

Subject: Iceland Wharf, Fish Island, London E9 5HJ - 18/00095/FUL

Meeting date: 23 October 2018

Report to: Planning Decisions Committee

Report of: Anne Ogundiya, Principal Planning Development Manager

FOR DECISION

This report would be considered in public

1. EXECUTIVE SUMMARY

- 1.1. This report considers an application for planning permission which seeks consent for demolition and the redevelopment of the site known as Iceland Wharf, which lies within Fish Island and covers an area of 0.51ha.
- 1.2. The redevelopment is for a mixed-use employment-led development resulting in 7 buildings of between 1 and 8 storeys (between 8m and 26.3m in height from ground level) to provide 3,871m² of employment floorspace (Use Classes B1-B2) (GIA), 120 residential units (Use Class C3) as well as associated car parking spaces for people with disabilities, hard and soft landscaping, public realm, and the creation of 3 new vehicular access points. The proposal includes 35% (by habitable room) affordable housing.
- 1.3. The site fronts Iceland Road, which is to its north, and Wick Lane to the west. The River Lea Navigation bounds the site to the east, and Autumn Yard (an industrial complex) to the south. The site is currently vacant, most recently occupied by a scrap-metal merchant.
- 1.4. There are a number of small scale brick workshop buildings and yards within the site. Within the mix of buildings is a two-storey dark brick building with a tiled pitched roof, which is the remains of the Old Ammonia Works factory. The building is identified within the Local Plan as a non-designated heritage asset. The building is proposed to be retained and incorporated as part of the proposals. Large scale contemporary residential blocks are situated to the north of the site, which front Wick Lane and Iceland Road.
- 1.5. The site is designated within the Local Plan as an 'Other Industrial Location' (OIL), and borders the designated 'Strategic Industrial Location' (SIL), which is located to the south of the application site. The OIL designation requires an employment-led mix of uses, including warehouse, storage, distribution, with potential for residential development.

- 1.6. The key issues in considering the submitted details are:
- Principle of the Development;
 - Commercial Workspace / Employment (including quality of employment floorspace);
 - Housing Mix including Affordable Housing (including accessibility and Inclusive Design);
 - Density; Scale and Massing;
 - Layout and Design;
 - Landscaping and Public Realm;
 - Amenity (Daylight and Sunlight, Privacy as well as Impact on Neighbouring Properties);
 - Transport;
 - Noise and Air Quality;
 - Energy and Sustainability;
 - Contaminated Land and Archaeological matters; and
 - Heads of Terms.
- 1.7. The site is located within an OIL, on the boundary between a residential environment and a SIL. The proposals seek to address both residential and industrial adjacencies whilst providing a policy compliant mix of residential office and industrial uses. The development has been subject to extensive pre-application and post-submission negotiations in relation to its design, massing and content, and has been steered to be employment led. The commercial use would be located within 6 of the 7 proposed buildings, with the residential contained within 5 of the 7 buildings.
- 1.8. Officers and the Quality Review Panel (QRP) welcome the innovative approach proposed and support the scheme, which principally includes a standalone five-storey B2 (general industrial) building, a deck access residential typology integrated with B1 (light industrial) ranging from ground to fourth floor levels within four buildings in the development. The mixed-use buildings have been designed such that they could accommodate small and medium enterprises, with scope to accommodate creative industries as well as the residential deck access typology.
- 1.9. Thirty-three representations have been received from 21 residents/businesses. Two of the representations fully support the scheme; five support the scheme in principle but express concern around delivery/servicing and construction impacts and 14 objection letters have been received relating to massing, noise, overlooking and daylight and sunlight impact. Following analysis of the scheme Officers are satisfied that the proposed development would not cause material harm to the amenities of nearby residents or businesses.
- 1.10. The scheme has been subject to review by the Quality Review Panel (QRP), which ‘...commends the depth of thought applied to creating a genuinely mixed-use development – a little community within a community – that is entirely appropriate to the character of Hackney Wick and Fish Island. The scheme demonstrates a real richness and quality...’

- 1.11. The redevelopment proposals are in general accordance with the requirements of Policy B.1 of the Local Plan and the London Plan and its draft in their location and maintenance of employment uses. The commercial floorspace would be of a high-quality design, and would have the potential to substantially increase employment density on the site from the current figure of zero jobs, to, based on proposed floorspace up to 169 jobs using the Homes and Communities Agency Employment Density Guide.
- 1.12. The applicant has successfully demonstrated that the quality of the proposals, both commercial and residential, would be high. Officers consider that they would optimise the capabilities of the site and would deliver employment and housing meeting local and strategic need.
- 1.13. The proposed affordable housing is compliant with the requirements of the threshold approach to viability as set out within the Mayor's Affordable Housing and Viability SPG. The scheme would maximise the use of previously developed land in accordance with London Plan policy 3.4, draft new London Plan policy GG2 and Local Plan Policies SP.1 and SP.2 and would make a contribution to both local housing needs and the local employment offer in accordance with the NPPF and London Plan Policies 3.5, 3.9 and 4.1, draft new London Plan Policies GG1, GG4, GG5 and Local Plan Policies B.1, BN.1 and BN.4. The proposal is considered to be policy compliant.
- 1.14. The applicant has agreed to enter into a s.106 legal agreement which would secure the provision of affordable housing and the early review mechanism, together with other financial contributions/improvements i.e. car club provision, including managed and affordable workspace, employment opportunities such as training/apprenticeships, and travel plan measures, public realm and enhancement measures to Iceland Road and the riverside; to ensure that the effects of the development are mitigated.

2. RECOMMENDATIONS

2.1 The Committee is invited to:

- a) **Approve the application for the reasons given in the report and grant planning permission subject to:**
 1. **the satisfactory completion of a legal agreement under s.106 of the Town and Country Planning Act 1990 and other enabling powers to secure the planning obligations set out in the recommended heads of terms which are set out in this report; and**
 2. **the conditions set out in this report.**
- b) **AGREE TO DELEGATE AUTHORITY to the Director of Planning Policy and Decisions to:**
 1. **Finalise the recommended conditions as set out in this report including such refinements, amendments, additions and/or deletions (including to dovetail with and where appropriate, reinforce, the final planning obligations to be contained in the section 106 legal agreement) as the Director of Planning Policy and Decisions considers reasonably necessary;**

- 2. Finalise the recommended legal agreement under section 106 of the Town and Country Planning Act 1990 and other enabling powers as set out in this report, including refining, adding to, amending and/or deleting the obligations detailed in the heads of terms set out in this report (including to dovetail with and where appropriate, reinforce the final conditions and informatives to be attached to the planning permission) as the Director of Planning Policy and Decisions considers reasonably necessary; and**
- 3. Complete the section 106 legal agreement referred to above and issue the planning permission.**

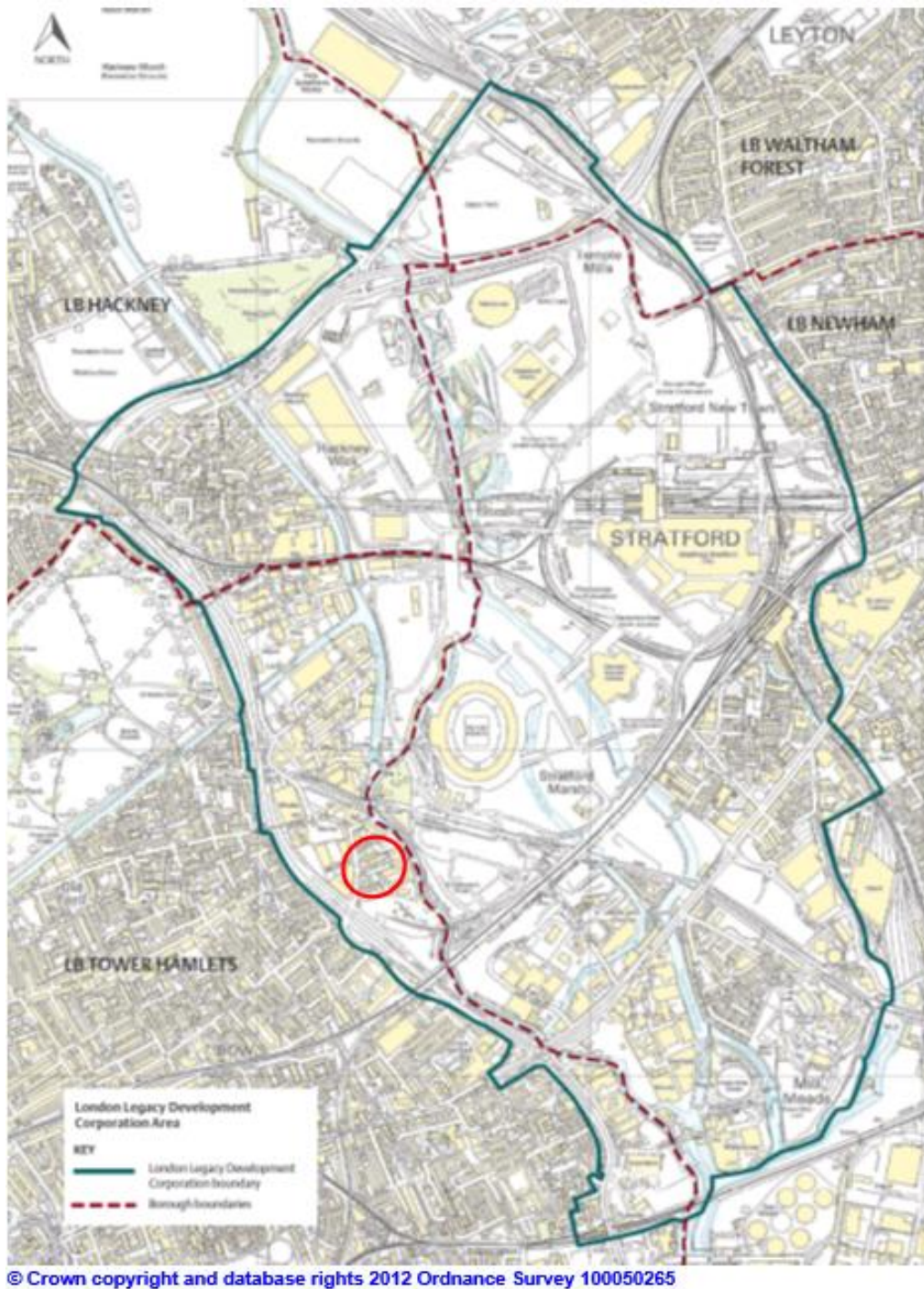
3. FINANCIAL IMPLICATIONS

- 3.1. There are no financial implications

4. LEGAL IMPLICATIONS

- 4.1. The recommendation is that planning permission is granted, subject to completion of a s106 legal agreement to ensure adequate mitigation of the impacts of the development. The contents of any required s106 agreement is described in section 11.116 (Draft Heads of Terms) below.

SITE PLAN



Location: Iceland Wharf, Fish Island, London E9 5HJ

London Borough: Tower Hamlets

Proposal: Planning application for demolition of existing buildings, (with the exception of the former Ammonia Works Warehouse) and the erection of seven new buildings ranging from 1 to 8 storeys in height to provide 3,871sqm of commercial floorspace (Use Class B1 and B2) and 120 residential units (Use Class C3), together with the provision of

landscaped public open space, refuse stores, secure cycle stores and car parking for people with disabilities.

Applicants: City and Suburban Housing

Agent: CMA Planning

Redline site boundary



5. SITE & SURROUNDINGS

- 5.1. The application site has an area of 0.51 ha and is irregular in shape. The A12 highway is to the west of the site (beyond Wick Lane), the River Lea to the east, and Wick Lane which runs along the western boundary. On the north-west corner of the site on Wick Lane is the two-storey 'Lighthouse' public house, which is defined in the Local Plan as a non-designated heritage asset. There is no public access along the river front to either side of the site.
- 5.2. To the north of the site is the neighbouring seven storey residential block at 419 Wick Lane terminating at the river edge. 417 Wick Lane is further north and is a part seven, part nine storey block.
- 5.3. To the south lie one and two storey brick finished commercial buildings that form part of the Autumn Yard and Autumn Wharf industrial estates, which house a number of small scale businesses as well as a music venue.
- 5.4. The site is designated within the Local Plan as an 'Other Industrial Location' (OIL), and is adjacent to the boundary of the Local Plan designated 'Strategic Industrial Location' (SIL). A number of derelict structures sit within the site boundary, the majority of the space is taken up by yard. These structures are of industrial character, brick built and low level with pitched roofs. A two-storey dark brick building with tiled pitched roof is the remains of the Old Ammonia Works Warehouse factory, and is identified within the Local Plan as a non-designated heritage asset.
- 5.5. The site is currently vacant most recently occupied by a scrap-metal merchant.

- 5.6. The local built character is predominantly industrial, however, in recent years, large scale residential developments have taken shape within the built landscape, with the LB Tower Hamlets approved 'Live – Work' schemes at 417 and 419 Wick Lane, and the approved mixed-use development at 415 Wick Lane (currently under construction - see planning history section 6).
- 5.7. Wick Lane is served by the 339-bus route (Leytonstone / Stratford / Shadwell). Two further bus routes, the 276 and 488 can be accessed at Tredegar Road, approximately 500m south of the site. The closest train station is Hackney Wick Overground Station, approximately 1.1km from the site.

6. RELEVANT PLANNING HISTORY

Iceland Wharf Enforcement History

- 6.1. ENF/16/00005 - In May 2016, complaints were received regarding activities at Iceland Wharf and an investigation was undertaken into the lawfulness of the activities occurring at the site. The investigation established that a scrap metal yard, haulage yard, car sales yard, auto-electrical repairs workshop, vehicle repairs workshop and a hand car wash were all operating from the site.
- 6.2. The enforcement investigation concluded that the scrap metal yard, haulage yard and hand car wash were lawful uses, either benefitting from planning permission or through having been operating from the site for a period of at least 10 years.
- 6.3. The planning history surrounding the vehicle repairs workshop, auto-electrical repairs workshop and car dealership yard was inconclusive and it could not be established whether those uses were lawful. However, given the nature of those uses and the future development plans for the site, it was considered to not be expedient to pursue any formal enforcement action. The enforcement case was closed on 22 June 2017.

Adjacent Sites

415 Wick Lane

- 6.4. 16/00685/FUL (planning permission September 2017- currently under construction) - Demolition of 1,187.5sqm GIA of existing buildings and yard space comprising 278.2sqm Class B1, 220.4sqm Class B2 and 688.9sqm Sui Generis. Redevelopment of a mixed-use scheme totalling 18,329sqm GIA floorspace comprising 175 residential units (14,848sqm) (Class C3), 2,503sqm employment space comprising 1,648sqm Class B1, 221sqm Class B2, and 345sqm commercial use (Class A1/A3) plus 289sqm of ancillary spaces, 660sqm on plot lower ground floor parking alongside 3,951sqm public realm, open space and associated vehicular access.

Autumn Yard

- 6.5. 14/00123/COU (change of use granted September 2015).
- 6.5.1. Change of use from a General Industrial Unit (Class B2) to 4 affordable workspace office units (B1) and a multifunctional floor space for the creative

industries (Sui generis). The multifunctional space consists of offices, studios, and events, exhibition and performance space and a licensed bar, and is used for a maximum of two nights a week for late night music events.

417 Wick Lane

- 6.6. PA/02/01852/A1 417 Wick Lane (planning permission March 2004). This scheme granted planning permission for 75 live work units and 960m² of B1 accommodation in a development up to nine storeys approved by LB Tower Hamlets. The site is located to the north of Iceland Wharf

6.6.1. LB Tower Hamlets have granted a number of Certificates of Lawfulness for a number of apartments to use them as single dwellings.

6.6.2. LLDC PPDT have granted retrospective planning permission for a number of change of use for a number of apartments from live work units (sui generis use) to use as a single residential flat.

