential unit, which is consistent with London Plan policy requirements. This level of car parking appropriately reflects the site's accessibility by public transport and will result in a level of traffic generation that can be safely absorbed by the Transport for London Road Network (A118/A12).

52 TfL requires the applicant to incorporate cycle parking facilities within the development at a ratio of 1 space per residential unit, which in this instance would be 290 spaces. Facilities must be safe, secure and in easily accessible locations. Cycle facilities should also be provided for visitors to the commercial and leisure uses in line with the London Cycle Network Design Manual.

53 A number of bus services run close to the site, namely the 108, D8, 25 and S2 which run along the High Street to Stratford Town Centre and other destinations, and the 276 that runs between Stoke Newington, Stratford Town Centre and East Ham via Carpenters Road. The frequency of buses direct to Stratford is 25 per hour on High Street and 5 per hour on Carpenters Road. It is expected that the additional patronage on bus services generated by the development can be accommodated by existing bus services; therefore London Buses will not be seeking any contributions via a Section 106 agreement for the bus network in this instance.

54 The development proposal appears to have no significant implications for London Underground because of the likely low level of net additional demand and the distance from the nearest station. However, improvements and contributions towards improving the pedestrian environment between the site and the station should be included in any planning permission.

Given the scale of the development, TfL considers it appropriate for the developer to contribute towards any pedestrian, cycle and/or environmental improvements along desire lines between the site and public transport and activity nodes.

55 As part of a S106 agreement, TfL supports a contribution towards implementation of a controlled parking zone within the area, and the commitment towards preventing prospective occupiers from applying for a permit. TfL also encourages the developer to contribute to upgrading the junction of High Street and Warton Road, and expects bus, pedestrian and cycle priority to be incorporated within an approved scheme, which should ensure compatibility with remodelling in association with Stratford City and other developments in the area. TfL recommends that, in detailing any proposals, the local authority and developer maintain contact with the Bus Priority Unit on this issue.

London Development Agency

56 In accordance with the objectives of the London Plan and the Mayor's Economic Development Strategy, the LDA seeks to promote sustainable growth and economic development and seeks to deliver a healthy, sustainable, high quality community and urban environment.

57 The proposed site is located within a Strategic Office Location the applicant may wish to consider how small and medium offices could be incorporated within the scheme in accordance with London Plan policy 3B.1 and 3B.2 which seeks the provision of a variety of type, size and cost of office premises to meet the needs of all sectors, including small and medium enterprises (SME) as well as meeting LDA objectives in addressing barriers to enterprise start-up, growth and competitiveness.

58 The Agency welcomes the inclusion of community uses within the development; we would ask the developer to clarify what element within the D1 use class it envisages being delivered by this scheme. The Agency would however welcome a childcare facility within the development and asks that consideration be given to its operation to enable the facility contribute towards addressing barriers to work in accordance with Policy 3B.12 of the London Plan.

59 In accordance with London Plan policies 3B.1 and 3B.12, the Corporation should seek to ensure that local residents and businesses benefit from jobs created by this proposal, particularly Black, Asian and minority ethnic (BAME) groups and disabled persons or groups. Initiatives to create training and employment opportunities for local people and address other barriers to employment should be formalised through a section 106 agreement. This should also include local opportunities for residents and businesses during construction as well as within the non-residential parts of the completed development, including the supply of goods and services and sub-contracting, and the provision of some affordable business space for small and medium sized enterprises within the development should any office space be included.

60 In summary, the London Development Agency supports the residential led mixed-use development proposed but asks that further consideration is given to the variety of commercial space included, and that a S106 covering employment and training initiatives be secured.

Local planning authority's position

61 It is understood that officers at the Corporation support the scheme.

Legal considerations

62 Under the arrangements set out in article 3 of the Town and Country Planning (Mayor of London) Order 2000 the Mayor has an opportunity to make representations to London Thames Gateway Development Corporation at this stage. If the Corporation subsequently resolves to grant planning permission, it must allow the Mayor an opportunity to decide whether to direct it to refuse planning permission. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's comments unless specifically stated.

Financial considerations

63 There are no financial considerations at this stage.

Conclusion

64 The current proposals involve constructing a further 9 storeys on top of the previously approved 18 storey tower and will deliver an extra 45 residential units. The scheme is of the highest design quality and will make an important contribution towards the consolidation of a cluster of tall buildings at Stratford and as such the proposals are supported in principle, subject to the other detailed issues raised in this report relating to housing, children's play space provision, energy, transportation and employment being addressed satisfactorily.

Policy & Partnerships Directorate

City Hall
The Queen's Walk
More London
London SE1 2AA
Switchboard: 020 7983 4000
Minicom: 020 7983 4458
Web: www.london.gov.uk
Our ref: PDU/0584dMW02
Your ref: 07/01390/LTGDC
Date: 6 September 2007

[REDACTED]
Head of Physical Regeneration & Development
Newham Council
Development Control
Town Hall Annexe
330-354 Barking Road
East Ham
LONDON
E6 2RT

For the attention of: [REDACTED]

[REDACTED]
**Town & Country Planning Act 1990 (as amended); Greater London Authority
Act 1999; Town & Country Planning (Mayor of London) Order 2000
160-188 High Street, Stratford / 07/01390/LTGDC**

I refer to your letter of 25 July 2007, consulting the Mayor of London on the above planning application. On 5 September 2007 the Mayor considered a report on this proposal, reference PDU/0584d/01. A copy of the report is attached, in full.

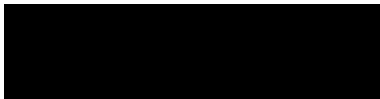
Having considered the report, the Mayor has reached the decision that he supports the proposals in principle subject to the applicant undertaking to:

- Demonstrate that it cannot deliver a higher proportion of affordable housing within the development and meet London Plan housing targets, any justification will need to provide an up to date detailed financial viability assessment and explanation as to why social housing grant has not been sought to increase the affordable housing output.
- Provide clarification that all shared equity housing within the scheme will be affordable at the levels set out in the Mayor's Housing supplementary planning guidance (2005).
- Ensure the detailed design of the ground floor frontage on Warton Road provides a high quality urban environment on Warton Road.
- Provide further information to enable an assessment of the extent of the shadowing impact of the current proposals on the neighbouring Carpenter's Primary School in comparison to the previously approved scheme (PDU/0584b).