419 Wick Lane

- 6.7. PA/03/01617 (outline planning permission October 2005) The site comprises of a seven storey (plus basement level) building comprising of 104 live-work units, 1,123m² of Class B1 floor space and 107m² of Class A1 (Shop) or Class A3 (Food Drink) floor space together with 111 parking spaces approved by LB Tower Hamlets.
- 6.8. Reserved matters applications were approved by Olympic Delivery Authority between February 2008 and early 2009 providing full details of archaeology, heritage building recording, retention of a war memorial, contamination and remediation, habitat plan, foundation design, external materials, noise assessment, internal layouts, external lighting and landscaping, along with a reduction of the total number of car parking spaces to 78.
- 6.9. 09/90318/FULODA - A subsequent permission (approved 1st February 2010) for the retrospective subdivision of existing live/work (sui generis) units to create 8 additional live/work (sui generis) units (resulting in 112 units in total), (4 x duplex units on lower/upper ground floor, 1 x duplex unit on floors 1 & 2, 1 x duplex unit on floors 3/4 and 2 x units on floor 6) was approved by the Olympic Delivery Authority (ODA).
- 6.10. 12/00165/FUM – 419 Wick Lane (planning permission granted 19th December 2012). This scheme granted planning permission for change of use of upper floors (1 – 6) from Live-Work (Sui Generis) to 112 self-contained residential units (Class C3) approved by ODA.
- 6.11. The proposal was presented to Members at pre-application stage on the 19th December 2017.

6.12. The following points were made in discussion:

- a) Members queried the demand for the B2 workspace
- b) Members wanted to be sure that there would be mitigation of the noise and fumes on the site.

7 DESCRIPTION OF DEVELOPMENT

7.1 This report considers a planning application for demolition and the redevelopment of the site proposing 7,715m² (GIA) of residential floorspace and 3,871m² (GIA) of commercial space.

7.2 The redevelopment is for the mixed-use employment led development resulting in 7 buildings of between 1 and 8 storeys (between circa 8m and 26m from ground level in height) to provide employment floorspace (Use Classes B1-B2), 120 residential units (Use Class C3) as well as, car parking spaces for people with disabilities, hard and soft landscaping and public realm, and creation of new vehicular access points.

7.3 Save for a two storey non-designated heritage asset on the site (former Ammonia Works Warehouse) the existing buildings on the site are proposed to be demolished.

7.4 The application has been amended since being submitted. The changes have been principally to the massing of Block B and Block D and the scheme described is the amended scheme. The description of development should be read in conjunction with the proposed site plan (see appendix 3).

7.5 Summary of Development within the Proposed Blocks

7.6 The commercial development would be located within 6 of the proposed 7 buildings (Blocks A, B, C, E, F and G) and the commercial quantum is as set out in Table 1 below.

7.7 The residential units are contained within 5 of the 7 proposed blocks (Blocks B, C, D, E and G).

7.8 The general housing mix is set out in Table 2 below.

Table 1 - Commercial floorspace

Proposed use	Floorspace (GIA): as proposed	Floorspace (GIA): as Existing
Business use (Use Class B1 (a) workspace)	1,463m ²	Nil
B1 (c) light Industrial	1,466m ²	Nil
B2 (general Industrial)	942m ²	634m ²
B8 (storage and distribution)	Nil	Nil
Yard Space	450m ²	4,152m ²
Total non-residential floorspace	4,321m²	4,786m²

7.9 Block A: Is proposed as a five storey (19.5m in height) standalone wholly commercial B2 (general industrial use) building, with a floorspace of 942m² GIA with ancillary yard (125m²) and terrace 94m². The building would front Wick Lane.

- The building is composed of a series of single and double height stacked spaces overlooking the yard space for the nearby B1 commercial unit.
- The building is characterised by five floor plates of similar shape connected by a staircase and a heavy duty lift suitable for oversized goods and forklifts.
- The ground floor would host an internal loading bay for deliveries with the ability to enable forklifts manoeuvres.
- The loading bay and yard would connect the B2 building with other commercial units proposed within the development to the east of the site.
- The second floor would feature an outdoor terrace for breakout space.

7.10 The building material finish would be concrete with translucent panels, which includes an open concrete grid with infills of glazing and metal panels of varying permeability.

7.11 Block B: Proposed as a commercial and residential building.

- The building would be 4 storeys in height (17.1m from ground level) and adjoins Block C.
- The commercial aspect comprises part B1(a) and B1(c) class with a commercial floorspace of 350m² (GIA).
- The building would be accessed via Iceland Road
- Block B would incorporate the Old Ammonia Works Warehouse building non-designated heritage asset.
- The block contains 16 residential units

7.12 Block C: Proposed as a commercial and residential building.

- The building would be 7 storeys in height (20m from ground level) with a 5 storey (17.5m from ground level) attached shoulder block.
- The commercial aspect comprises B1(c) class with a commercial floorspace of 660m² (GIA).
- The building would be accessed via Iceland Road
- The block contains 26 residential units

7.13 Block D: Proposed wholly residential building

- The building would be 6 storeys (17m to 17.8m from ground level).
- The block contains 56 residential units

7.14 Block E: Proposed as a commercial and residential building adjacent to the Foundry building a two storey industrial block.

- The building would be 6 storeys (17m to 17.8m from ground level).
- The commercial aspect comprises B1(c) class with a commercial floorspace of 400m² (GIA).
- Vehicle access at ground floor level would be through Block B i.e. Iceland Road, and the commercial pedestrian entrance would be through the non-designated heritage building former Ammonia Works Warehouse.
- The block contains 8 residential units

7.15 Block F: Proposed as a standalone B1 commercial building.

- The building would be 6/7 storeys in height (20m).
- The commercial aspect comprises B1(c) class with a commercial floorspace of 240m² (GIA).
- The building would be accessed via Iceland Road.
- There is vehicular access via the lower ground to Blocks E, C, F and G.
- Residential access is via a recessed entrance towards the eastern end of Iceland Road.

7.16 Block G: Proposed as a commercial and residential building.

- The building would be 5 storeys (20m from ground level) in height.
- The commercial aspect comprises B1(a) class with a commercial floorspace of 1,290m² (GIA).
- Pedestrian access would be either through the vehicular gate or the main entrance of the non-designated heritage asset through a linked corridor.
- The block contains 26 residential units

7.17 Residential Massing: The massing of the residential blocks is arranged around open communal spaces. The communal spaces take the form of courtyards, roof gardens and a series of raised walkway decks.

7.18 The accommodation is accessed via two main stair cores off Iceland Road, which provide a secure entry zone for residents and lead onto communal walkway decks. The walkway decks are configured around light voids which would serve as defensible space, creating a buffer zone between the main circulation routes and the more private front door thresholds. Passing points are integrated into the walkway design, as well as pockets of seating and planting that encourage social exchange between residents. A third fire stair core to south east of the development provides an alternative emergency escape route.

7.19 Courtyards: The proposals would create three mixed courtyards at ground floor level. A working yard would be accessed from Wick Lane. A B1 breakout yard would be accessed from Iceland Wharf, and a residential courtyard also accessed from Iceland Road. The breakout yard is proposed in the form of a cloistered courtyard, bounded on all sides by double height commercial space

7.20 Landscaping and Open Space: The proposed Iceland Wharf development offers landscaped public realm space with a river front connection. The proposals include a residential courtyard at ground floor and rooftop terraces at fourth and fifth floor. These spaces are linked by a series of interwoven walkway decks providing access to the residential units.

7.21 Refuse: The commercial units would have two separate waste stores, accessed internally from the commercial area: one store for the B2 standalone building's waste would contain 3 x (1280 litre capacity) bins, and another 6 x (1280 litre capacity) bins for the B1 uses. For the domestic refuse collection, stores are located on the lower ground and ground floor level, accessible internally, from residential entrance cores, as well as directly from street level by refuse vehicles.

Table 2 – Residential Mix, Size and Tenure

Tenure	1 bedroom	2 bedroom	3 bedroom	All Bedroom Types Total
Market	41 units (52 % of total market)	29 units (37% of total market)	9 units (11% of total market)	79 units (66% of total housing)
Shared Ownership	5 units (33% of total shared ownership)	8 units (53% of total shared ownership)	2 units (14% of total shared ownership)	15 units (36% of affordable housing / 13% of total housing)
London Living Rent	7 units (54% of total London living rent)	5 units (38% of total London living rent)	1 units (8% of total London living rent)	13 units (32% of affordable housing / 11% of total housing)
London Affordable Rent	6 units (46% of total affordable rent)	4 units (31% of total affordable rent)	3 units (23% of total affordable rent)	13 units (32% of total affordable housing / 11% of total housing)
All Tenures Total	59 units (49%)	46 units (38%)	15 units (13%)	120 units (100%)

7.22 Cycle Parking: In total, 48 cycle spaces would be provided for the employment uses and 186 spaces would be provided for the residential units. The plans illustrate 4 vertical bike stands on the ground floor and a double decker stand for 36 spaces on the lower ground floor level, split into two locations

7.23 Vehicular Access: The development is largely proposed as car-free. 14 parking bays for people with disabilities are proposed on Iceland Road. The submitted drawings illustrate controlled permeability with vehicular access points for servicing and delivery via Wick Lane and along Iceland Road.

7.24 A vehicular access route is proposed linking the working yard with Wick Lane and Iceland Road, and allows for a 10m truck to enter and leave the site in forward gear,

accommodating delivery and servicing. An under-croft linking the yard with Iceland Road breaks through the commercial façade at ground level, allowing vehicular delivery and servicing access.

8. POLICIES & GUIDANCE

8.1 National Planning Policy Framework (NPPF – July 2018)

The policies in the NPPF are material considerations in the determination of applications.

The following NPPF policies are relevant to this submission:

8.1. The following NPPF sections are relevant to this planning application:

4. Decision making
5. Delivering a sufficient supply of homes
6. Building a strong, competitive economy
8. Promoting healthy and safe communities
9. Promoting sustainable transport
10. Supporting high quality communications
11. Making effective use of land
12. Achieving well-designed places
14. Meeting the challenge of climate change, flooding and coastal change
16. Conserving and enhancing the historic environment

8.2 For the purposes of S.38(6) of the Planning and Compulsory Purchase Act 2004, the adopted 'Development Plan' for this site current is the London Legacy Development Corporation's Local Plan 2015-2031 (August 2015). The contents of the Government's National Planning Policy Framework are also relevant and have been taken into consideration.

8.3 The most relevant policies are listed below:

The London Plan (March 2016)

8.4 The following London Plan policies are relevant to this submission:

- Objective 1 – Increase the prosperity of east London through growth in business and quality jobs with an emphasis on cultural and creative sectors, promotion as a visitor and tourist destination and high quality lifelong learning opportunities
- Objective 2 - Providing Housing and Neighbourhoods
- 2.4 The 2012 Games and their legacy
- 2.9 Inner London
- 2.13 Opportunity areas
- 2.14 Areas for regeneration

- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.9 Mixed and Balanced Communities
- 3.10 Definition of Affordable Housing
- 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed-Use Schemes
- 4.1 Developing London's Economy
- 4.12 Improving Opportunities for All
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.5 Decentralised Energy Networks
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.11 Green Roof and Development Site Environs
- 5.12: Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing the Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Communities and Neighbourhoods
- 7.2 An inclusive environment
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.8 Heritage Assets and Archaeology
- 7.9 Heritage-Led Regeneration
- 7.14 Improving Air Quality
- 7.15 Reducing Noise and Enhancing Soundscapes
- 7.27 Blue Ribbon Network: Supporting Infrastructure and Recreational Use
- 8.2 Planning Obligations

8.5 London Plan (August 2015) - Housing Standards, and Parking Standards (Draft)

These two documents are in draft format to be considered by an inspector in a public examination commencing on 21 October 2018. Weight can still be attached to the documents particularly as they have been consulted on.

8.6 LLDC Local Plan (July 2015) Policies which are relevant to the consideration of this submission are:

Local Plan Proposal Map Land Use Designation Other Industrial Location (OIL)

- SP.1 – Building a strong and diverse economy
- Policy SD.1 – Sustainable development
- B.1 - Location and maintenance of employment uses
- B.2 – Thriving town, neighbourhood and local centres
- B.5 – Increasing local access to jobs, skills and employment training
- CI.1 - Providing new and retaining existing community infrastructure

- H.1 - Providing a mix of housing types
- H.2 - Delivering affordable housing
- SP.3 - Integrating the built and natural environment
- BN.1 - Responding to place
- BN.2 - Creating distinctive waterway environments
- BN.3 - Maximising biodiversity
- BN.4 - Designing residential schemes
- BN.5 – Requiring inclusive design
- BN.8 - Maximising opportunities for play
- BN.10 – Proposals for tall buildings
- BN.11 – Reducing noise and improving air quality
- BN.12 – Protecting archaeological interest
- BN.13 – Improving the quality of land
- BN.16 – Preserving or enhancing heritage assets
- T.4 – Managing development and its transport impacts to promote sustainable transport choices and prioritise pedestrians and cyclists
- T.5 - Street Network
- T.6 - Facilitating local connectivity
- T.7 – Transport assessments and travel plans
- T.8 – Parking and parking standards in new development
- T.9 - Providing for pedestrians and cyclists
- SP.5 – A sustainable and healthy place to live and work
- S.1 – Health and wellbeing
- S.2 – Energy in new development
- S.3 – Energy infrastructure and heat networks
- S.4 – Sustainable design and construction
- S.5 – Water supply and waste water disposal
- S.6 – Waste reduction
- S.7 – Overheating and urban greening
- S.8 – Flood risk
- 1.1 - Managing change in Hackney Wick and Fish Island
- 1.2 - Promoting Hackney Wick and Fish Island's unique identity and appearance
 - 1.3 - Connecting Hackney Wick and Fish Island
 - 1.4 - Preserving and enhancing heritage assets in Hackney Wick and Fish Island
 - 1.5 - Improving the public and private realm in Hackney Wick and Fish Island
 - 1.6 - Building to an appropriate height in Hackney Wick and Fish Island

8.7 Other Relevant Material Considerations

- Mayor's Air Quality Strategy (2010)
- Mayor of London - Providing for Children and Young People's Informal Recreation (2012)
- Mayor of London - Housing SPG (2011)
- LLDC Planning Obligations SPD (2015)
- LLDC Carbon Offset Local Plan SPD (2016)
- Mayor of London – Draft Transport Strategy (2017)
- Mayor of London - Affordable Housing and Viability SPG (2017)

8.8 **The Draft new London Plan (December 2017 with minor suggested changes July 2018)**

The Mayor of London published a draft new London Plan on 29th November 2017, which has been submitted for its Examination in Public along with minor suggested changes. The policies in the draft new London Plan currently have only very limited material weight when making planning decisions. This report may make reference to policies within the new London Plan where they are directly relevant to the assessment of the application proposal. However, the relevant development plan policies remain those within the current London Plan (March 2016) and the LLDC Local Plan (July 2015).

The following draft new London Plan policies are relevant to this submission:

GG1 - Building strong and inclusive communities

GG2 - Making the best use of land

GG3 – Creating a healthy city

GG4 - Delivering the homes London needs

GG5 - Growing a good economy

GG6 - Increasing efficiency and resilience

H5 – Delivering affordable housing

H6 – Threshold approach to applications

H7 - Affordable housing tenure

D4 - Housing quality and standards

D5 - Accessible housing

D6 - Optimising density

D10 Safety, security and resilience to emergency

D11 Fire safety

E4 Land for industry, logistics and services to support London's economic function

E7 - Industrial Intensification, co-location and substitution

SI1 Improving air quality

SI2 Minimising greenhouse gas emissions

T4 Assessing and mitigating transport impacts

T6.1 - Residential parking

HC5 Supporting London's culture and creative industries

S11 Improving air quality

T7 Freight and servicing.

9. CONSULTATION

- 9.1. This application has had two rounds of consultations:
- 1st Round –12th March 2018 (consultation letters) Expiry 2nd April 2018 and 19th March 2018 (neighbour letters) Expiry 9th April 2018
 - 2nd Round (consultation / neighbour letters) - 17th August 2018, expiry 31st August 2018 and 21st August 2018
- 9.2. The application was advertised in the press published in East London Advertiser on 15th March 2018. Expiry 4th April 2018.
- 9.3. In addition, a total of 4 Site Notices were displayed in and around the site.
- 9.4. 228 neighbouring properties were consulted by post.
- 9.5. Details of the responses received are set out in the paragraphs below.
- 9.6. Responses have been received from the following statutory and non-statutory consultees as set out below.