- Explore the feasibility of offering the ground floor commercial floorspace of the proposals to the Carpenter's School as additional space for the school or complimentary uses, potentially accessed from Stratford High Street and from the school grounds.
- Provide further detail on the design of both proposed open spaces within the development and in particular, the applicant will need to demonstrate how the proposed rooftop space can safely meet the recreational needs of children within the development.
- To address the deficiency in children's play space within the development the applicant should either make a financial contribution towards the upgrading of children's play facilities within the existing open space located nearby on the Carpenters Estate to meet the needs of older children or alternatively explore the potential for children within the development to obtain access to the school recreational facilities outside school hours.
- Undertake building regulations compliant modelling to show how demand reduction measures only the carbon dioxide emissions relate to the minimum requirements of the 2006 building regulations
- Investigate the feasibility of linking the adjacent nearby development at 150 High Street in a heating and/ or cooling network.
- Investigate further the feasibility of linking the scheme to the proposed CCHP/ district heating scheme at the nearby Olympic Park.
- Ensure disabled parking spaces are 10% of the total residential provision.
- Increase cycle parking provision in line with TfL requirements of at least one cycle space per residential unit.
- Provide cycle facilities for visitors to the commercial and leisure uses in line with the London Cycle Network Design Manual.
- Make a financial contribution towards: improving the pedestrian environment between the site and the station; the implementation of a controlled parking zone within the area and; the upgrading of the junction of High Street and Warton Road.
- Finance the provision of DAISY (Docklands Arrival Information System) boards in the development, suitable for upgrade to display information for multi-modal travel in the future.
- Agree to the payment of financial contribution towards additional capacity to mitigate the impact of the additional bus patronage generated by the proposed development.
- Produce a travel plan for the different components of the development, as well as a construction travel plan.
- Agree to initiatives suggested by the LDA which seek to ensure that local residents and businesses benefit from jobs created by this proposal, particularly Black, Asian and minority ethnic (BAME) groups and disabled persons or groups.

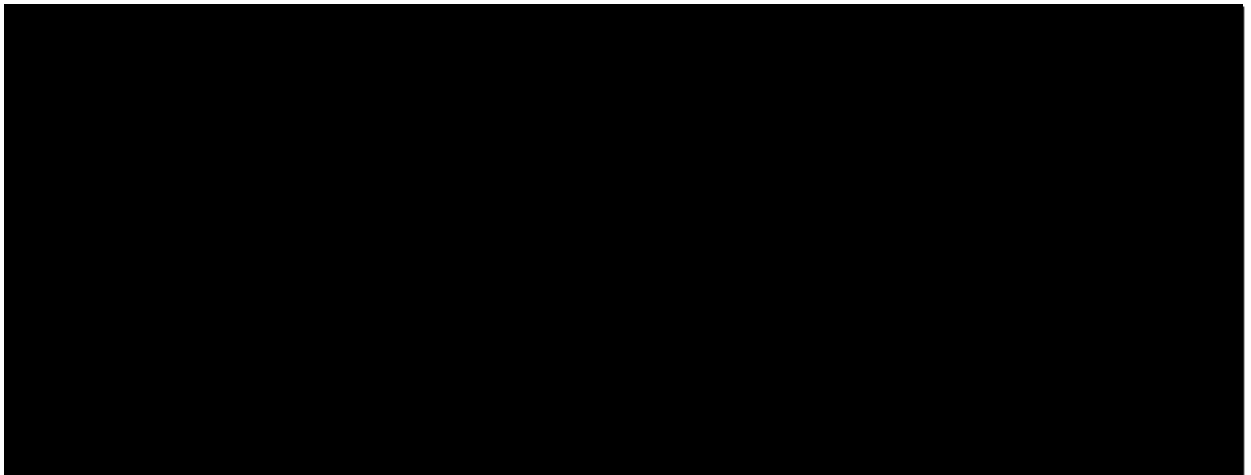
If the London Thames Gateway Development Corporation decides in due course that it is minded to approve the application, it should allow the Mayor fourteen days to decide whether or not to direct the Corporation to refuse planning permission (under article 4(1)(b)(i) of the Town & Country Planning (Mayor of London) Order 2000). You should therefore send me a copy of any officer's report on this case to your planning committee (or its equivalent), together with a statement of the permission your authority proposes to grant and of any conditions the authority proposes to impose, and a copy of any representations made in respect of the application (article 4(1)(a) of the Order).

Yours sincerely,

A black rectangular box redacting the signature of the Head of Planning Decisions.

Head of Planning Decisions

cc

A large black rectangular box redacting the entire body of the letter.

5 September 2007

160-188 High Street Stratford**London Thames Gateway Development Corporation (Newham)****planning application no. 07/01390/LTGDC****Strategic planning application stage 1 referral**

Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999; Town & Country Planning (Mayor of London) Order 2000

The proposal

High-density residential-led development, with commercial uses at ground floor and parking. The application is to modify an existing permitted scheme currently being implemented to add a further nine storeys to the tower and deliver an extra 45 market residential units (Refer PDU/0584b/01, 02 & 03).

The applicant

The applicant is **McFeely Group**, and the architect is **Stock Woolstencroft Architects**.

Strategic issues

The strategic issues considered are: **land use**; whether the proposed **housing** mix and tenure satisfies policy requirements and helps meet need; the acceptability of the **density and design** of the scheme; **children's play space provision**; **energy**; **access**; and **transport & parking**.

Recommendation

That London Thames Gateway Development Corporation be advised that the Mayor supports the principle of a high-density residential lead mixed use development in this location but that before the scheme is referred back to the Mayor the issues raised in the report will need to be addressed.

Context

1 On 31 July 2007 London Thames Gateway Development Corporation consulted the Mayor of London on a proposal to develop the above site for the above uses. Under the provisions of the Town & Country Planning (Mayor of London) Order 2000 the Mayor has the same opportunity as other statutory consultees to comment on the proposal. This report sets out information for the Mayor's use in deciding what comments to make.

2 The application is referable under Category 1C 1(c) of the Schedule of the Order 2000: "Development which comprises or includes the erection of a building in respect of which one or more of the following conditions is met – the building is more than 30 metres high and outside the City of London".

3 If London Thames Gateway Development Corporation subsequently decides that it is minded to grant planning permission, it must first allow the Mayor an opportunity to decide whether to direct the Council to refuse permission.

4 The Mayor of London's comments on this case will be made available on the GLA website www.london.gov.uk.

Site description

5 The 'L' shaped 0.82 hectare site is located on the corner of High Street and Warton Road, to the south west and approximately ten minutes walking distance away from Stratford town centre and transport interchange.

6 By virtue of its proximity to Stratford Interchange, which provides access to National Rail, London Underground, Docklands Light Railway and bus services to central London and its hinterland, the site enjoys a Public Transport Accessibility Level of 6 (where 6 is the highest). The site's accessibility to public transport will further improve when the proposed Stratford High Street Docklands Light Railway station opens.

7 The area has historically been characterised as a predominantly industrial area associated with the nearby River Lea and its tributaries and the railways. Immediately to the north and north-east of the site is the Carpenter's Estate which in the near future is likely to be subject to a major estate renewal programme.

8 The Carpenter's Primary School and associated playground border the site's northern and north-western boundaries whilst to the south-east and south-west the development will front onto Stratford High Street and Warton Road respectively.

9 A number of recently consented schemes in the area, some of which are either under construction or nearing completion, notably the 'Icona Tower' development further along Warton Road (PDU/0989), Rick Roberts Way (PDU/0786) and 80-92 High Street High Street (PDU/1166a), are contributing to the transformation of the area. Together with the Kessler scheme at 150 High Street on the opposite side of Warton Road (Refer PDU/1581/01), the current proposals have the potential to consolidate this process.

10 The Stratford City development to the north - with Warton Road one of the principle vehicular access routes into the development - and the Olympic site to the north-west will in the longer term transform the area.

11 Previously the site was occupied by 'LD Toys and Novelties', which operated within a low rise warehouse building with a separate single storey commercial building at 172-188 Stratford High Street.

12 The previous planning permission on the site, details of which are provided below, is currently being implemented.

Case history

13 In September 2003, Newham Council resolved to grant permission for a mixed-use development at this site. The proposal included a 25-storey tower and comprised 200 residential flats, 3 live/work units, a gym and 603 square metres of commercial floorspace for uses within classes A1 (retail), B1 (business) or D1 (nursery) together with parking, access and hard and soft landscaping. Broadway Malayan Architects designed this scheme for Barratt East London. The planning permission was never implemented (PDU/0584a/01).

14 In February 2005, Newham Council approved two connected applications for a major mixed-use scheme designed by Stock Woolstencroft Architects on the current application site which together comprised 250 residential units and 1,532 square metres of commercial floorspace in buildings of between eight and eighteen storeys in height (PDU/0584b/01, 02 & 03). The approved scheme would have delivered 127 affordable housing (50%) units comprising 79 shared ownership units (32%) and 48 social rental units (19%).

15 The applicant is currently implementing this consent and is making significant progress, with the frame already constructed up to seven storeys. As will be explained in more detail in the proceeding sections the applicant proposes constructing a further 9 storeys on top of the approved 18 storey tower which will deliver an extra 45 residential units.

Details of the proposal

16 The current scheme proposes a residential lead mixed-use development comprising 295 one, two and three bedroom residential units, an uplift of 45 new units, and 1,130 square metres of commercial floorspace (A1/ A2/ A3/ B1/ D1 uses).

17 The proposed development will comprise three distinct built elements including:

- A 27-storey tower at the junction of the High Street and Warton Road stepping down to twelve storey structures either side of the tower.
- A 10- storey block fronting Warton Road including a 9-storey projecting block at the rear.
- An 8 to 10-storey block fronting the High Street.

18 The development will have double height commercial floorspace at ground floor level with residential accommodation provided within the upper floors of the development. Two connected parking areas, including refuse storage and cycle parking areas, are proposed at lower ground floor level, while a second parking level is to be provided beneath the Warton Road end of the site to take advantage of the change in ground levels.

19 Two landscaped communal amenity spaces will be provided at mezzanine level at the rear of the Warton Road block and on the roof of the 8-storey return block. All residential units will be provided with private balcony spaces.

Strategic planning issues and relevant policies and guidance

20 The relevant issues and corresponding policies are as follows:

- | | |
|----------------------|---|
| • Housing | <i>London Plan; PPS3; Housing SPG; draft Providing for Children and Young People's Play and Informal Recreation SPG</i> |
| • Affordable housing | <i>London Plan; PPS3; Housing SPG</i> |
| • Density | <i>London Plan; PPS3; Housing SPG</i> |
| • Urban design | <i>London Plan; PPS1</i> |
| • Mix of uses | <i>London Plan</i> |
| • Regeneration | <i>London Plan; London's Economic Development Strategy</i> |
| • Transport | <i>London Plan; the Mayor's Transport Strategy; PPG13; Land for Transport Functions SPG</i> |
| • Parking | <i>London Plan; the Mayor's Transport Strategy; PPG13</i> |
| • Access | <i>London Plan; PPS1; Accessible London: achieving an inclusive environment SPG; ODPM Planning and Access GPG</i> |

- Tall buildings/views *London Plan; RPG3A, draft View Management Framework SPG*
- Ambient noise *London Plan; the Ambient Noise Strategy; PPG24*
- Air quality *London Plan; the Air Quality Strategy; PPS23*
- Sustainable development *London Plan; PPS1, PPS3; PPG13; PPS22; Draft PPS1 Supplement: Planning and Climate Change; the Mayor's Energy Strategy; Sustainable Design and Construction SPG*
- Child play space provision *Draft Further Alterations to the London Plan; Providing for Children and Young People's Play and Informal Recreation SPG*

21 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the 2001 Newham Unitary Development Plan (UDP) and the 2004 London Plan.