Round 1 and Round 2 Neighbour Properties Representation

- 9.7. In response to consultation on the submitted scheme a total of 33 letters have been received. Those 33 letters were received from 21 local residents/businesses.
- 2 fully support the scheme
 - 5 support the scheme in principle but express concern around construction impacts and delivery and servicing.
 - 14 objections were on behalf of residents of the Ironworks development (419 Wick Lane) and two from adjacent commercial premises Autumn Yard Studios.

Summary of Neighbouring Properties Objections / Concerns

Objections / Concerns	Issue Raised	Response
Consultation Period	Three-week deadline is not sufficient for residents to consider the application and respond	Officer response - the consultation has been carried out in accordance with statutory requirements. In any event comments received after the consultation expiry date are also taken into account beyond the statutory deadline.
Bulk and Massing	The development would be built right up to the River Lea, whereas other	Officer response - The proposed development would be set-back from the river and includes a

	<p>developments are set back (including 419 Wick Lane)</p> <p>Disappointed to see another floor added to the planning proposals without proper consultation and the light studies being done</p> <p>All floor levels should be reduced by one storey.</p> <p>The vast majority of the affordable housing would be 1 bed units and the proportion of family homes is significantly smaller.</p> <p>Lack of parking makes properties unwelcoming for families</p>	<p>planted 'green buffer', which is an improvement over the existing situation (see landscaping section of report assessment)</p> <p>Officer response - Further consultation was carried out at the time the plans were revised - An updated Daylight and Sunlight report has been submitted, which takes account of the additional storey to Bock D</p> <p>The appropriateness of the scale and height of the development is discussed within the assessment section of the report</p> <p>Officer response - The proposed development would provide 35% affordable housing and the mix of unit sizes accord with LLDC policy requirements (50%+ 2 beds).</p> <p>Officer Response: The London Plan and LLDC Local Plan policy seek to reduce reliance on car borne travel and promote car free developments in accessible locations.</p>
Daylight Sunlight	Object on the ground that the proposals would adversely impact on the daylight and sunlight levels to neighbouring properties at 419 Wick Lane, with reductions above the BRE guideline levels.	Officer response: At the behest of officers the Daylight and Sunlight Report by the applicant's environmental consultant (XCO2) was updated in April 2018 to include assessment of the river-facing windows and rooms

	<p>The revised proposals include an additional storey but the developer has not updated their daylight and sunlight report – the concerns from the original report have still not been rectified.</p> <p>No sunlight assessment has been carried out on the river-facing flats at 419 Wick Lane</p> <p>The daylight sunlight report does not assess The Lighthouse pub, as it says there are no residences in this building. This is incorrect, there are several flats above Iceland Wharf which are currently rented out.</p> <p>The riverside flats would have reduced sunlight, which has now been made worse by the additional storey on the riverside. This would result in the garden by the riverside never receiving any sun, also impacting the nature reserve area on the river which has many swans nesting.</p> <p>The overshadowing report has not been revised for the Riverside flats.</p>	<p>within 419 Wick Lane – this assessment shows that any effect on the light levels of these windows and rooms would be negligible and entirely within the BRE guideline levels.</p> <p>Applicant Response - An updated report has been submitted and published on the LLDC website, which takes account of the additional storey to Bock D (Iceland Wharf Daylight Sunlight Report (Neighbouring) 29.08.18 addendum 26th September 2018 (Robinsons 2018)).</p> <p>Officer response - The assessment provided by the applicant provides an analysis of reduction for sunlight and daylight where appropriate. Approximately 75% of receptors tested are within the recommendations of BRE guidelines for daylight.</p> <p>Officer response - Supplementary analysis provided by the applicant has demonstrated that there is a reduction of daylight on the Lighthouse Public House which would be noticeable. However, the daylight performance is typical of an urban area as Vertical Sky Component (VSC) is approximately 20%.</p>
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	<p>Loss of daylight and outlook to the commercial units at Autumn Yard, which are occupied by a range of creative tenants.</p> <p>Impact on a ground floor commercial unit of 419 Wick Lane (Ink Court). No ground floor or lower ground floor properties have been included in the assessment.</p>	<p>Sunlight meets BRE guidance with the proposed development in place.</p> <p>Officer response - Response on impacts on Autumn Yard set out in assessment section.</p> <p>Officer response - Impact on ground floor or lower ground floor properties have been assessed by PPDT's environmental consultants and are discussed in the assessment.</p>
Transport	<p>The proposals include large vehicle/lorry entrances on Iceland Road to access a commercial loading bay, which is a concern given Iceland Road is narrow.</p> <p>Vehicle entrances should be removed and vehicle numbers and sizes restricted.</p> <p>Object to the conversion of the existing public permit parking spaces on Iceland Road into parking spaces for the proposed development.</p>	<p>Officer response – The accompanying Transport Statement includes a detailed assessment of the proposed multi-modal trip generation figures and concludes that the proposed AM and PM peak trips generated by the development would have a negligible impact on the surrounding public transport infrastructure and services and the road network.</p> <p>Officer response - Officers accept TfL's response, dated 04/04/18, recommends that a Car Park Design and Management Plan should be secured by condition to clarify how demand for the disabled spaces would be met. The applicant has advised that it is envisaged that not all</p>

	<p>Too much disabled parking on Iceland Road</p> <p>Proposed disabled parking would block goods entrance to neighbouring property</p>	<p>spaces would be provided from the outset; rather, spaces would be provided as and when they are required and parking would be managed/enforced by the on-site management team.</p> <p>See Heads of Terms.</p> <p>See Heads of Terms</p>
<p>Noise and Disturbance</p>	<p>Detrimental Construction Impacts</p> <p>Impact from deliveries and servicing</p> <p>Future residents could object to noise from the Bloc nightclub</p>	<p>Officer response - Noise impacts are assessed within the Noise and Air Quality section of the report</p> <p>Officer response - Conditions such as construction management plan (CMP) and Delivery and Servicing Management Plan (D&S) are recommended to ensure that the impacts of the works are mitigated and/or minimised as far as reasonably practicable. The D&S and CMP would be enforceable.</p> <p>Officer response - see noise section of assessment</p>

9.8. LB Tower Hamlets (Planning) 15th May 2018 – Round 1 Comments

- Housing: It is unclear if an independent viability appraisal has been undertaken to ensure that the scheme has maximised the affordable housing contribution within the scheme.
 - The applicant would need to ensure if the larger family units within this tenure meet with the GLA affordability criteria income threshold. It is unclear if these units are going to be shared ownership or intermediate rent?
 - LBTH would expect the affordable rented units to be delivered through a 50%-50% of Tower Hamlets Living Rent and London Affordable rent.
- Amenity: The proposal, by way of its increased height in relation to the existing urban grain, is likely to block daylight and overshadow some of the flats to No 417 Wick Lane, in particular the ground floor flats would experience a sharp decrease in daylight (VSC).

9.9. LB Tower Hamlets (Planning) 13th September 2018 – Round 2 Comments

- Housing: The updated housing mix is closer to LBTH policy within the affordable tenure and as such officers have no objections. However, there remains an under-provision of family units within the intermediate tenure.
- Design: Further details of the deck access and how the openings/light wells would be treated should still be provided, ideally through 3D visualisations.
- The residential part of the development still has two main separated stairwell/lift cores accessed from Iceland Wharf. The distance between these cores raises concern, in particular the impact for wheelchair and other lift users should one lift be out of order. The cores should provide two lifts next to each other to avoid lift users having to follow a convoluted route to access their front door, should one lift not be working.
- Officer Response: Updated plans show an additional lift at the corner of Block C – both this lift and the existing lift immediately to the south are centrally located within the development and if either lift went out of action the other would provide resilience in terms of maintaining well located step free access for the wheelchair units.

9.10. LB Tower Hamlets (Environmental Health and Trading Standards – Pollution Team) - 22nd March 2018 Round 1 Comments:

- Recommend inclusion of conditions requiring approval of Contamination and Remediation Strategy.
- **Officer Response:** Conditions relating to contamination and remediation are included.

9.11. LB Tower Hamlets (Environmental Health and Trading Standards - Health & Safety Team) - 22nd August 2018 Round 2 Comments:

- Recommend inclusion of conditions and informatives around construction methods and management.
- **Officer Response:** A construction management condition is included.

9.12. LB Tower Hamlets (Environmental Health and Trading Standards Health – Air Quality) 22nd March 2018 Round 1 Comments:

- Recommend inclusion of condition with respect to control of dust and emissions during construction.
- Whilst not being sufficiently bad to recommend refusal the introduction of further residential land use in an industrial area is likely to lead to complaints from the new residents concerning environmental pollution from the existing consented industrial land uses.
- Recommend requiring the developer to make it clear in writing to proposed residential purchasers that they are moving into an industrial area and noise and air pollution from pre-existing land uses is likely.

9.13. LB Hackney (Planning) 20th March 2018 – Round 1 Comments

- No objections are raised.

9.14. LB Hackney (Planning) 23rd August 2018 – Round 2 Comments:

- No objections

9.15. Canal & River Trust 28th March 2018 – Round 1 comments

- The Canal & River Trust has no objection to the proposal
- On the basis of the information available CRT advice is that a suitably worded S106 and conditions (provided) are necessary to address matters including structural integrity of River Lee, contamination, appearance and biodiversity of waterway.

9.16. Canal & River Trust 4th September 2018 – Round 2 comments

- No further comment to make

9.17. Environment Agency (EA) 29th March 2018 – Round 1 comments

- Environment Agency object to the proposed development because there is no buffer zone to the River Lee, or consideration of the impact of the development on the watercourse in terms of over-shading or lighting.
- Officer Response to EA: Proposals have been amended to include a green buffer improving the existing limited vegetation.

9.18. Environment Agency 29th May 2018 – Round 2 comments

- EA are satisfied with the further information received. The EA ‘...can now remove our previous objection...’ The Environment Agency now say that they ‘...believe planning permission could be granted subject to conditions...’

9.19. Transport for London (TfL) 4th April 2018 – Round 1 Comments:

- TfL welcomes that the design would allow for vehicles to access and leave the site in forward gear, which would reduce any impact on the bus network.
- The TA includes a Delivery and Servicing Plan and Waste Management Strategy which are welcomed, and final updates to the Plans should be secured by condition and submitted to the LLDC for approval prior to the site’s first occupation.

- Car and Cycle Parking: The residential cycle parking spaces are in line with London Plan standards, but below the new draft London Plan standards, where 1.5 spaces per 1 bed are required, which leads to a total residential long stay requirement increase by 30 spaces to 210 spaces.
 - There may be the potential to provide additional cycle parking required to meet draft London Plan standards to be temporarily provided where some parking bays are proposed.
- A Car Park Design and Management Plan should be secured by condition to clarify how demand from any users of the accessible units and through the Permit Transfer Scheme would be managed.
- Officer response: Requirement for s106 obligation for submission of a Car Parking Design and Management Strategy:
 - To include layout and location of disabled parking provision in association with LB Tower Hamlets Highway Authority and PPDT
 - To ensure that additional disabled provision can be provided should there prove to be demand for extra spaces either on-street or on-site.
 - Provision and location of electric vehicle charging bays
 - Provision and location of car club bay
- Electric vehicle charging points. The draft London Plan requires that 20% of spaces are provided with active provision and all the remaining spaces with passive provision, which should be secured by condition.
- Officer response: Requirement for electric car charging points would be secured by s106 legal agreement.
- Residents of the site should be restricting from applying for on-street parking permits in principle, and be secured through an appropriate legal mechanism.
- Travel Plan: The final plan should be updated and developed with input from LLDC and Tower Hamlets Council and secured through the S106 agreement.
- Officer response: A travel plan for both residential and commercial occupiers would be secured by planning condition.
- Construction: A full Construction Logistics Plan (CLP) should be secured via a condition and submitted to the LLDC for approval prior to the commencement of construction upon the site.
- Officers response: A condition requiring the submission of construction management details is included.

9.20. **Historic England (HE) 22nd August 2018 – Round 1 / 2 Comments**

- ‘...HE does not wish to offer any comments...’

9.21. **Historic England Greater London Archaeological Advisory Service (GLAAS) 29th March 2018 - Round 1 comments**

- There is identified potential for Roman, palaeolithic and industrial archaeology on the site with a high chance of the first including undesignated archaeological heritage assets of national importance.

- GLAAS recommend that further studies should be undertaken to inform the proposals.
- 9.22. **Historic England Greater London Archaeological Advisory Service (GLAAS) 21st August 2018 – Round 2 comments**
- GLAAS do not advise determination of the application at this stage as it would be likely to cause substantial harm to undesignated heritage assets of potential national significance ‘...comprising Roman buildings and the Roman road to Colchester....’
- 9.23. **Historic England Greater London Archaeological Advisory Service (GLAAS) 21st September 2018** – (Further comments following meeting with officers and applicant on the 11th September 2018).
- Concerns removed subject to 5 archaeological conditions, and close integration of archaeology into a contamination strategy (see condition 16).
- 9.24. **Metropolitan Police - 28th March 2018 – Round 1 Comments:**
- Recommend condition Community Safety – Secured by Design (SbD) condition and Informative.
- 9.25. **Metropolitan Police - 29th August 2018 – Round 2 Comments:**
- As reported in 1st round comments
- 9.26. **London City Airport - 20th March 2018 - Round 1 Comments:**
- No safeguarding objection to the completed structure.
- 9.27. **DLR – 13th March 2018 – Round 1 Comments:**
- No comments to make.
- 9.28. **Thames Water (Waste Comments) 5th April 2018 – Round 1 Comments:**
- No objections
- 9.29. **Quality Review Panel (QRP) Post Submission Review 14th June 2018**
- ‘...The Quality Review Panel **supports approval** of the planning application for development at Iceland Wharf. This is an ambitious and complex scheme which combines both commercial and residential uses, in keeping with the character of Hackney Wick and Fish Island. Some reservations remain about residential units overlooking commercial working yards.*
- The panel suggests that the streetscape along Iceland Road might be improved by a small reduction in the height of the block between the Lighthouse public house and the retained two storey building – possibly to be compensated by an increase in the height of the riverside residential block.*
- The panel thinks that the architecture shows exceptional quality, promising high-quality spaces for both living and working. The landscape design is integral to the quality of the scheme and careful thought should be given to ensuring that the proposed planting thrives....’*
- 9.30. No representations received at time of report going to print from the following:
- Crossrail, DCLG; EDF Energy; Cofely East London Energy; CGMS Consulting; GLA; London Wildlife Trust; National Grid; LFEPA; London Cycling Campaign; London

Ambulance Service; UK and London Power Networks; Lea Rivers Trust; Heritage of London Trust; Health Protection Agency; Save Britain Heritage; Sustrans; Network Rail; Natural England; East London Waste Authority; and BT UK.

10. ASSESSMENT OF PLANNING ISSUES

- 10.1. The main issues in respect of this application for a mixed-use development are considered to be the principle of the development, commercial/employment floorspace including quality of the floorspace, housing mix and tenure (including accessibility and inclusive design), density, layout and design, scale and massing, landscaping and public realm, amenity including daylight and sunlight, privacy and noise and air quality), transport, contaminated land, archaeology and sustainability.

Principle of Development

- 10.2. The proposal is for a mixed-use development. The Local Plan designates the site as being within Sub Area 1 (Hackney Wick and Fish Island). One of the objectives for this sub area is to accommodate a range of employment uses and a significant increase in residential floorspace and community facilities.