22 The Further Alterations to the London Plan, which has undergone public consultation, is also a relevant material consideration.

23 The Lower Lea Valley Opportunity Area Planning Framework (LLV OAPF), which was endorsed by the Mayor in January 2007, proposes that the site be redeveloped for mixed-use purposes.

24 Newham Council recently embarked on its Local Development Framework (LDF) with the publication of draft preferred options for the Core Strategy. The latter identifies the site as being suitable for mixed-use development.

Land use

25 The principle of the development of the site for a high-density mixed use scheme comprising housing with commercial floorspace at ground level has been established by Newham Council in granting planning permission for the 2005 scheme. The proposed land uses also accords with the site specific land use aspirations set out in the LLV OAPF.

26 A high density development comprising a significant quantum of new housing with commercial floorspace at ground floor level has the potential to secure the regeneration of the previously inefficiently used site within a prominent location at the edge of Stratford Town Centre and as such is supported in principle.

Housing

27 The residential led mixed-use scheme proposes a total of 295 residential units, an uplift of 45 market units, which will all be delivered within the upper floors of the proposed tower. The proposed overall housing mix is set out in table 1.0.

28 The Mayor's Housing supplementary planning guidance note (2005) seeks in new developments a balanced mix of house sizes with a target of 32% one, 38% two & three and 30% four-bed units. The proposed housing mix, with its predominance of one and two-bed units, fails to meet the housing mix target which seeks a significantly higher proportion of family units. However, it should be noted that the current proposals will deliver a better housing mix than the previously consented scheme, with a significant increase in the number of three-bed units with 29 three-bed units now proposed rather than the 7 three-bed units previously approved (PDU0584b/01/02 & 03).

29 Policy 3A.7 of the London Plan seeks as a target the provision of 50% affordable housing and within that 70% should be social rental and 30% intermediate provision. The

applicant proposes to provide 127 (43%) affordable housing units, on the basis that 79 (27%) will be shared equity intermediate housing units and 48 (16%) social rented units. This is a 38:62 split rather than the 70:30 split although this is similar to the proportion agreed in the consent currently being implemented. The uplift in new housing will all be market housing with the same affordable housing offer as the previously consented scheme. The previously approved tenure split was justified on the basis that it would “*promote a more balanced community and provide additional units for owner occupation in the Stratford area*”.

table 1.0 - Proposed overall housing mix

Unit size	Proposed unit numbers	% of total	GLA Housing mix requirements *
1 bed unit	103	35 %	32%
2 bed unit	166	55 %	} 38%
3 bed unit	29	10 %	
4 bed unit	-	-	30%
	298	100%	

*GLA Housing Supplementary Planning Guidance (November 2005)

30 The latest scheme proposes an extra 45 market residential units which will result in an overall decrease in the proportion of affordable housing from 50% to 43%. The applicant has argued that the changes are required to ensure the financial viability of the development. However, with development now in progress the applicant will need to demonstrate that it cannot deliver a higher proportion of affordable housing and meet London Plan housing targets. Any justification will need to provide an up to date detailed financial viability assessment and explanation as to why social housing grant has not been sought to increase the affordable housing output.

table 2.0 – affordable housing offer

Unit size	no. social rental units	no. intermediate units	% of total of affordable units	GLA housing mix requirements *
1 bed unit	12	32	35%	19%
2 bed unit	32	32	} 64%	39%
3 bed unit	4	15		42%
4 bed units	-	-	-	
	48	79	100%	100%

31 The on-site shared equity housing will comprise 32 one-bed, 32 two-bedroom and 15 three-bedroom units. To better help meet local housing need, any shared equity housing will be expected to be affordable at the levels set out in the Mayor’s Housing supplementary planning guidance (2005).

Density and design

32 The proposed density is 2,000 habitable rooms per hectare based on a net site area of 0.33 hectares. This figure is above the density range set out in Table 4B.1 of the London Plan but given the site’s location close to Stratford metropolitan centre with its continuing investment in transport infrastructure, and the site’s context, the development will achieve the

highest possible intensity of use compatible with its local context, in accordance with London Plan policy 4B.3.

33 The proposed tower, which at its highest point will be 27 stories (82 metres) in height, is not located within any strategic viewing corridors. Local views are currently of a mixed quality with a number of existing tall residential blocks in the vicinity. However, with planned development at Stratford City, the planned regeneration of the Carpenters Estate and other high-rise developments in the area, particularly along the High Street, the latest proposals has the potential to contribute towards the consolidation of a cluster of tall buildings at Stratford and the enhancement of its skyline subject to its design quality.

34 Policy 4B.8 of the London Plan states that *“the Mayor will promote the development of tall buildings where they create attractive landmarks enhancing London’s character, help to provide a coherent location for economic clusters of related activities and/ or act as a catalyst for regeneration and where they are also acceptable in terms of design and impact on their surroundings”*.

35 There have been extensive discussions with the applicant over the detailed design which have resulted in modifications being made to the scheme, including: changes to the tower’s roof design, refinement of the material palette across the scheme, elevations and the introduction of an additional 8 storey roof terrace to the rear of the development. The proposed tower, as amended, is now of the highest design quality and will make an important contribution towards the consolidation of a cluster of tall buildings at Stratford.

36 The quality of the ground floor frontage on Warton Road remains an outstanding concern – this is a location identified as appropriate for active frontages, as proposed by the 150 High Street scheme opposite. However, the proposed frontage in this location consists of a car park entrance, bin stores and substation access doors. Unfortunately the structures for these elements have already been constructed so major reconfiguration is not possible, but the detailed design of this elevation and the public realm around it will require careful consideration to ensure that a high quality urban environment is nonetheless created on Warton Road in this key location.

37 The application site borders the Carpenter’s Primary School and the scheme – particularly the tower – is likely to have an impact upon the school, particularly in terms of the loss of sunlight and daylight, overshadowing and sense of enclosure. The applicant will need to provide further information to enable an assessment of the extent of the impact of the current proposals in comparison to the previously approved scheme (PDU/0584b).

38 In seeking to compensate the school for any impacts the applicant has offered £135,000 to be paid towards the cost of implementing plans for a play space within the school grounds. Consideration should also be given to the provision of additional space for the primary school or complimentary uses on the ground floor of the proposals, potentially accessed from Stratford High Street and from the school grounds.

39 All residential units will have their own private balcony space. Further clarification is required on the detailed design of balconies.

Children's play space provision

40 The London Plan and Policy 3D.11i 'Play & informal recreation strategies' of the draft Further Alterations to the London Plan seek to ensure that children have safe access to good quality, well designed, secure and stimulating play and informal recreation provision.

41 With the mix of housing sizes proposed, the child occupation is expected to be high with approximately 116 children living within the development at any one time. Applying the benchmark standard of a minimum of 10 square metres per child, the requirement for play space within the development is a minimum of 1,160 square metres.

42 The scheme incorporates two separate communal amenity spaces. The first is a 410 square metres communal amenity space at the rear of the development above the semi basement parking while the second will be 305 square metres of space on the roof of the 8-storey return block. Further detail on the design of both these spaces will need to be provided before the application is referred back to the Mayor. In particular, the applicant will need to demonstrate how the rooftop space can safely meet the recreational needs of children within the development.

table 3.0 – child occupation

Unit size	Proposed numbers	unit	Child occupation per unit *	Child occupation
1 bed unit (market)	59		0.11	6.5
1 bed unit (affordable)	44		0.20	8.8
2 bed unit (market)	87		0.11	9.6
2 bed unit affordable)	79		1.00	79
3 bed unit (market)	25		0.48	12
3 bed unit (affordable)	4		2	8
Total	298		-	124

* Source: DMAG Briefing 2005/25, 2005

43 An existing multi-ball court within the Carpenters Estate has the potential to meet the play space requirements of older children within the development while, in the longer term, post Olympic legacy proposals for a substantial new park to the west of Water Works River will further enhance open space provision in the area. A play space is also proposed at the neighbouring development at 150 High Street.

44 In response to the shortfall in communal child play space provision within the development, a financial contribution should be made towards the upgrading of children's play facilities within the existing open space located nearby on the Carpenters Estate to meet the needs of older children. Another option worth exploring would be the potential, as part of any improved offer towards the improvement of play facilities within the neighbouring school, that children within the development can obtain access to the school recreational facilities outside school hours.

Energy

45 The applicant should undertake building regulations compliant modelling to show how demand reduction measures only the carbon dioxide emissions relate to the minimum requirements of the 2006 building regulations.

46 The applicant has dismissed the option of incorporating CHP in favour of biomass. The applicant should, however, seek to prioritise the implementation of CHP and if feasible (contacting ESCOs for instance) this solution should be adopted. The renewable target will then need to be calculated using the resultant carbon dioxide emissions after demand reduction and CHP has been implemented and alternative renewable energy technologies should be investigated.

Access

47 The Mayor requires a commitment to delivering an inclusive environment in accordance with Policy 4B.5 of the London Plan. Policy 3A.4 of the London Plan requires all new housing to be built to Lifetime Homes standards and 10% of all new housing to be designed to be wheelchair accessible to meet the full range of housing needs.

48 The development proposes 100% of the residential units will be built to 'Lifetime Homes' standard and that 10% of units will be capable of adaptation to wheelchair homes. The applicant will liaise with the Council to more accurately determine current needs.

49 The scheme architect made a presentation to the GLA London Access Forum and a revised Access Statement has since been provided by the applicant and seeks to address the issues raised at the forum.

Transport & parking

50 Transport for London raises no objection in principle to developing the site with a high-density residential led mixed-use scheme. The site is located at the junction of High Street and Warton Road, which will need remodelling to facilitate Stratford City developments. Detailed design of the scheme should therefore ensure compatibility with junction improvement requirements.

51 The application proposes a total of sixty car parking spaces, provided at a ratio of 0.31 spaces per residential unit, which is consistent with London Plan policy requirements. This level of car parking appropriately reflects the site's accessibility by public transport and will result in a level of traffic generation that can be safely absorbed by the Transport for London Road Network (A118/A12).

52 TfL requires the applicant to incorporate cycle parking facilities within the development at a ratio of 1 space per residential unit, which in this instance would be 290 spaces. Facilities must be safe, secure and in easily accessible locations. Cycle facilities should also be provided for visitors to the commercial and leisure uses in line with the London Cycle Network Design Manual.

53 A number of bus services run close to the site, namely the 108, D8, 25 and S2 which run along the High Street to Stratford Town Centre and other destinations, and the 276 that runs between Stoke Newington, Stratford Town Centre and East Ham via Carpenters Road. The frequency of buses direct to Stratford is 25 per hour on High Street and 5 per hour on Carpenters Road. It is expected that the additional patronage on bus services generated by the development can be accommodated by existing bus services; therefore London Buses will not be seeking any contributions via a Section 106 agreement for the bus network in this instance.

54 The development proposal appears to have no significant implications for London Underground because of the likely low level of net additional demand and the distance from the nearest station. However, improvements and contributions towards improving the pedestrian environment between the site and the station should be included in any planning permission.

Given the scale of the development, TfL considers it appropriate for the developer to contribute towards any pedestrian, cycle and/or environmental improvements along desire lines between the site and public transport and activity nodes.

55 As part of a S106 agreement, TfL supports a contribution towards implementation of a controlled parking zone within the area, and the commitment towards preventing prospective occupiers from applying for a permit. TfL also encourages the developer to contribute to upgrading the junction of High Street and Warton Road, and expects bus, pedestrian and cycle priority to be incorporated within an approved scheme, which should ensure compatibility with remodelling in association with Stratford City and other developments in the area. TfL recommends that, in detailing any proposals, the local authority and developer maintain contact with the Bus Priority Unit on this issue.

London Development Agency

56 In accordance with the objectives of the London Plan and the Mayor's Economic Development Strategy, the LDA seeks to promote sustainable growth and economic development and seeks to deliver a healthy, sustainable, high quality community and urban environment.