Employment Land Use:

- 10.3. Policy 1.1 of the Local Plan seeks to maintain the overall amount of existing employment floorspace (B Use Class), including that used by creative and cultural industries and operating as low-cost and managed workspace (having regard to Local Plan Policies B.1 and B.4. It also seeks to ensure that developments within the sub area and in this area of Fish Island deliver employment floorspace falling within and B1 (b), B1 (c), B2 and B8 Use Classes. The policy also seeks to restore and reuse heritage assets for employment or other uses.
- 10.4. The site is also designated within the Local Plan as an 'Other Industrial Location' (OIL), and is currently vacant. The OIL designation requires an employment led mix of uses, including warehouse, storage, distribution, with potential for residential development and live-work in appropriate locations. The OIL designation allows the introduction of residential into schemes in the OIL areas provided that they comply with the requirements for maintaining or re-providing floorspace within an OIL as set out in Policy B.1.
- 10.5. To the south and west of the site boundary lies the Strategic Industrial Location (SIL) which is identified in the London Plan along with policies and paragraphs relating to the protection and management of these sites across London, and to the north residential development (see Appendix 2). The other key element of Local Plan Policy B.1 is ensuring that there is a land-use buffer in schemes between any OIL site and SIL designated land with an appropriate and gradual transition between nearby uses of residential and industrial.

Housing Land Use:

- 10.6. Local Plan policy SP2 (Maximising Housing) sets out LLDC's strategic vision with respect to housing, which is to provide in excess of the increased draft new London Plan target (Table 4.1) of 2,117 per annum (1,471 in current adopted London Plan). The proposed 120 residential units would contribute towards meeting LLDC's housing requirements identified in both the London Plan (policy 3.3) and draft new London Plan

(policy H1) and policy SP.2 of the Local Plan. The Mayor has charged Local Planning Authorities with ‘...seeking to enable additional development capacity to be brought forward’ to supplement these targets and in particular the potential to realise brownfield housing capacity.

- 10.7. The principle of providing a mixed-use employment led development is consistent with regional and local development plan policies. Officers are satisfied, as demonstrated further in the following paragraphs, that the proposals comply with the requirement of the OIL designation.
- 10.8. Whilst it is noted that objections have been received from neighbouring residents and businesses, these relate to impact of the amount, height, scale and form of the development rather than the principle. These issues are considered below.

Commercial/Employment Floorspace (including quality of the floorspace)

- 10.9. The policy aspiration for this OIL is described under B.1b (5) of the Local Plan and the proposals are assessed against it below:

Policy B.1 (5.a / b) - Maintain existing floorspace / job density):

- 10.10. Local Plan Policy B.1 part 5 sets out the criteria for bringing forward proposals on employment land where new uses are proposed and states amongst other things (criteria a and b refers) that proposals shall maintain or re-provide equivalent floor space within B2/B8 uses or maintain or re-provide equivalent employment floorspace within B1 use classes.
- 10.11. The applicant proposes the demolition of a total of 4,786m² combined B2 (634m²) (general industrial) and yard floorspace (4,152m²), and the construction of a total of 4,270m² of new non-residential floor space, broken down as follows (see table 1 paragraph 7.6): 2,929m² of predominantly B1(a-c); 942m² (B2 general industrial floorspace); and 450m² of yard space. The application proposes 3,871m² of industrial floorspace. Draft new London Plan policy E4 requires the retention of industrial floorspace capacity. In this instance, based on the definition of capacity in the Draft New London Plan this would result in the need to retain 3,323m² of industrial floorspace capacity. The proposal therefore re-provides a greater amount of capacity than would be lost.
- 10.12. However, the proposed employment provision which is predominantly B1 represents a c.600% increase over the existing B2 floorspace; Officers are satisfied that the proposal provides a quantum of B1 employment floorspace that is superior to that which currently exists on the site. In addition, based on the Homes and Communities Agency Employment Densities Guide (2010) (HCA), which applies the average job/floorspace ratio to the amount of floorspace proposed, the proposals would generate an estimated 169 (113 jobs at 12m² NIA per employee for the B1a workspace element; 30 jobs at 47m² NIA per employee for the B1c light-industrial element, and; 26 jobs 36m² GIA for the B2 industrial element.).
- 10.13. The site is currently vacant and has been so for at least one year. The number of people previously employed on the site is unclear, however estimates put the most recent employment figures at no more than 10 persons. Using the HCA guide the site in its current B2 state could support 18 jobs (at a density of 36m² GIA per employee). The estimated 169 jobs arising from the proposed development equates to a 961%

employment uplift compared against the 18 jobs the site in its current state could support. It is also recognised that short-term construction jobs would generate further employment.

- 10.14. Officers are satisfied that there is a significant increase in employment density on the site in accordance with policy requirements. The applicant is providing significantly more B1 employment space (3,871m²) than is currently available (634m²). It is acknowledged that yard space would be lost; however, that is justifiable in terms of the approach to relocate the existing uses in accordance with Policy B.1 (5.c) (discussed below). The proposals would generate employment activities consistent with London Plan Policies 4.1 and 4.12 and draft new London plan Policies GG1 and GG5.

Single Use Occupation / Multi-Use Occupation:

- 10.15. The applicant has been engaged with local businesses and is working closely with LLDC/Tower Hamlets/Hackney officers to ensure suitable end-users are secured for the commercial space.
- 10.16. To that end, the applicant has designed the commercial spaces around both a single or a multi-tenancy occupier. The single occupier could be RiDa UK (commercial photography studios). They are currently located in Shoreditch and seeking new premises arising from redevelopment proposals at their current location. It is understood that their business has a strong affiliation with Hackney Wick / Fish Island, with a large proportion of their staff and client companies and various supply businesses living in or within close proximity of the Hackney Wick / Fish Island area. The applicant's discussions with RiDa UK are centred around matching their operational needs, which is as follows: the B2 industrial unit earmarked for business engaging in prop making, equipment rental and logistical services; the B1(c) would hold the majority of the photographic studio spaces with ancillary units that need to be in the vicinity of the shoot location (e.g. make-up rooms); and the B1(a) unit would be used for production offices, ancillary catering, breakout space and ancillary supply-chain businesses.
- 10.17. In parallel to the single tenancy occupier, the applicant has modelled the commercial offer around three distinct groups of small businesses co-locating in the commercial units. For the B2 building the applicant has advised that a wood or metal operator is sought. The B1 (c) building would be marketed to a workspace provider, a single operator or multiple direct tenants engaging in both light industrial and desk-based processes. The B1 (a) building would be marketed to either single or multiple tenants seeking flexible desk space.
- 10.18. As assessed the existing B2 commercial space and yard on site does not currently support a range of sizes and forms of commercial floorspace as proposed by the application scheme. At their briefing Members queried the demand for the B2 workspace. Officers consider the proposals to be a qualitative enhancement in commercial floorspace on site, that would foster and encourage flourishing business sectors and new businesses, particularly smaller and medium businesses. Officers consider the applicant's commercial marketing strategy in terms of pursuing users of all of the commercial spaces as well as managing and operating them to be encouraging.

Affordable Workspace:

- 10.19. In accordance with Local Plan Policies B.1 and B.4 the applicant has been encouraged to provide accommodation for a range of employment activities incorporating both fully commercial and affordable provision. The applicant is in discussions with officers around the appropriate affordable quantum to be provided as well as the rental level. To be clear Local Plan Policy B.4 does not specifically require low cost workspace to be provided. Instead in combination with Policy B.1, officers generally expect the proposed form of commercial accommodation to be provided, where existing provision is deemed affordable as part of the package of re-provision. However, considering this is an employment led development within an OIL it is wholly appropriate to seek affordable workspace in addition to the proposed affordable housing.
- 10.20. In terms of the rental levels in line with the principles set out within the Hackney Wick Masterplan and other similar schemes, officers would seek to apply a rate of circa £14 per ft² for the tenant of any low-cost workspace, and that the developer would not require a workspace provider for the low-cost space to pay more than £8 per ft².
- 10.21. Officers are also of the view that should the commercial floorspace be occupied by a single user then it is unlikely that the quantum of affordable floorspace would be required in the Heads of Terms. Officers would update Members on this issue by way of an update report.
- 10.22. The recommended Heads of Terms for the s.106 legal agreement would require the appointment of a managed workspace provider and further details of a workspace strategy to ensure that should the floorspace be in multi-occupation it is designed and managed to meet the needs of small local companies and businesses and for the strategy to be reviewed and the outcomes reported on to the LPA at specified times in the future. This approach is consistent with other similar mixed-use schemes.

Policy B.1 (5.c) - Proximity of incompatible uses to the existing and proposed use:

Policy SP.1 supports the provision of B1(a - c) commercial floorspace as proposed.

- 10.23. The proposed development has been designed to protect residential amenity (both within the development and within 419 Wick Lane to the north) by locating the B2 industrial floorspace within a stand-alone building at the western edge of the site, facing towards the SIL, and by creating a commercial 'buffer' along the southern edge of the site where it adjoins the SIL. The B2 industrial use would be serviced by way of a fully enclosed loading bay at ground floor level in order to mitigate noise breakout and protect surrounding amenity (noise and air quality issues are discussed further in the assessment). Officers are satisfied that the proposed employment uses within the site have been designed and located to ensure their compatibility with surrounding land uses, including residential use. Officers recommend the imposition of a condition requiring the submission of a strategy detailing the method of operation, including the hours and days of operation, of the end user of the B2 including the ancillary commercial yard to ensure that the occupiers and users of the development do not suffer adverse harm from an amenity perspective. It is also recommended that a management strategy is secured via a s106 legal agreement to ensure that the inter relationship between the commercial and residential uses is managed in a satisfactory manner.

10.24. Officers consider that the proposed B2 (general industrial) use in the standalone building would successfully integrate into this well-designed mixed-use scheme. The proposed B1 and B2 uses proposed are appropriate and considered to be compatible with surrounding uses, both proposed and existing, subject to appropriate conditions where necessary.

Policy B.1 (5.d) - Potential reuse and surrounding area / proposals):

10.25. The site does not contain any nationally designated (protected) heritage assets. However, the site contains a non-designated (locally listed) heritage asset, the former 'Ammonia Works' warehouse. The 'Lighthouse Bar and Restaurant' bounds the site to the northwest and is also identified in the Local Plan as a non-designated heritage asset. The site lies 110m to the south of the Fish Island & White Post Lane Conservation Area separated by the residential developments of 417 and 419 Wick Lane.

10.26. With the exception of the former Ammonia Works warehouse (non-designated heritage asset), which is proposed to be retained and refurbished, the applicant has assessed the other existing buildings as being at the end of their economic life. The other existing industrial buildings on the site have no heritage or townscape merit, and are not considered to be fit for purpose in that they are of low grade quality and of a size, bulk and layout that is not advantageous in terms of the requirements of the proposed B uses which is for a range for small and medium size enterprises. The remaining buildings would therefore be demolished to make way for the proposals. Historic England makes no comment about the existing buildings in their consultation response. However Historic England (GLASS - archaeology) recommends conditions are imposed requiring archaeological investigations to be carried out on the site; such a condition is proposed to be imposed.

10.27. For the reasons set out above officers consider that the demolition and removal of the existing buildings on the site is supported by the Local Plan in so far as encouraging diversity in the economic offer and the range of employment sectors across the LLDC area. The principle of demolition is supported by local and regional development plan policy.

Policy B.1 (5.e) - Relocation strategies / Policy B.1 (5.f) Viability appraisal demonstrating suitability of maintaining or re-providing industrial or employment within the location:

10.28. The site is vacant and to that end there are no businesses to relocate. As set out in the preceding paragraphs the proposed development re-provides industrial and employment floorspace as part of the proposal.

Policy B.1 (5.g) - Marketing Strategy:

10.29. Policy B.1 5.g requires the applicant to demonstrate that attempts to market the property have been undertaken for two years. The applicant has advised that despite ongoing marketing there has been limited interest from new occupiers for the total quantum of existing commercial floorspace on the site. The enforcement history on the site has been challenging and is extensive.

Policy B.1 (5.h) – Other Overriding Factors Inhibiting the Continuation of Employment Use:

- 10.30. In the context of the OIL designation which supports employment-led mixed-use development, officers consider that the proposals for redevelopment would allow the site to continue to incorporate a significant quantum of commercial floorspace and also supports the Corporation's strategic housing policy aims.
- 10.31. The conclusion is that having assessed the proposals against policy B1 (5) in so far as re-providing commercial floorspace and ensuring that there is an adequate land-use buffer between the OIL site and the adjacent SIL, as well as having regard to the proposals the loss of the existing employment floorspace is acceptable.
- 10.32. Officers are of the view that the proposals reflect LLDC's objectives in terms of delivering a comprehensive scheme that is capable of achieving the ambitions of the site allocation and delivering identified infrastructure needed for the site as well as open space and play space. The proposals accord with the Local Plan strategic policy SP.1 building a strong and diverse economy and its aspiration for Hackney Wick Fish Island in so far as managing change as well as policy B.1. The draft Heads of Terms of the s.106 cover a local employment agreement to ensure provision is made for employment opportunities for residents in the Growth Boroughs both during the construction and end phase.

Housing Mix and Tenure

- 10.33. The proposal seeks to deliver 120 new residential units. London Plan policy 3.3 seeks to increase the housing capacity in London and sets out targets for planning authorities (paragraph 10.6). The draft new London Plan policy H1 states that to meet the growing housing need, London must seek to deliver new homes through a wide range of development options.
- 10.34. Local Plan Policy H.1 requires that residential proposals should meet identified local and strategic requirements, containing a mix of one, two and three-bedroom units, with at least 50% of units being two bedrooms or larger. The Housing Requirements Study undertaken as part of the Local Plan review has identified that within the LLDC area there is greatest need for 2-bedroom market homes, followed by 2 and 3-bed intermediate and then 2 and 3-bedroom low cost rent. However, strategically there is demand for all sizes and tenures but those in particular demand are 1 bedroom low cost rent units, 2-bedroom market homes and then intermediate tenures across all bedroom sizes.
- 10.35. The scheme proposes the following overall mix: 59 x 1-bed units; 46 x 2-bed units and 15 x 3-bed units (see table 2). This would result in 61 x units (51%) which comprise 2-bed or larger units in compliance with the requirements of Local Plan Policy H.1. LB Tower Hamlets raises no objections to the proposed housing mix within the affordable tenure. However, they comment that there '...remains an under-provision of family units within the intermediate tenure...' It is noted that within the proposed intermediate tenure 57% of the 28 intermediate units proposed 16 are either 2 or 3-bedroom units, which is compliant with policy.

- 10.36. Officers have assessed the site circumstances, including location and viability and are satisfied that in line with policy objectives set out in H1 the proposals maximise family housing and provide an appropriate balance and mix of units.

Accessible Housing:

- 10.37. London Plan policy 3.8 and draft new London Plan policy D5 requires at least 10% of the development to include accessible wheelchair accommodation or easily adaptable accommodation. Local Plan Policy BN.5 requires that 10% of dwellings be in accordance with the requirements of M4(3) Category 3 of Part M of the Building Regulations. To that end, 12 units (10% of the total) are proposed to be wheelchair adaptable and 108 units (90% being accessible and adaptable (Part M4(2) of the Building Regulations), in accordance with London Plan policy requirements.

Affordable Housing:

- 10.38. London Plan policy 3.9 seeks to promote a genuine mix of tenures and household incomes in support of policy aims seeking mixed and balanced communities, within both small and large-scale developments. The draft new London Plan policy H5 requires major developments which trigger affordable housing requirements to provide affordable housing through the 'threshold approach' as set out within the Mayor's Affordable Housing and Viability SPG.
- 10.39. The development has been submitted on that basis and equates to a 35% affordable housing offer per habitable room, which amounts to 41 units of the 120 proposed.
- 10.40. However, Draft new London Plan policy H6 (in conjunction with draft new London Plan policies E4 and E7) require 50% affordable housing to be provided to follow the threshold approach where the development is on industrial land appropriate for residential use and would result in a net loss of industrial capacity. As set out in paragraph 10.11 there is no net loss in industrial capacity, indeed the proposals re-provide a greater amount of capacity than would be lost.
- 10.41. Policy E7 states that development proposals should be proactive and encourage the intensification of business uses in Use Classes B1c, B2 and B8 occupying all categories of industrial land through: introduction of small units; development of multi-storey schemes; addition of basement; more efficient use of land through higher plot ratios having regard to operational yard space requirements (including servicing) and mitigating impacts on the transport network where necessary.
- 10.42. Officers consider the proposed 35% offer, via the threshold approach, to be acceptable for the following reasons: as required by the policy, the proposals include the provision of small units and standalone multi-storey commercial buildings (B1 (c) and B2 uses within Blocks A, F and G (paragraphs 7.4, 7.10 and 7.11 refers)). The proposed B1(a) workspace use, would take the form of small units of which an element would be affordable, which supports the Mayor's ambition to protect and expand London's office floorspace and his aspiration and support for affordable workspaces.
- 10.43. Officers and the applicant have been working together to bring forward a workable scheme on the site, which was finalised and submitted having regard to the Mayor's Affordable Housing and Viability SPG, which draft new London Plan policy H6 is effectively expanding and translating into policy, and was done in advance of the expansion of draft new London Plan policy H6, which now includes the 50% affordable housing requirement. It is acknowledged that the applicant has had to fix the scheme

in order to proceed to application submission, which occurred in advance of the proposed policy expansion.