57 The proposed site is located within a Strategic Office Location the applicant may wish to consider how small and medium offices could be incorporated within the scheme in accordance with London Plan policy 3B.1 and 3B.2 which seeks the provision of a variety of type, size and cost of office premises to meet the needs of all sectors, including small and medium enterprises (SME) as well as meeting LDA objectives in addressing barriers to enterprise start-up, growth and competitiveness.

58 The Agency welcomes the inclusion of community uses within the development; we would ask the developer to clarify what element within the D1 use class it envisages being delivered by this scheme. The Agency would however welcome a childcare facility within the development and asks that consideration be given to its operation to enable the facility contribute towards addressing barriers to work in accordance with Policy 3B.12 of the London Plan.

59 In accordance with London Plan policies 3B.1 and 3B.12, the Corporation should seek to ensure that local residents and businesses benefit from jobs created by this proposal, particularly Black, Asian and minority ethnic (BAME) groups and disabled persons or groups. Initiatives to create training and employment opportunities for local people and address other barriers to employment should be formalised through a section 106 agreement. This should also include local opportunities for residents and businesses during construction as well as within the non-residential parts of the completed development, including the supply of goods and services and sub-contracting, and the provision of some affordable business space for small and medium sized enterprises within the development should any office space be included.

60 In summary, the London Development Agency supports the residential led mixed-use development proposed but asks that further consideration is given to the variety of commercial space included, and that a S106 covering employment and training initiatives be secured.

Local planning authority's position

61 It is understood that officers at the Corporation support the scheme.

Legal considerations

62 Under the arrangements set out in article 3 of the Town and Country Planning (Mayor of London) Order 2000 the Mayor has an opportunity to make representations to London Thames Gateway Development Corporation at this stage. If the Corporation subsequently resolves to grant planning permission, it must allow the Mayor an opportunity to decide whether to direct it to refuse planning permission. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's comments unless specifically stated.

Financial considerations

63 There are no financial considerations at this stage.

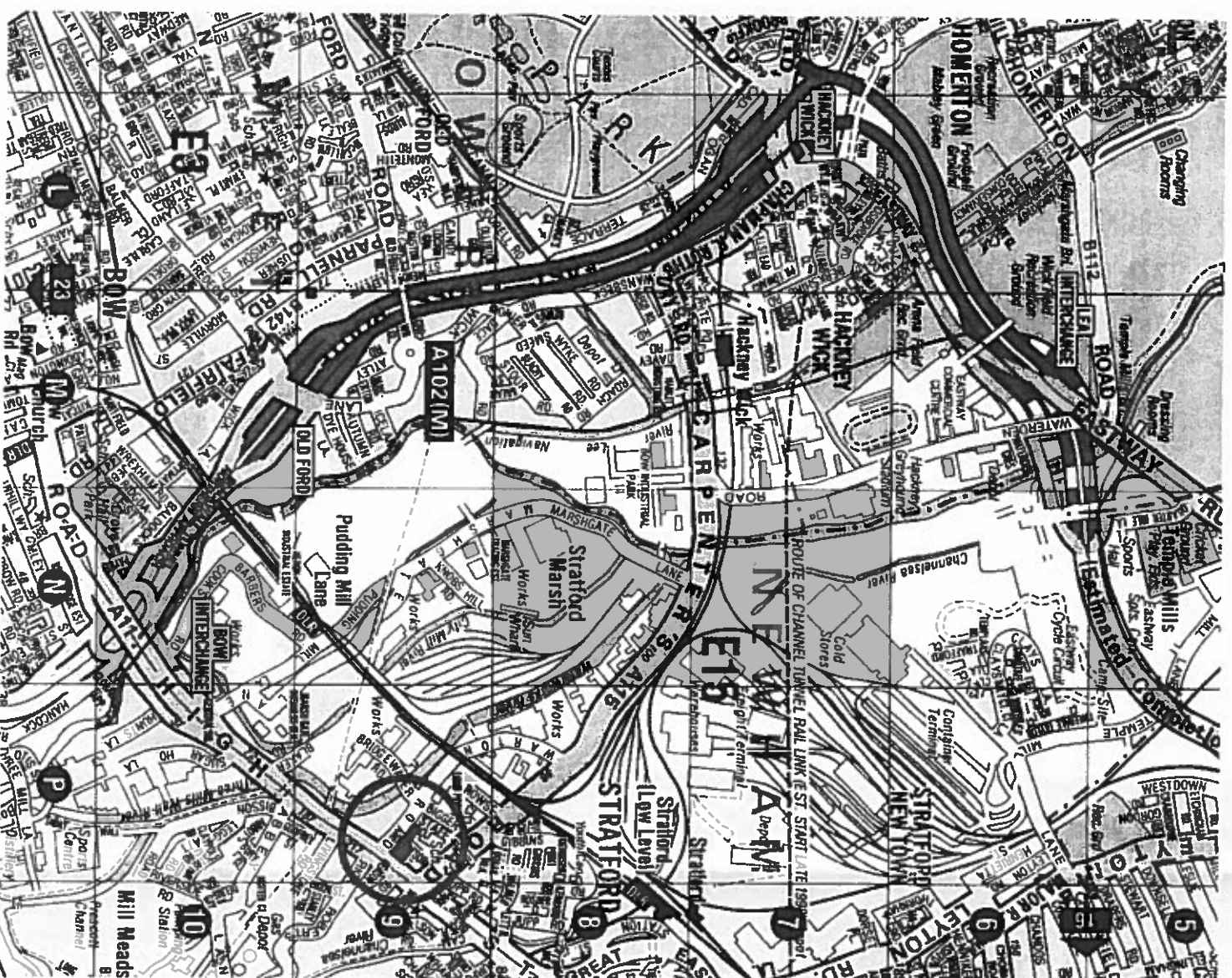
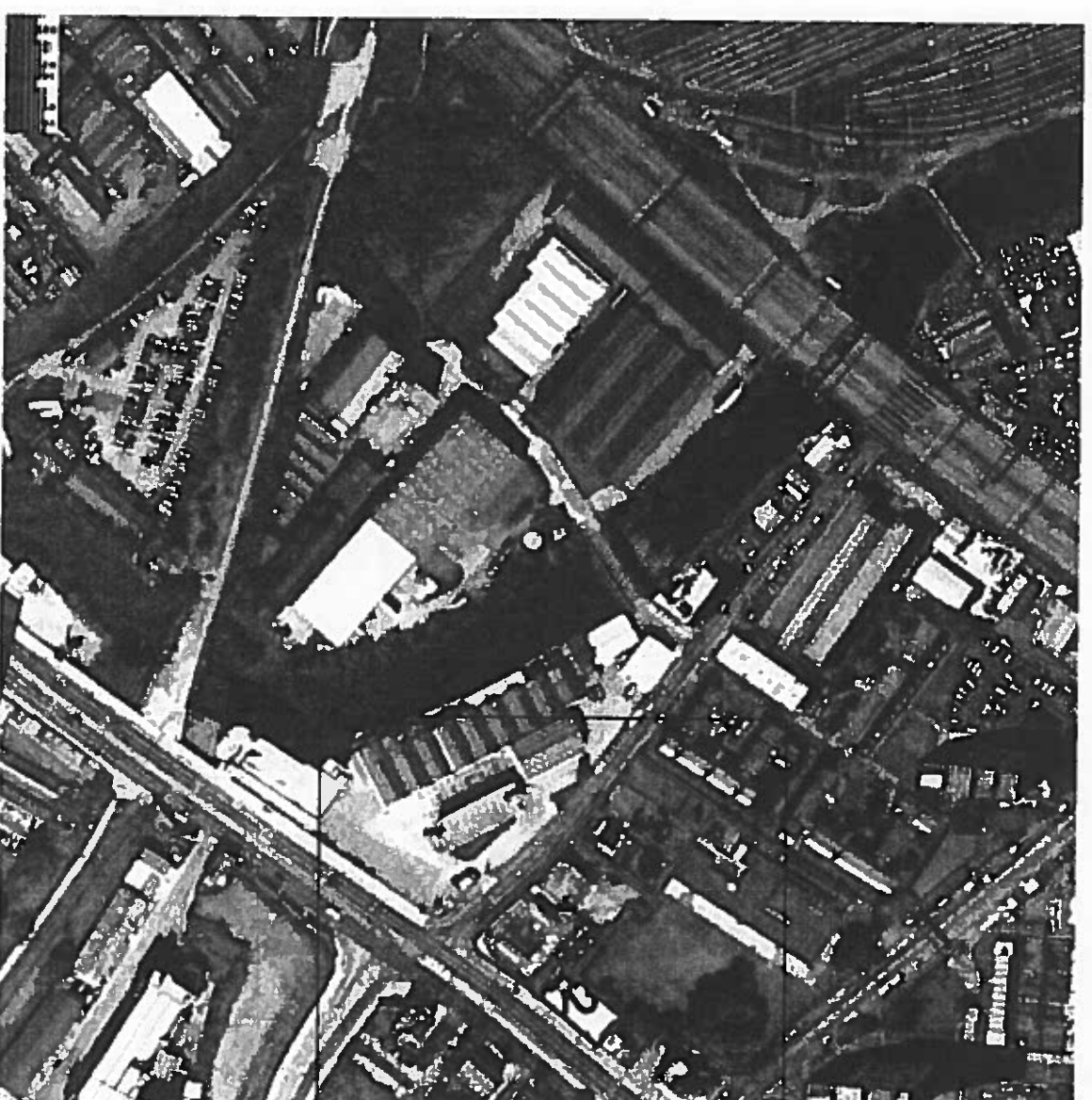
Conclusion