- 10.44. Nevertheless, officers, as discussed above, consider that the industrial elements of the scheme complement the aims of draft new London Plan policies E4 and E7 in that they promote the consolidation, intensification and co-location of the commercial uses in order to increase overall floorspace and free-up land for other uses i.e. residential.
- 10.45. Local Plan policy H2 requires affordable housing to be maximised, and with a tenure split broken down as 60% affordable rent / social rent: 40% intermediate.
- 10.46. The proposed housing tenure is as follows:
- Affordable / Social Rent (32%)
- London Affordable Rent (32%)
- Intermediate (68%)
- London Living Rent (32%); and
 - Shared Ownership (36%).
- 10.47. The applicant is currently undertaking a viability review, to test the outcome of a 60:40 mix, which would be presented at the PDC.
- 10.48. Whilst the proposed tenure mix does not comply with the Local Plan Policy H2, the mix is compliant with the approach to tenure mix within the Mayor's Affordable Housing and Viability SPG and policy H7 of the draft new London Plan, which requires a flexible approach to be taken in order to meet local need and ensure the delivery of the Mayor's preferred affordable products. The Mayor's Affordable Housing and Viability SPG provides further guidance on tenure. In relation to Policy 3.11 of The London Plan, the SPG notes that the Mayor is keen to maintain the flexibility to meet local needs while ensuring the delivery of his preferred affordable housing products. The preferred tenure split is for schemes to deliver:
- at least 30% low cost rent (social rent or affordable rent), with rent levels set at levels that the LPA considers 'genuinely affordable';
 - at least 30% as intermediate products, with London Living Rent and/or shared ownership being the default tenures assumed.
 - The remaining 40% to be determined by the LPA taking account of the relevant Local Plan policy.
- 10.49. A viability review mechanism would be secured through the s106 agreement should the scheme not be substantially implemented within two years of planning permission being granted.
- 10.50. LB Tower Hamlets have commented that they would expect the affordable rented units to be delivered through a 50%-50% of Tower Hamlets Living Rent and London Affordable rent. The proposed affordable housing would be delivered in accordance with the Mayor's SPG, which aligns with Tower Hamlets.
- 10.51. The London Affordable Rent is the rent for households on low incomes where the rent levels are based on the formulas in the Social Housing Regulator's Rent Standard Guidance.

- 10.52. The GLA publishes maximum rents by number of bedrooms for new LLR homes (inclusive of service charges) in every ward in London, and updates these figures each September. The latest update was in September 2017, for homes let in the financial year 2018/19. Updated benchmarks would be published by the GLA on an annual basis.

Table 3 - London Affordable Rent benchmarks for 2017-18

Bedroom size	2017-18 Benchmark (weekly rents, exclusive of service charge)
Bedsit and one bedroom	£144.26
Two bedrooms	£152.73
Three bedrooms	£161.22
Four bedrooms	£169.70
Five bedrooms	£178.18
Six or more bedrooms	£186.66

- 10.53. The London Living Rent (LLR) seeks to offer those on average incomes a lower rent, enabling them to save for a deposit for home ownership. The Mayor is introducing LLR as an intermediate affordable housing product with low rents that vary by ward across London. Where funded by the GLA, LLR would be a 'Rent to Buy' product, with sub-market rents on time-limited tenancies, which would help households on average income levels to save for a deposit. The draft new London Plan states that '...As LLR could be a step to homeownership, it could be considered as an affordable homeownership product...'
- 10.54. Officers consider that the proposed affordable housing offer maximises the proportion of affordable housing achievable on the site. The affordable housing offer takes into account costs to the development arising from scheme design (including the provision of affordable workspace); the likely land remediation costs resulting from its industrial history; archaeological works arising from potential Roman remains; and the provision of a significant quantum of commercial floorspace that aligns with the Mayor's convergence commitment in so far as creating long term jobs which would contribute to not just the local economy and regeneration of Fish Island, but to the wider area including the neighbouring Growth Boroughs.
- 10.55. Another of the benefits of the scheme is that the affordable housing would be distributed within 4 of the 6 buildings containing residential accommodation.

Density

- 10.56. The density of the proposed development is considered in light of London Plan policy 3.4, the draft new London Plan policy D6 and the Mayor's Housing SPG.
- 10.57. The site is located within an area identified as having a relatively low public transport accessibility rating (PTAL) straddling both 1b and 2 with a 2021 forecast of 2.

However, the site is within a 1,200m walking distance of Hackney Wick Overground Station (approximately 12/15-minute walk). The nearest bus stops to and from the proposed development are located on Wick Lane (southbound services approximately 100m south of the development site and northbound services approximately 150m south of the site). The bus services provide access to local amenities in the vicinity of the site as well as key transport interchanges such as Hackney Wick station, Stratford International and Mile End station. In addition, 2 further bus routes are approximately 500m south of the site., which are accessed via Wick Lane across the A12 bridge.

10.58. There are also both existing and emerging planned connections which would improve accessibility to the site and would reduce walking times to the station, these includes the following:

- The approved bridge over the Lea Navigation to be constructed as part of the Sweetwater development ((construction currently on site (H14 and H16) expected delivery circa end of 2019));
- The approved replacement Roach Point Bridge (17/00307/FUL) would provide a walking and cycling route across the Hertford Union canal and would also improve connectivity and help facilitate the new north/south route linking Hackney Wick Overground Station to Fish Island; and
- The existing connections to the north via the Lock and the bridges over the Hertford Union at Omega Works.

10.59. Within PTAL 1b/2 areas The London Plan density matrix expects density range to be between 150 and 250 habitable rooms per hectare (hr/ha) or 50 to 95 units per hectare(u/ha). The proposed 120 dwellings / 314 habitable rooms mixed-use development, would have a gross residential density of 620hr/ha and 235u/ha. When factoring both the residential and commercial floorspace within the scheme and adjusting the site area accordingly, the net residential density of the proposals would equate to 874hr/ha and 332/ha which exceeds the specified density ranges for a site within this PTAL location.

10.60. Nevertheless, whilst exceeding the specified density ranges, The London Plan 3.4 policy and its draft policy D6 and the accompanying Housing SPG are clear that density ranges should be rigorously tested; enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale and shape and liveability. Therefore, taking into account the site context, including the surrounding built form, uses and character as well as the site's connectivity and accessibility by walking, cycling and existing and planned public transport, which are discussed in detail throughout the assessment officers are satisfied that the applicant has successfully demonstrated that the quality of accommodation would be high, and the local context enhanced, despite the proposal exceeding the density thresholds recommended in The London Plan; the proposed development makes the most efficient use of the site, and has been designed at the optimum density. Taking account of the proposed density, officers would seek to secure via a s106 legal agreement a financial contribution towards improved walking and cycling works. The applicant has agreed to this.

10.61. The proposals have been subject to rigorous testing by the QRP (appendix 7) and the proposed massing and heights of the blocks are considered to be acceptable and

suitably respond to the constraints of the site. As discussed in detail in later paragraphs the quality of both the residential and commercial blocks is considered to be high, with the QRP supporting the ‘...approval of the planning application for development at Iceland Wharf, which it thinks has the potential to be a highly successful addition to Hackney Wick and Fish Island...’

Layout and Urban Design

- 10.62. The proposals are assessed against the Mayor’s Housing SPG, and Local Plan Policies BN.1 and BN.4.
- 10.63. The principles of the site layout are supported with the site structure, so that Iceland Road terminates at the River Lea. There is gradation from employment use to residential as the development moves east towards the river and also as the site transitions from the residential environment to the SIL to the south.

Commercial Layout:

- 10.64. The B2 standalone building on Wick Lane and the transition through to the B1 (c) and then to B1(a) then residential use is supported. This would create three appropriately mixed courtyards at ground floor level. It is important that this is carefully managed in different parts of the day so as not to create too noisy an environment for residential uses. A management plan secured by s106 legal agreement is recommended. A condition is recommended to ensure that a lift of a size appropriate for B1c use with access from both commercial courtyards is provided. It is noted that some of the B1c at lower ground and ground floor space falls below the heights recommended within the LLDC Employment Space Study recommendations, however a condition is recommended requiring the detailing of the floor slab to maximise internal floor heights.

Residential Layout:

- 10.65. The residential amenity spaces would look towards the SIL. Whilst this is a challenge from a noise, odour and visual amenity perspective, the proposals address this through its layout by providing B1a office space between the residential courtyard space and the SIL. Block G is of a sufficient height to mitigate some views down into Autumn Yard, but residential overlooking SIL is unavoidable given the desire to enable light from a southern aspect into the residential accommodation and views of the River Lea. The existing residential complex of 419 Wick Lane has views into the SIL to the south, whilst the layout of the Iceland Wharf proposals provides a better arrangement through providing a buffer to the south. The details of fenestration would be conditioned to be noise reducing.

Aspect:

- 10.66. The residential aspect of the scheme is based on a deck access typology. The residential typology proposed is a successful way of making the most of the proportions of the constrained site. Officers and QRP consider the detail of deck access to be fundamental to the success of the scheme. The layout and quality of the residential units and the way the applicants have dealt with complex adjacencies to each other as well as to the proposed employment offer has been the subject of detailed scrutiny, which officers consider has been resolved successfully. During the pre-and post-application and QRP review process, how to orientate the residential units has been discussed at length.

- 10.67. Officers are satisfied that the proposed scheme successfully resolves those challenges. The proposition to have a mix of living spaces and bedrooms fronting the deck access is supported and addresses comments made by officers and QRP. Having south facing living rooms overlooking the decking in Blocks C and B is appropriate as these would not benefit from such good north facing views of the River Lea, the southern access would receive more daylight. In this location, there could be benefits to overlooking the central courtyard because it would be busier. Furthermore, it would provide some surveillance to this section of the walkway, and the offset distance is sufficient to mitigate, to some degree, views into the living spaces. The units within Block D on the lower floors would benefit from enhanced planting on the walkway.
- 10.68. The proposed north facing living rooms on Block D are supported, as they would provide an excellent aspect for these spaces with views over the River Lea and towards the QEOP.
- 10.69. Of the 120 proposed residential units 110 flats are designed to be dual aspect, which gives an alternative aspect if needed, the remaining 10 are duplex units, with 4 of those duplexes being single aspect facing onto the south oriented towards the residential courtyard. The majority of units have been configured with living/ kitchen/ dining and adjoining private amenity space facing south, to take advantage of daylight and sunlight, and to connect with the shared space that forms the communal deck access which forms the spine of the development.
- 10.70. The residential elements of the proposal have been assessed as meeting the 'liveability' standards under the Mayor's Housing SPG. All of the units meet or exceed the national prescribed space standards (DCLG Technical Housing Standards) as referred to in the Mayor's Housing Supplementary Planning Guidance (SPG) of March 2016. Officers consider that the standard and quality of accommodation including access to outdoor space is good. Officers commend the applicants' attention to detail i.e. the entry sequence through the lobbies, stairs/lift, along the deck from street to the front doors is legible and clear.
- 10.71. Officers have been provided with a fire report which demonstrates that the deck access would meet fire regulations. The report confirms that it would not have to have a solid parapet which would impact on light permeability.
- 10.72. The new development is contemporary in appearance yet picks up on the design cues and material palettes of the surrounding area, such as the use of brick and concrete, reflecting the area's industrial heritage; with recessed balconies and commercial plinths. All of these elements are considered to be a successful response to the site's local context.
- 10.73. Officer analysis concludes that the layout and urban design of the development is high and accords with the Mayor's Housing SPG and with Local Plan Policies BN.1 and BN.4.

Scale and Massing

- 10.74. By way of its height, scale and overall form, the proposed development is generally comparable to the surrounding contemporary development, including that directly across the road (419 Wick Road).

- 10.75. In relation to BN.10 the Local Plan states that development in Hackney Wick Fish Island (sub area 1) is generally expected to have a maximum height of 20m which in a residential building would normally equate to 6 / 7 storeys. Buildings above this height may be acceptable if they test well against the criteria set out in policy BN.10. The proposals include the development of 8 buildings including the former Ammonia Works Warehouse. The proposed maximum height of the proposed development ranges between 1 to 8 storeys. Block D (residential block) located along the River Lea edge of the site comprises a part 6, part 8 storey building of between 21m and 26.3m in height and is therefore subject to the BN.10 assessment, which is set out below.
- 10.76. *Tall buildings will be considered acceptable where they:*
Criterion 1 - Exhibit outstanding architecture and high-quality materials, finishes and details:
- 10.77. Adjustments have been made to the heights and massing of the development during the pre-application stage and since the application's submission, with the resultant scheme endorsed by both the QRP and officers. Block D adjacent to the riverside (see appendix 3), with the endorsement of QRP, has increased in height from 21m to 26.3m at its highest point. Indeed, it was at the suggestion of QRP that the height of Block D was increased. QRP was already convinced that the originally proposed 21m high Block D met the tall buildings outstanding criterion. The QRP considered '...that a reduction in height of Block B adjacent to Iceland Road and 419 Wick Lane could be compensated by an increase in height of residential Block D on the riverside. This could result in a subtle gradation of heights along Iceland Road. ...' The QRP went on to state '...The panel has no hesitation in concluding that Block D would meet the requirements of Policy BN.10: it considers that Iceland Wharf as whole demonstrates 'outstanding' architectural quality...' The overall height and massing is supported by officers.
- 10.78. The reduction in height of Block B and subsequent height increase to Block D was also borne out of the QRP's '...uneasiness about the relationship between the two-storey retained building (former Ammonia Works Warehouse, a non-designated heritage asset) and the new buildings along Iceland Road (blocks B, C and D) ...' It would be interesting to see how the streetscape along Iceland Road might reveal itself at street level...' QRP, supported by officers, considered that the streetscape might be improved by a reduction in height of one storey for block B between the Lighthouse public house (a non-designated heritage asset) and the retained Ammonia Works Warehouse, which is adjacent to the residential development of 419 Wick Lane. It was agreed that such a reduction would lessen the dominance of the blank flank wall of Block B, and would '...also moderate, to a certain extent, reservations around residential accommodation overlooking a commercial working yard, and also any issues around overlooking of development at 419 Wick Lane.
- 10.79. In terms of height and massing the context is that the neighbouring residential properties to the north 419 Wick Lane, which is a 7 storey block and 417 Wick Lane, which is a part 7, and part 9 storey block.
- 10.80. Noting the objections received, whilst it is acknowledged that the scheme has been amended with respect to Blocks B (adjacent to Iceland Road (reduction from 5 storeys to 4)), and D (the river fronted block (increase from 7 storeys to 8)), aside from Block D the development generally accords with the 20m heights in the sub area policy for Hackney Wick and Fish Island and respects the prevailing heights in this

area. Indeed 417 Wick Lane at 7 / 9 storeys is of greater height and mass than the revised Block D. As stated the increase in the height to Block D was made at the suggestion of the QRP and is considered to be acceptable and can be accommodated in the particular context of this site.

- 10.81. Officers consider the general heights and massing of the development has resulted in improved architectural quality. Given the current site condition, i.e. the limited number of fairly low-profile buildings, there would inevitably be a noticeable effect from the development of the site. Nevertheless, officers are satisfied that the proposals are not harmful to commercial, residential or visual amenity and have been carefully balanced against the aspiration to create animated street frontages and, in the case of the element of the development fronting the river, enabling enjoyment and overlooking of the open space while preserving natural habitat. Consideration has been given as to the appearance and layout of the proposed scheme in terms of the immediate streetscape. As revised, Officers consider the architecture to be of high quality and that it responds well to the wider context.
- 10.82. The scale, arrangement and proportion of Building D, indeed of all of the proposed buildings, and the detailed proposal for the materials, are all considered to contribute to and respond to the wider industrial heritage and align well with the non-designated heritage assets context (discussed further below).
- 10.83. The material palette set out in the submitted Design and Access Statement is considered to be very good and of high quality. It is responsive to its surrounding as well as the context of the site in terms of the progression of the proposed uses across the site, i.e. from Wick Lane to the river front, while responding to the primary function associated with each block, for example, the use of proportioned concrete and translucent panels for the standalone B2 industrial building fronting to Wick Lane resulting in a robust finish complimenting its proposed use. The concrete materiality is maintained across the scheme linking the commercial elements. However, as the development approaches the river the concrete element becomes a plinth for the brick residential blocks. The volumetric banding of brick in 3 shades set compositional datums through the building façade, with a progression of low level dark brick to light brick at upper levels. Timber reveals to the flank walls of private amenity spaces result in a tactile domestic materiality to contrast internal and transition spaces with the hard masonry.
- 10.84. The materials, finishes and details of all the buildings are considered to be of high quality, and final details and large-scale plan details being required by condition. To ensure the highest possible design standards and high-quality detailing it is recommended that conditions securing further façade details, deck access, courtyards, balconies, including window, door, entrances and other openings together with submission of materials and samples are recommended.
- 10.85. The QRP review states as follows '*...The panel has no hesitation in concluding that Block D will meet the requirements of Policy BN.10: it considers that Iceland Wharf as a whole demonstrates 'outstanding' architectural quality...*'
- 10.86. Officers also recommend that the Heads of Terms includes a requirement to retain the scheme architects or a requirement for a design monitoring contribution in the event that the original architect is not retained to oversee the design quality of the development. A financial contribution would become payable to the LPA as a

contribution towards the LPA's costs in supervising the design quality of the development.

Criterion 2 - Respect the scale and grain of their context:

- 10.87. The context is defined by 419 Wick Lane to the north and the industrial sites to the south and the non-designated heritage assets. The scheme is graded in two directions; the first of these gradations respects the non-designated heritage assets in the north-western corner of the site as it grades from lower height industrial buildings on Wick Lane towards higher residential accommodation on the riverfront. The second gradation is as it grades down from Iceland Road towards Autumn Yard. During the pre-application and application process there has been a reduction to the height of the buildings adjacent to the non-designated heritage assets. Therefore, all the buildings are considered to respect the scale and grain of their context

Criterion 3 - Relate well to street widths and make a positive contribution to the streetscape:

- 10.88. To some extent this is covered in criterion 1. Officers consider the proposed landscape treatment to be sound and of high quality. The most generous residential entrance would be towards the east end of Iceland Road, which indicates that there is likely to be more activity at the whole length of the street, and reduced hidden spaces to make this a safer and pleasant environment. The set back of the new building from the Ammonia Works building would introduce greater articulation. Officers are satisfied that Block D and indeed the entire development would make a positive contribution to the streetscape. The development proposals enable the street to run to the River Lea and is not terminated with built form, which was a specific request of officers during the pre-application process as it provides views to the river and beyond, and provides amenity space for the public and existing residents.
- 10.89. The proposals would reinstate the Wick Lane and Iceland Road streetscapes by inserting new buildings that have been appropriately scaled to provide a suitable degree of enclosure, whilst not being so tall as to appear overbearing at street level and would be seen in the context of the neighbouring residential developments of 417 and 419 Wick lane, which are of similar bulk, mass and height.

Criterion 4 - Generate and active street frontage:

- 10.90. The scheme would result in a simplified elegant façade announcing the commercial element of Block D, and active street frontage would be provided by entrances to the commercial units. The provision of B1 and B2 employment spaces at ground floor level would also provide active street frontages onto both Wick Lane and Iceland Road.

Criterion 5 - Provide accessible public space:

- 10.91. The scheme as a whole provides good quality publicly accessible open space. The proposals would open up the eastern end of Iceland Road to the public and include the creation of a new area of landscaped public open space adjacent to the river, creating access to it from Iceland Road where none currently exists.

Criterion 6 - Incorporate sufficient communal space:

- 10.92. In addition to the open yard space provided for Block D, shared facilities would be provided internally for all of the commercial occupiers as well as providing amenity area for residents which exceeds policy requirements.

Criterion 7 - Contribute to defining public routes and spaces:

- 10.93. Block D and the buildings as a whole clearly define public routes and spaces as part of the scheme as a whole as well as routes internal to the scheme. Officers are satisfied that the nature of the spaces and routes created by the proposed development in relationship with the site and surrounding area context is appropriate and would result in an urban form which respects the scale and grain of the area.

Criterion 8 - Promote legibility:

- 10.94. This would be achieved by providing clear definition to Iceland Road and framing views to the Greenway and the River Lea to allow greater orientation with the area.
- 10.95. The vehicular access points at Wick Lane and along Iceland Road would bring vehicles into the heart of the scheme to provide delivery and servicing. Their design and proportion creates a visual link from public to semi private courtyard space, while maintaining a level of security commensurate with commercial activity. These courtyards serve to connect the commercial elements. A central circulation route provides a similar role internally, connecting attractive and highly adaptable working space for us by single or multiple tenants.
- 10.96. Officers are satisfied that the proposals would improve connectivity and permeability, providing a development that responds to and enhances the surrounding built context and landscape.

Criterion 9 - Create new or enhance existing views and sightlines:

- 10.97. The existing architecture is a straight transition from open storage to a 7/8 storey building. The proposals would enhance views from the River Lea, the Navigation, the canal, and towpath. The massing of Block D is sensitively articulated by varying the height transitioning between 6 and 8 storeys enabling views into the residential courtyard as well as the River Lea.
- 10.98. QRP suggested an increase in the height of this block as they considered that this would result in a subtle gradation of heights on Iceland Road. It would also create a subtle gradation of heights along the River Lea.

Criterion 10 Preserve or enhance heritage assets and the views to/from these, and contribute positively to the setting of heritage assets, including conservation areas:

- 10.99. The site lies approximately 110m to the south of the Fish Island & White Post Lane Conservation Area separated by the residential developments of 417 and 419 Wick Lane. These existing developments already form part of the visual setting of the identified non-designated assets within and adjacent to the site; the former two storey Ammonia Works Warehouse, that is incorporated within the proposals and the two-storey Lighthouse public house on the north-west corner of the site. The proposed B1 (c) block incorporates the Old Ammonia Works Warehouse building thereby preserving the site's industrial past and re-energising an ageing structure with a relevant use.
- 10.100. However, the difference in scale of the proposed new development would be significantly higher than that of the non-designated heritage asset within the site i.e. the single storey former Ammonia Works Warehouse and the two-storey non-designated heritage asset adjacent to the site i.e. the Lighthouse public house, which would result in a degree of cumulative impact. It is acknowledged that the proposed development would result in the loss of views to the gable end of the former Ammonia

Works Warehouse; which contributes to its aesthetic value and historic interest. Although a terrace development originally adjoined these ends, the gable was still visible. Nonetheless, it is noted that the side walls of the former Ammonia Works Warehouse are blank and void of any details. PPDT's heritage consultant has reviewed the proposals and concluded that '*...The proposal is considered to have a minor adverse impact which will lead to 'less than substantial' harm on the setting and significance of the locally listed items, which should be weighed against any public benefits...*'

- 10.101. The resulting heritage impact of the proposed development may result in a degree of cumulative impact, due to the proposed height and scale of the new development directly adjacent to and in the backdrop of the non-designated heritage assets. Officers and their heritage advisors are satisfied that there is unlikely to be any physical impacts upon the non-designated assets. There are no works proposed internally to the Lighthouse public house and the proposed new development would adjoin the rear walls of this building only.
- 10.102. It is proposed to incorporate the interior of the former Ammonia Works warehouse into the new redevelopment, which is applauded. Further information would be required by condition regarding any existing fabric to be removed within the warehouse. The adaptive reuse of the site and retention and adaptive re-use of the identified non-designated (locally) listed heritage assets would be a positive heritage outcome.
- 10.103. Since the QRP review, Block B has been reduced by one storey. The uneasiness expressed by QRP around the relationship between the two-storey retained former Ammonia Works warehouse, and Blocks B, C and D. As stated above PPDT's heritage advisors consider the relationship to be acceptable. Officers are of the view that while the scheme has increased in height near the river, all the new blocks adjacent to the non-designated heritage buildings are of a scale which is respectful so as to enhance these retained assets. The overall height and massing is therefore supported.
- 10.104. Historic England GLAAS considers that there is potential for evidence of archaeological significance on the site noting that this part of the River Lea has attracted human activity from prehistoric times onwards. A condition is therefore attached to safeguard any potential archaeological remains within the site.
- 10.105. In addition, criteria 11, 12 and 13 of Policy BN.10 state that buildings should not have an adverse effect on microclimate, sunlight and daylight and existing townscape views. These are topics covered elsewhere in the assessment section. Officers are satisfied that there would be no detrimental impacts to these issues arising from the height of the proposed buildings and in particular Block D in so far as it relates to the tall building criteria.
- 10.106. Conclusion: The scheme is considered to be robust and imaginative. The architect/applicant has responded positively to QRP and Officer comments, which has led to successful design development. It is considered that the design approach to the scheme is capable of providing an opportunity for an interesting piece of modern architecture.
- 10.107. It is considered that the design of the proposed development respects the context within which it is located and would result in a development that makes a positive

contribution to Fish Island, and is thus in accordance with Policies 7.1, 7.4, 7.6 and 7.7 of The London Plan, and draft new London Plan Policies D2 and D4 and Local Plan Policies 1.1, 1.2, 1.4, 1.5, 1.6 and BN1, BN.4 and BN.10.

Daylight, Sunlight and Overshadowing as well as Impact on Neighbouring Properties' lighting conditions

- 10.108. As required by policy the assessment has also considered the impact of the development in terms of daylight and sunlight and overshadowing on the existing residential properties located within close proximity of the site. The impacts of the proposal on the daylighting and sun lighting of neighbouring properties have been assessed and documented in reports, which have been updated during the course of the submission, prepared by the applicant. These reports have been reviewed by PPDT's environmental consultants who have commented that the methodology is robust and comprehensive. The analysis seeks to address objections/concerns raised by neighbouring properties.
- 10.109. The BRE daylight and sunlight guidance consist of different elements: Vertical Sky Component (VSC) and Annual Probable Sunlight Hours (APSH) which assess facing windows by measuring the amount of sky visible from the centre point of a window on its outside face; Average Daylight Factor (ADF) taken from within the room and Daylight Distribution (DD) which assesses daylight uniformity.
- 10.110. In terms of the VSC if this achieves 27% or more, the BRE advise that the window would have the potential to provide good levels of daylight. The guidance also suggests that reductions from existing values of more than 20% should be avoided, as occupiers are likely to notice the change. The BRE guidance states that if any window receives more than 25% of the APSH (APSH is 1468 hours in London) including at least 5% during winters months (21 September to 21 March) then the room should receive enough sunlight. The BRE guide suggests that any reduction in sunlight below this level should be kept to a minimum. If the proposed sunlight is below 25% (and 5% in winter) and the loss is greater than 20% either over the whole year or just during winter months, then the occupants of neighbouring properties are likely to notice the loss of sunlight. The BRE Guidance also suggests that at least half of the amenity area in a development should receive at least 2 hours of sunlight on the 21 March.
- 10.111. BRE guidelines set the following recommended ADF levels for habitable room uses: 1% bedrooms; 1.5% living rooms and 2% kitchens.
- 10.112. PPDT environmental consultants have confirmed that the proposed development achieves the BRE ADF target for approximately 70% of the rooms within the proposed development. In addition, approximately 55% of the south facing living rooms and KLD rooms within the proposed development achieve BRE targets for summer and winter sunlight.
- 10.113. Officers have been advised that daylight and sunlight results are considered to be acceptable for this type of urban development.

419 Wick Lane:

- 10.114. With respect to 419 Wick Lane the assessment provided by the applicant provides an analysis of reduction for sunlight and daylight where appropriate. Approximately 75% of receptors tested are within the recommendations of BRE for daylight. The

receptors that are below the recommendations are generally clustered around balconies and in the middle of Wick Lane where the proposed development has attempted to mitigate the effects by introducing a gap between the building masses. It is noted from the submitted updated Iceland Wharf Daylight Sunlight Report that if the mirror massing method was used to calculate daylight effects, the results would be worse than those associated with the proposed development.

- 10.115. With respect to comments received around removing balconies in the daylight and sunlight assessment this is a commonly used test for sunlight and daylight assessments, as specified by the BRE. This test is not intended to simulate the actual building performance (as the balconies are indeed there) but rather to demonstrate whether these are the primary reason for reductions of sunlight and daylight availability or not. A balcony is an obstruction which has the potential to block completely the high angle sunlight and daylight, thus allowing only low angle daylight and sunlight to reach a window. In such cases even a small obstruction from a proposed new building could reduce daylight and sunlight to extremely low values. It is recognised that balconies are an amenity value for users.

North Facing Units:

- 10.116. The BRE methodology states that no sunlight assessment of north facing windows is required as the target indicated within the guidance refers to windows facing within 90 degrees due south, which are more exposed to direct sunlight. As the properties facing the river at 419 Wick Lane are north-facing, these are appropriately excluded from the sunlight assessment. Of the remaining receptors, more than 90% meets BRE guidance targets.

Artist Studio, at 419 Wick Lane:

- 10.117. PPDT's environmental consultants have assessed the impacts on the studio. Whilst the applicant has not appeared to have modelled sunlight at ground floor levels at 419 Wick Lane (Ink Court), an approximation of sunlight loss can be made from first floor values. With the proposed development, these values exceed the BRE guidance by a factor of two to three. Therefore, PPDT's environmental consultant comment that it is reasonable to deduce that the sunlight performance at the Artist Studio at 419 Wick Lane is likely to meet BRE guidance.

Lighthouse Public House:

- 10.118. With respect to the Lighthouse public house, the analysis demonstrates that there would be a noticeable reduction of daylight. However, the daylight performance is typical of an urban area as the Vertical Sky Component (VSC) is approximately 20%. Analysis showed that sunlight meets BRE guidelines with the proposed development in place. It is noted that the residential accommodation above the public house is allocated for staff of the hostelry.

Autumn Yard:

- 10.119. The effects of the proposed massing on 1 Autumn Yard are comparable with the effects that result from the mirror image modelling (a proposed configuration of the same size as existing receptors), with the exception of the skylight (receptors) of Unit 1, which records a slight reduction of VSC below BRE guidelines of 0.8 baseline. Nevertheless, overall PPDT's environmental consultants and officers are

satisfied that the effects of the proposed massing on Autumn Yard are acceptable given that they are located to the south and therefore with no loss of sunlight.

Conclusion of Impacts on the amenity of neighbouring properties:

- 10.120. The analysis finds that levels of daylight would meet BRE guidelines for the majority of receptors within neighbouring proposed developments. Approximately 90% of the receptors included in the assessment in neighbouring developments would continue to receive good levels of sunlight in general conformity with BRE guidelines, with the proposed scheme in place. Therefore, the impacts from the development are minor and considered to comply with Planning Policy BN4 (6).
- 10.121. Officer analysis concludes that in terms of the daylight sunlight assessment the proposals are in accordance with the BRE guidance and would provide satisfactory living conditions for future occupiers of the new development and would not result in detrimental harm on adjoining developments with respect to BRE guidelines in terms of achieving minimum levels of sunlight to adjoining development. The proposals are thus in accordance with Local Plan Policies BN.1, BN.4 and SP.1.

Overshadowing:

- 10.122. PPDT's environmental consultants are satisfied that the overshadowing analysis of the surrounding amenity areas shows there would be little or no effect on the existing values. To that end no objections are raised. The assessment shows that the internal daylight and sunlight conditions within the development would vary, but overall effects would be characteristic of a dense urban environment and therefore would be acceptable.