64 The current proposals involve constructing a further 9 storeys on top of the previously approved 18 storey tower and will deliver an extra 45 residential units. The scheme is of the highest design quality and will make an important contribution towards the consolidation of a cluster of tall buildings at Stratford and as such the proposals are supported in principle, subject to the other detailed issues raised in this report relating to housing, children's play space provision, energy, transportation and employment being addressed satisfactorily.

2.0 urban analysis

2.1 existing site and context

The combined sites are located at the junction of Warton road and High Street Stratford. The site is located between two contrasting areas in terms of the existing urban context. The area along the High Street has been the subject of a number of recent developments including a new hotel very close to the sites and 259-261 High Street Stratford designed by Stock Woolstencroft, the scale and quality of this building is acknowledged as a good indicator of the Borough's ambitions along this important corridor into Stratford. In contrast to this just west of the High street, the sites along Warton road display all the recognised characteristics of post-industrial decay set within a robust urban structure formed by river, rail and road corridors.



4.0 architectural rationale

design proposals

The site proposals consist of four buildings on the three sites as well as the re-provision of a single dwelling for the Carpenters School.

Site 1

The central building of the composition is (block 1a) ranges between 11, 17 and 18/19 storeys in height. The building entrance is accessed via Stratford High site just north of the junction. This double height space is dominated by the largely glazed two storey entrance lobby which provides space for concierge facilities. The space also provides access up to the raised courtyard deck at first floor level providing a high quality, soft and hard landscaped amenity area for the benefit of all the residents. The building comprises 129 residential units and 1145sqm commercial space.

The building to the west of this (block 1b) addresses Warton road and is ten storeys in height. The building is provided with a clearly defined entrance lobby leading directly off the street providing access to the rented units within the building. Access to the shared ownership units is via the High Street Stratford entrance and across the amenity deck. The building comprises 63 residential units.

Both these buildings share a two level car park and associated facilities including refuse storage, cycle/ motor cycle storage and plant areas. The car park is accessed via Warton road.