Overlooking and Loss of Privacy

- 10.123. As set out in section 7 of this report objections have been received around the issue of overlooking and loss of privacy. Overlooking and privacy have been an important consideration in the design of the development noting the form of the development and the requirements of BN.4 of the Local Plan, which states that proposals for residential development should '...minimise impact upon existing surrounding development and not result in unacceptable loss of privacy or an unreasonable degree of overlooking towards habitable rooms and private amenity spaces within or around existing development...'. The Mayor's Housing SPG sets out a flexible/design-led response to safeguarding privacy, rather than prescribing particular standards (for example, the careful placement of windows serving habitable rooms can allow for separation distances to be reduced.)
- 10.124. The Mayor's Housing SPG notes that in the past, planning guidance for privacy has been concerned with achieving visual separation between dwellings by setting a minimum distance of 18 – 21m between facing homes (between habitable room and habitable room as opposed to between balconies or terraces or between habitable rooms and balconies/terraces). These can still be useful yardsticks for visual privacy, but adhering rigidly to these measures can limit the variety of urban spaces and housing types in the city. The separation distances between the Iceland Road elevation and neighbouring 419 Wick Road in so far as habitable room to habitable room is between 11.3m (Block B) at its closest and 31.2m (Block C) at its farthest. However, officers are satisfied that in the case of the 11.3m separation distance, the overlooking / inter-visibility issues have been successfully addressed through a combination of careful unit layout, and having dual aspect living rooms where the

main window is in a different / other elevation. It is noted that the existing urban grain and streetscape, which is typical of London streets, has buildings of similar adjacencies.

- 10.125. Objections have been raised to the provision of the additional floor to Block D. The proposals also include a corresponding reduction in the height of Block B. The proposed additional storey is located on Block D, which is situated at the eastern end of Iceland Road. The part of 419 Wick Lane (Ink Court) facing Block B includes windows on all floors and the reduction in the height of Block B would therefore have a positive effect on the light conditions. Conversely, the part of 419 Wick Lane facing Block D includes one window at first floor level and a small number of windows within the set-back roof storey only. The vast majority of the façade is blank. As such, the impact of the additional height is considered to be negligible. There is only a relatively small section of frontage where the two buildings (i.e. the proposed 8 storey Block D and this part of 419 Wick Lane (Ink Court)) directly face. The majority of the proposed 8 storey Block D extends beyond Ink Court, which further illustrates that effects of the additional height on Ink Court would be limited (see appendix 5). PPDT's environmental consultants have confirmed that the additional height to Block D does not show a significant reduction of daylight and sunlight for the top floor of 419 Wick Lane.
- 10.126. Given the across-street relationship between the two buildings, coupled with the proposed mitigation measures (including setting-back the north-facing windows to Block D behind recessed balconies) it is considered that the proposed additional storey would not result in any significant loss of privacy through overlooking or outlook in relation to this neighbouring occupier or any other.
- 10.127. Within the Scheme officers are satisfied that inter-visibility within the site is within acceptable tolerances and generally acceptable. The orientation of the buildings within the site is generally sited in a manner so as to avoid direct overlooking impact between opposite units within the complex. Instead the relationship between the habitable windows of the facing units are orientated so that there would be limited front on views. Officers are satisfied that the buildings within the site have been positioned appropriately to avoid residential amenity issues. The use of deck access is acceptable from a privacy/overlooking perspective given that they have been designed to include void areas with depths of 1.8m adjacent to windows which would front onto the deck access. These voids would help provide defensible space to the rooms within these units which would front onto the deck access.

Landscaping and Public Realm

- 10.128. The submission includes a comprehensive landscape strategy, which is welcomed and has clearly been conceived as an integral part of the scheme. The proposed planting is in some part considered mitigation against the challenging site conditions. It is therefore considered paramount that the landscape on the deck access and balconies and courtyard terraces, meets the aspirations set out in the submitted DAS and Landscape Strategy.
- 10.129. In accordance with the Mayor's Housing SPG all of the proposed residential units include private amenity areas in the form of a private projecting/recessed balcony. The proposed balconies/terrace areas vary in size and shape but all have a minimum depth of at least 1.5m in compliance with the Mayor's Housing SPG.

- 10.130. 999m² of communal amenity space, which includes play space provision, has been provided. Based on the development's anticipated child yield and the minimum requirement for play space of 10m² per child, 270m² dedicated playspace would be required. The development provides 412m², which is in excess of the policy requirements.
- 10.131. The communal amenity space includes 344m² of publicly accessible riverside amenity space and access to a communal terrace at first and fourth floor levels.
- 10.132. In addition, 182sqm of external amenity 'break-out' space is provided for the commercial uses.
- 10.133. Officers are satisfied that the required amenity space standards are met or exceeded.
- 10.134. As clarified to the EA the proposed development is set-back from the river and includes a planted 'green buffer', which is considered beneficial in terms of visual amenity, as well as for the enjoyment of residents and users of the space and the setting of the development. With respect to the objections on this point that other developments have a setback, it is relevant to note that 419 Wick Lane was originally set back in order to create a new pedestrian route to the Greenway. However, as the pedestrian route has not been delivered, over time the space has become an informal additional amenity space.
- 10.135. As the site adjoins the SIL it would therefore not be possible to create a riverside pedestrian route to the south, as it would terminate at the SIL (i.e. the site's southern boundary). The proposals do however include the creation of a new area of publicly accessible open space (a riverside garden) adjacent to the River Lee, on an area of land that was previously not publicly accessible, which officers consider represents a public benefit.
- 10.136. Conditions are recommended to secure landscape details including management, maintenance as well as a monitoring. A condition requiring the strategy for the maintenance of the deck access is also recommended. Heads of Terms include the retention of the landscape architect to preserve the intent and quality of the spaces.
- 10.137. Ecology, bat and arboricultural reports have also been included as part of the submission, and have been reviewed by PPDT's environmental consultants, the findings and conclusions of which are considered to be acceptable. The reports include the results of a tree and bat survey undertaken and impacts from the development on the River Lea, which is a Site of Metropolitan Importance for Nature Conservation (SINC). However, the redevelopment of this brownfield site is considered not to cause harm to the adjoining SINC due to the hard edge of the boundary treatment between the site and the river and the absence of any marginal habitat. The accompanying Bat Survey report states that bats would not be impacted by the proposed development and are not a constraint to the development of the site. However, in order to avoid impacts on possible foraging and commuting bats it is recommended that light spill onto the River Lea is minimised and to that end as conditions are recommended to control external lighting.
- 10.138. The assessment is that the limited ecological interest on the existing site means that the principle of redevelopment is acceptable in ecological terms. The submitted Ecology Report states that the development provides opportunities for biodiversity enhancement such as riverside planting, greens roofs etc. and would have no adverse impacts on roosting bats.

- 10.139. Conditions are proposed that require further details of the riverside planting, green roofs, hard landscaping details, and bird/bat boxes.
- 10.140. The quality of residential amenity space and landscaping of the new development is acceptable for prospective occupants in meeting the policy aims and objectives of Local Plan Policies BN.3, and BN.4, London Plan Policies 7.21, 5.10, 5.11, 7.19 3.5 and 3.6 and the Mayor's Housing SPG.

Transport

- 10.141. The accompanying Transport Statement (TS) includes a detailed assessment of the proposed multi-modal trip generation figures, which has been reviewed by PPDT's transport consultants. The proposed development (both residential and commercial uses) is forecast to generate a total of 173 two-way trips during the AM peak hour and 173 two-way trips during the PM peak hour. Of these trips, it is forecast that the vast majority would be made using public transport (132 at AM peak / 126 at PM peak), followed by trips made on foot (23 at AM peak / 23 at PM peak) and by bicycle (13 at AM peak / 13 at PM peak).
- 10.142. The TS concludes, and it is accepted by PPDT's transport advisors, that the proposed AM and PM peak trips generated by the development would have a negligible impact on the surrounding public transport infrastructure and services and the road network.

Car Free:

- 10.143. Save for 12 accessible car parking spaces for residents and two accessible car parking spaces for staff the proposed development is intended to be car free, which is supported by TfL, no objections have been received from LB Tower Hamlets. Despite having a low PTAL Officers are satisfied that the site is reasonably accessible by walking or cycling, and is served reasonably well by public transport. As previously stated as agreed with the applicant a financial contribution to be secured by s106 legal agreement would be sought towards improved walking and cycling works to inter alia Hackney Wick overground station / Greenway or other similar appropriate connections.
- 10.144. London Plan policy 6.13 and draft new London Plan policy D6 require an appropriate balance being struck between promoting new development and preventing excessive car provision that can undermine cycling, walking and public transport. Local plan policy T.8 is aimed at reducing reliance on the car in the pursuit of sustainable development. Officers are of the view that in certain instances provision for the car can add significantly to the amount of land needed for a development which, in turn, can inflate the price of housing. Conversely, reducing the land needed for parking can help in achieving higher densities and the provision of amenity space.
- 10.145. Officers takes cognisance of the importance of ensuring that car free development does not result in additional parking in neighbouring streets. It is recommended that residents in this car-free development should not qualify for a resident parking permit and this would be secured by the s.106/condition. LB Tower Hamlets highway authority has in recent times designated parking regulations in the streets around the site.

- 10.146. Objections have been raised to the conversion of the existing public permit parking spaces on Iceland Road into parking spaces for the proposed development. The TS states that a parking survey was undertaken which reviewed the on-street parking capacity on Iceland Road and adjacent streets. Whilst this showed that the 14 bays on Wick Lane and 4 bays on Iceland Road are used (with 80% to 100% parking usage), it also showed that the 16 nearby bays on Maverton Road and Autumn Close (all within 100 metres of the bays on Iceland Road) have a low parking usage of between 0% and 33%. Given their close proximity to Iceland Road, these bays have sufficient capacity to accommodate the displaced parking on Iceland Road, and are located sufficiently close to meet the local need. The applicant is in discussions with LB Tower Hamlets as Highway Authority to agree the necessary s278 works, which is included within the proposed Heads of Terms.
- 10.147. A car park design and management plan would be secured by s106 legal agreement to inter alia clarify how demand for the proposed disabled spaces would be met. The applicant has advised that it may be that not all of the spaces would be provided from the outset; rather, spaces provided as and when they are required and parking would be managed/enforced by the on-site management team. Demand may be such that not all spaces are required to be provided.

Electric Vehicle Charging Points:

- 10.148. In accordance with the London Plan and its draft, 20% of these spaces (i.e. three spaces) would be provided with a standard Electric Vehicle Charging Point (EVCP). The remaining 11 spaces would have passive electric vehicle charging provision.
- 10.149. The management of the deliveries and servicing for the commercial uses in particular has been raised as a concern by local residents. A Delivery and Servicing Plan (DSP) (condition 23) for the development has been submitted as part of the Transport Assessment, and has been reviewed by PPDT's transport consultants and broadly agreed. The document states that 'the management strategy should include a scheduled delivery booking system to avoid deliveries being made during peak periods'. This is welcomed. Peak hours are considered to be between 07:00-10:00 and between 16:00-19:00 and off-peak times would generally be considered as 10:00-16:00 on weekdays. Deliveries should therefore be made during these hours where possible, which has been accepted by the applicant. Officers recommend a condition to ensure the implementation of an agreed DSP.
- 10.150. The Transport Statement includes swept path plans that show that a 10.0m long rigid vehicle would be able to enter the industrial block loading bay from Wick Lane and exit onto Iceland Road and then back onto Wick Lane in forward gear. In addition, the swept path plans also show that a 7.1m long rigid vehicle is also able to enter the central commercial courtyard, turn and exit in forward gear. A turning head would be provided at the eastern end of Iceland Road to enable commercial vehicles and refuse vehicles to turn and exit Iceland Road in forward gear. There is therefore sufficient space for the type and size of vehicles shown. It is anticipated that the final details of the servicing arrangements would be included within the DSP.
- 10.151. PPDT's transport consultants, and TfL have considered the proposals and raise no objections. Officers are satisfied that the proposals meet the aspirations of strategic London Plan Policies 6.1, 6.9, 6.10 and 6.13, and draft new London Plan Policy T6.1 and Local Plan Policies T.4, T.6, T.8, and T.9 refers, in proposing a development which supports sustainable transport objectives.

Noise and Air Quality

Air Quality:

- 10.152. The applicant has submitted an Air Quality assessment which has been assessed by PPDT's Environmental Consultants in relation to the effect of the development on local air quality. PPDT's Environmental Consultants have reviewed the assessment following which the applicant has provided further detail. It considers transport sources and energy plant and the impact on individual receptors as well as the overall significance of the effect of the development in accordance with the Institute of Air Quality Management (IAQM) guidance.
- 10.153. The air quality issues primarily relate to the construction phase operations, which without proper mitigation have the potential to give rise to dust and particulate impacts to nearby residential properties. With mitigation, the construction impacts are assessed as slight adverse. PPDT's Environmental Consultants and Officers are satisfied that the mitigation can be provided through appropriate planning conditions i.e. controlling dust and emissions from construction, operation and demolition, and the use of the latest Euro VI construction vehicles (or additional mitigation derived from further air quality assessment that will inform the Demolition and Construction Management Plan required under condition. Given the existing unrestricted commercial use that can operate from the site officers are of the view that the proposed mixed uses are unlikely to result in air quality issues comparable with a fully operational commercial business with HGV's and a more extensive operational open yard than is currently proposed.

Noise:

- 10.154. London Plan London Plan Policies 7.15, 5.3 and 5.8, draft new London Plan D13 Policies D12 and D13, and Local Plan policy BN.11 seek to reduce noise impacts associated with developments.
- 10.155. The applicant has submitted a Noise Assessment the purpose of which is to establish whether existing noise levels at the site pose a constraint to residential development and sets out the design criteria, the measured environment noise levels and an assessment of the acoustic requirement of the facade to achieve recommended noise levels.
- 10.156. The assessment concludes that mitigation measures in the form of closed thermal double glazed windows would be necessary to reduce internal noise levels to be within the sleep disturbance criterion outlined by the World Health Organisation and the criteria outlined in BS8233 against both ambient noise sources and potential noise egress from the use of the proposed ground floor commercial uses. The report has been assessed by PPDT's Environmental consultants who have concluded that subject to this arrangement the proposed development would not result in significant noise disturbance for existing uses or the proposed uses.
- 10.157. In relation to the construction noise and disturbance, the applicants have submitted a Construction Management Plan which outlines amenity protection methods, and would be secured by condition (condition 4 refers). Conditions limiting noise levels are also recommended in order to safeguard amenity protection methods in line with policy criteria.

- 10.158. The proposed B2 industrial use would be undertaken entirely within the enclosed loading area on the ground floor of Block C, which would ensure that associated activities do not result in noise disturbance to nearby building occupants. Vehicles would enter Block C from Wick Lane and would exit in forward gear onto Iceland Road via the western commercial yard. Deliveries and servicing for the B1 office and B1(c) light industrial uses within Blocks C2 and C3 would be undertaken from the eastern commercial yard at lower ground floor level, which is accessed from the public highway on Iceland Road. The yard is of sufficient size to accommodate a 7m long rigid vehicle, which would be able to turn within the yard and exit onto Iceland Road in forward gear. As set in the transport section condition is recommended requiring details of the deliveries and servicing to be submitted for approval.
- 10.159. Objections/concerns have been raised from the operator of a night club in the local vicinity around possible noise complaints from new residents to their business. The Agent of Change principle as set out within Policy D12 of the draft new London Plan places the responsibility for mitigating impacts from existing noise-generating activities or uses on the proposed new noise-sensitive development. The Agent of Change principle is included in the NPPF and Planning Practice Guidance provides further information on how to mitigate the adverse impacts of noise and other impacts such as air and light pollution.
- 10.160. Draft new London Plan policy D12 states that ‘...when considering co-location and intensification of industrial areas, boroughs should ensure that existing businesses and uses do not have unreasonable restrictions placed on them because of the new development. It goes on to state that ‘...noise-generating cultural venues such as theatres, concert halls, pubs, nightclubs and live music other venues that host live or electronic music should be protected...’ in support of Draft new London Plan Policy HC5 (Supporting London’s culture and creative industries).
- 10.161. The applicant and the night club operator have jointly commissioned a report to look into possible impacts. The report has been assessed by PPDT’s environmental consultants and required further areas of clarification and detail to be provided. An updated noise/acoustic survey report illustrates that the background noise levels taken when the club was operating were not materially different to the daytime background noise levels recorded in the original noise survey, with the main noise source again being the fan/plant located on the adjacent commercial building (not the club). As such, the applicant is of the view that further noise mitigation measures are not required. This view has been accepted by officer’s advisors. However, a condition (19) has been recommended to ensure that the development is built in accordance with the findings of the acoustic report i.e. ensuring good acoustic design on the inside of the buildings so that the internal sound levels within the residential elements of the proposed development are met.
- 10.162. Furthermore, the ambient noise levels are based on attended noise surveys and as such, would include any noise generated from the current industrial operations at Bow East located to the east of the site on the opposite side of the River Lea from the application site. As such, measures proposed to mitigate noise from the nightclub would also serve to mitigate any noise generated from nearby industrial operations.
- 10.163. Officers and their advisors are satisfied that with appropriate condition the proposals comply with London Plan policy 7.14 and Local Plan policy BN.11 in so far as minimising the effect of emissions and noise impacts.