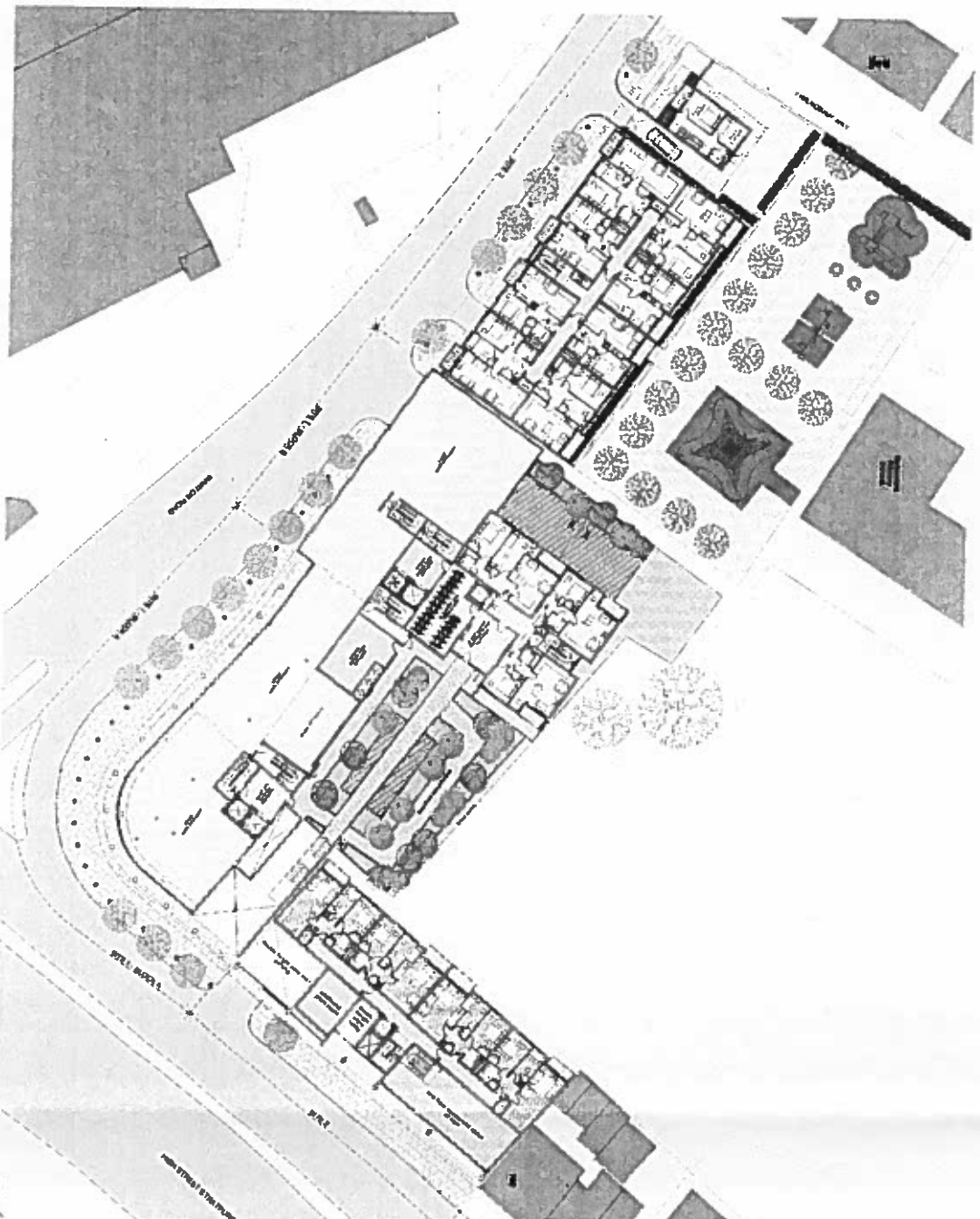
Site 2

The building faces onto High street Stratford and consists of 52 residential units and 387 sqm of commercial space. Access is via the central lobby area with parking spaces for the commercial uses only and refuse facilities to one side of the building footprint. The building rises to 8 storeys.

Site 3

The proposal for site 3 provides a residential building over a ground floor level parking area. The parking area provides 17 spaces which will be used by the Carpenters school during the day and a direct access to the school is provided. The building above provides 24 residential units over three floors, therefore a four storey building. In order to re-provide the caretakers house which occupies this site the proposals include a 3 bedroom house at the junction of Warton road and Friendship Way.

In total the scheme proposals comprise of 269 residential units, 1532 sqm of commercial space, 80 parking spaces as well as 228 cycle spaces, 33 motorcycle spaces and ancillary accommodation.



4.0 architectural rationale

design standards

All dwellings are designed to current accessibility standards and incorporate the requirements of Lifetime Homes. The affordable housing will be designed with reference to current Housing Corporation requirements as well as being assessed against the Housing Quality Indicators. The affordable housing will also be designed with reference to current Housing Corporation requirements as well as being assessed against the Housing Quality Indicators; the requirement will be to achieve an overall score of 70%

Sustainability

At an early stage in the development of the proposals it was agreed that a project of this scale and importance should address the issue of sustainability, both in terms of providing an environment that is socially sustainable by providing a balanced community, with mixed uses and good access to local facilities including transport but also in terms of the effect upon the environment of the construction of the building and the usage of it during it's lifetime. The key tool in assessing the performance of residential buildings is Eco homes, this assessment tool has been developed by the Building Research Establishment and is acknowledged as the industry standard measurement tool to assess the environmental impact of any residential development. The design and construction team are required to design and build the development to reach the targets set by 'Very Good' rating.

Mixed tenure

The residential development comprises a mixture of affordable housing for rent, shared ownership and key workers, as well as private units for sale. A summary of the proposed tenure for the three sites is as follows:

- for sale units 45.5%
- shared ownership 19%
- affordable rent 26.5%
- keyworker 9%

Movement and parking

In terms of site 1 the proposals provide two levels of parking to the rear of the site which is accessed off Warton road. The parking will be shared by all the users of the buildings and provides for disabled users as well as incorporating motorbike/ cycle parking and refuse storage for all users. Site 2 is provides a small parking area (for commercial users only) which also provides access to cycle parking and refuse areas, it is intended that in terms of residential provision the site will be 'car free'. Site 3 is provides a full ground level parking area and ancillary accommodation accessed from Warton road. This parking provision is, in effect, a re-provision of the existing parking spaces for the Carpenters School, it is proposed that this is maintained although there is the opportunity for the school and the residents of the building to share this parking.

Amenity space/ landscaping

All the flats across the three sites are provided with generously sized balconies to offer private amenity for individual residents. In addition to this on site 1 the proposals include a landscaped courtyard garden which provides a communal amenity for all residents.