Energy and Sustainability

- 10.164. The application is accompanied by an Energy Statement and a Sustainability Statement, and Overheating Assessment, which have been reviewed by PPDT's environmental advisors
- 10.165. The proposed energy efficiency measures include levels of insulation beyond Building Regulation requirements, low air tightness levels, efficient lighting as well as energy saving controls for space conditioning and lighting.
- 10.166. The application site is located in an area where district heating is expected to be implemented in the future. The development may also be connected to another heat network from a site nearby (e.g. Wick Lane), the feasibility of this option is still to be investigated.
- 10.167. The measures proposed are in line with London Plan policy 5.2B, the residential part of the development would need to achieve a 'zero carbon' target for regulated CO2 emissions; and the commercial part a 35% reduction in regulated CO2 emissions against a Building Regulations where feasible. Means of energy efficiency measures alone, regulated CO2 emissions are shown to reduce by:
- 2.3% (3.2 tonnes per annum) for the domestic part of the development;
 - 23.3% (18.7 tonnes per annum) for the commercial part of the development; and
 - 10% (21.9 tonnes per annum) across the whole site.
- 10.168. The applicant advises that the commercial areas of the scheme could achieve a BREEAM score of 58.75%, exceeding the BREEAM 'Very Good' target of 55%.
- 10.169. A number of conditions and Heads of Terms are recommended to ensure that measures outlines are implemented in the design. Officers are satisfied that the proposals accord with London Plan policies 5.2, 5.5, 5.6, and 5.7 as well as draft new London Plan Policies S12 and GG6, Local Plan Policies S.2 and S.3 and the LLDC Carbon Offset Local Plan SPD.

Ground Contamination and Archaeology

- 10.170. Based on the previous uses of the site, the submitted remediation report and advice from Historic England GLAAS (HE) recommend a detailed investigation be carried out prior to commencement of development. PPDT's environmental consultants have reviewed the report and HE comments, which recommends the imposition of conditions, and generally agree with the conclusions to secure the further investigative work and associated remediation. Subject to the imposition of such conditions, the proposal is considered acceptable in this regard and accords with London Plan policy 5.21 and Local plan policy BN.13.
- 10.171. **Other relevant material considerations** have been considered and assessed by Officers and PPDT's Environmental Consultants including flooding. These issues are either considered to be acceptable or can be dealt with by conditions.

Summary of Objections:

- 10.172. The objections to the proposals on grounds of their massing, scale and loss of privacy and overlooking as well as daylight and sunlight issues are set out in Section xxxx of this report and have been carefully considered. For the reasons set out in this report

officers have concluded that the proposals would not have an adverse impact on amenity and is considered to be acceptable and in general accordance with development plan policy.

Draft Heads of Terms

10.173. The following heads of terms for the Section 106 agreement are recommended to mitigate the effects of the development:

- To secure 35% Affordable Housing, and include a review mechanism, in accordance with the Mayor of London's Affordable Housing and Viability SPG
- Phasing: No residential units shall be occupied until the commercial space has been completed to shell and core.
- Employment Workspace
 - Delivery of affordable workspace (should single user tenant not be secured)
 - Employment floorspace to shell and core linked to occupation of residential floorspace
 - Requirement for workspace strategy to ensure employment floorspace is designed and managed to meet the needs of small local companies and businesses
 - Secure maximum amount of B1a floorspace
- Management Strategy: To ensure that the inter relation between the commercial and residential uses is satisfactory
- Local Labour Strategy: To ensure a proportion of the employment during construction and operation (end-use) are from the Host Boroughs and to provide training initiatives
- London Living Wage: The minimum hourly wage as published by the GLA to be paid for both construction and end jobs.
- Travel Plan: To implement, monitor and review; and provide membership to a car club and to include electric car charging points
- Car Parking Design and Management Strategy:
 - To include layout and location of accessible parking provision in association with LB Tower Hamlets Highway Authority
 - To ensure that the maximum of 10% disabled provision can be provided should there prove to be demand for extra spaces either on-street or on-site.
 - Provision and location of electric vehicle charging bays
 - Provision and location of car club bay
- A S278 and Traffic Management Order: to be entered into with the Local Highway Authority around the relocation of the vehicle crossover on Wick Lane and the provision of on-street blue-badge bays
- Design Monitoring Contribution – In order to maintain design quality in the event that the original architect and landscape architect is not retained.
- Sustainability: Use of reasonable endeavours to secure the extension of the QEOP district heating and cooling network to the development site and thereafter obligation to secure connection of all buildings; and in the event that this cannot be achieved submit details of alternative measures by which equivalent carbon savings can be achieved; reasonable endeavours to encourage occupiers to reduce their energy usage

- The development shall be futureproofed as to enable future connection to a new or existing district energy network.
- Commercial space within the development to achieve a minimum BREEAM 2011 rating of Very Good.
- Management and maintenance of public realm.
 - Public realm management strategy and public access to open space within the development
 - Financial contribution towards improved walking and cycling works
- Demolition and construction activities to be carried out in accordance with the National Considerate Constructors Scheme.

11. HUMAN RIGHTS AND EQUALITIES IMPLICATIONS

- 11.1 Members should take account of the provisions of the Human Rights Act 1998 as they relate to the application and the conflicting interests of the Applicants and any third party opposing the application in reaching their decisions. The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report. In particular, Article 6 (1), of the European Convention on Human Rights in relation civil rights and a fair hearing; Article 8 of the ECHR in relation to the right to respect for private and family life and Article 1 Protocol 1 of the ECHR in relation to the protection of property have all been taken into account.
- 11.2 In addition, the Equality Act 2010 provides protection from discrimination in respect of certain protected characteristics namely: age, disability, gender reassignment, pregnancy and maternity, race, religion, or beliefs and sex and sexual orientation. It places the Local Planning Authority under a legal duty to have due regard to the advancement of equality in the exercise of its powers including planning powers. Officers have taken this into account in the assessment of the application and Members must be mindful of this duty inter alia when determining all planning applications. In particular Members must pay due regard to the need to:
1. Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act;
 2. Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
 3. Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 11.3 Officers are satisfied that the application material and Officers' assessment has taken into account these issues. Particular matters of consideration have included the provision of affordable and family housing.

12. CONCLUSION

- 12.1 The proposed development includes new B2 and B1 (Business) floorspace as well as 120 residential units including affordable units (35% by habitable room).
- 12.2 The proposed mixed-use development on this OIL designated site is acceptable in principle and in accordance with planning policy. Employment at the site has been limited in recent years, and the proposals would result in up to 169 new jobs being

created. Affordable workspace discussions are continuing to secure the maximum reasonable quantum from the scheme. The agreed quantum would be clarified and confirmed in an Update Report.

- 12.3 The retention of the non-designated heritage asset (former Ammonia Works Warehouse) is applauded and the demolition of the existing buildings on the site that are not of individual merit or townscape importance is considered to be appropriate.
- 12.4 Officers consider that the overall massing, scale and height of the buildings and the scheme's architectural treatment and material selection have been well handled. The architectural expression and form of the buildings is a suitable response to the context of the site, which would provide a high quality architectural insertion into the streetscape and river edge and provide a marked improvement on the current situation. The development would also be compatible and consistent with developments on immediately adjoining sites.
- 12.5 The proposal has been assessed as meeting the 'liveability' standards under the Mayor's Housing SPG. Officers consider that the standard and quality of accommodation including access to outdoor space is good.
- 12.6 The fact that this is a car free development is acceptable in a scheme of this size and is supported by TfL.
- 12.7 With respect to the objections received Officers are satisfied that the proposals would not be detrimental to residential amenities of adjacent properties both existing and emerging, and conditions are imposed where necessary to protect amenity. No objections have been received from statutory consultees.
- 12.8 Officers are satisfied that the proposed redevelopment of this site is entirely in accordance with the principles for regeneration established by national, regional and local planning policies.
- 12.9 Therefore, it is recommended that the application be approved, subject to agreement being reached on the quantum of affordable workspace to be provided, conditions set out below and the completion of a s106 legal agreement.

13. PLANNING CONDITIONS

1. Time limit

The development shall be commenced before the expiration of three years from the date of the permission.

Reason: In accordance with Section 91 of the Town and Country Planning Act 1991

2. Works in accordance with approved details

The development, including demolition and construction, shall be carried out in accordance with the following details and plan numbers:

INSERT DRAWING NUMBERS

and the description of development contained in the application and any other plans, drawings, documents, details, schemes or strategies which have been approved by the Local Planning Authority pursuant to these conditions.

Reason: To ensure that all works are properly implemented and retained.

3. Notice of Commencement

The development shall not be commenced until written notice of intention to commence the development has been given to the Local Planning Authority. The notice required by this condition shall only be given where there is a genuine prospect of development being commenced within 21 days of the notice and the notice shall confirm and provide evidence that this is the case.

Reason and pre-commencement justification: To enable the LPA to monitor development.

DEMOLITION & CONSTRUCTION

4. Demolition and Construction Management Plan (DCMP)

The development shall not be commenced until a demolition and construction management plan (CMP), has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management Plan shall be in accordance with all relevant legislation in force and substantially in accordance with all policy adopted and best practice guidance published at the time of submission. The DCMP shall include as a minimum the following information:

- The arrangements for liaison with the relevant highway authorities;
- The parking of vehicles of site operatives and visitors;
- The loading and unloading of plant and materials including a construction logistics plan;
- Access arrangements including on-street loading bay on Iceland Wharf and Wick Road in consultation with LB Tower Hamlets Highway Authority;
- Liaison with Transport for London regarding any impacts on existing bus stops within the vicinity of the site;
- The storage of plant and materials use in constructing the development;
- The erection and maintenance of security hoardings;
- Measures to control the emission of dust and dirt during construction;
- A scheme for recycling and disposing of waste resulting from demolition and construction work;
- Dealing with complaints and community liaison;
- Measures to control the flow of surface water off the slab (temporary drainage details);
- Attendance as necessary at the LLDC Construction Transport Management Group (CTMG) and or Construction Coordination Group;
- Details of routes and access for construction traffic. Including lorry holding areas;
- Confirmation that EuroVI construction vehicles will be used on the public highway through the construction phase, or an air quality assessment to determine the likely effects of construction and, if necessary, the measures required to mitigate the effects; and
- Guidance on membership of the Fleet Operator Recognition Scheme and implementation of vehicle safety measures and driver training including cycle awareness and an on-road cycle module.

The development shall be carried out in accordance with the approved details.

Reason and pre-commencement justification: To ensure that the Local Planning Authority can assess whether the development would generate any unacceptable

environmental impacts through demolition and construction that would require appropriate mitigation and to be in accordance with London Plan Policy S.3 and Local Plan 2015 Policy T.4.

5. Code of Construction Practice

The development shall not be commenced until a Code of Construction Practice has been submitted to and approved in writing by the Local Planning Authority. The Code of Construction Practice shall be in accordance with all relevant legislation in force and substantially in accordance with all policy adopted and best practice guidance published at the time of submission. The Code of Construction Practice shall include proposals for the following:

- Safeguarding of buried services
- Location and height of any proposed stock
- Waste generation and materials reuse and recycling
- Air quality mitigation measures from demolition and construction activity within the Site
- Noise mitigation measures from demolition and construction activity within the Site

The Development shall be carried out in accordance with the approved details.

Reason and pre-commencement justification: To ensure that the Local Planning Authority can assess whether the development would generate any unacceptable environmental impacts through construction that would require appropriate mitigation in accordance with Local Plan Policies BN.11 and S.4.

6. Demolition and Construction Waste Management Plan

The development shall not be commenced until a Demolition and Construction Waste Management Plan (DCWMP) has been submitted to and approved in writing by the Local Planning Authority. The objectives of the DCWMP shall be to ensure all waste arising from the demolition and construction works are managed in a sustainable manner, maximising the opportunities to reduce, reuse and recycle waste materials. The DCWMP shall also detail the compliance and assurance requirements to be maintained on the Site during all phases of construction. The DCWMP shall include as a minimum the following information:

- classification of all waste including hazardous waste according to current legislative provisions;
- performance measurement and target setting against estimated waste forecasts;
- reporting of project performance on quantities and options utilised;
- measures to minimise waste generation;
- opportunities for re-use or recycling;
- provision for the segregation of waste streams on the Site that are clearly labelled;
- licensing requirements for disposal sites;
- an appropriate audit trail encompassing waste disposal activities and waste consignment notes;

- measures to avoid fly tipping by others on lands being used for construction. Returns policies for unwanted materials;
- measures to provide adequate training and awareness through toolbox talks; and
- returns policies for unwanted materials.
- The Development shall be carried out in accordance with the approved details.

Reason and pre-commencement justification: Submission required prior to commencement to ensure that the Local Planning Authority to ensure that the impact of demolition and construction is appropriately mitigated and ensure high standards of sustainability are achieved in accordance with Policy 5.18 of the London Plan and Policy S.6 of the Local Plan 2015.

7. Approval of road works necessary

The development shall not be commenced until details of the following works to the highway have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Works to the highway shall only be carried out by the Highway Authority:

- The provision of an on-street loading bay
- The installation of new crossovers and reinstatement of footways where existing crossovers are being blocked up

The building hereby permitted shall not be occupied until these works have been consented in accordance with the approved details.

Reason and pre-commencement justification: To ensure that occupiers of the site have adequate facilities to support the use and encourage the uptake of sustainable transport methods to and from the site, and to ensure that all road works associated with the proposed development are to a standard approved by the Local Planning Authority and are completed before occupation and in accordance with Local Plan 2015 Policy T.4.

8. Piling/Foundation Designs

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express prior written consent of the Local Planning Authority, which may be given for those parts of the respective area of land where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed activities safeguard human health and do not harm controlled waters and groundwater resources in line with the Environment Agency's approach to groundwater protection March 2017 and in accordance Policies 5.21, 5.14 and 7.19 of the London Plan and Policy BN13 of the Local Plan 2015.

9. Piling method statement

No piling, including impact piling shall take place on until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling would be carried out, including measures to prevent and minimise the potential for impact on ground water, damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the

Local Planning Authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: To ensure that the proposed activities safeguard human health and do not harm controlled waters and groundwater resources in line with the Environment Agency's approach to groundwater protection March 2017 and in accordance Policies 5.21, 5.14 and 7.19 of the London Plan and Policy BN13 of the Local Plan 2015

10. Infiltration Drainage

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

Reason: To prevent the increased risk of flooding, to improve and protect water quality, and improve habitat and amenity in accordance with Policy 5.13 of the London Plan and Policy BN13 of the Local Plan 2015.

11. Drainage

Development shall not commence until a drainage strategy, detailing any on and/or off-site drainage works, has been submitted to and approved by the Local Planning Authority in consultation with the sewerage undertaker. The drainage works referred to in the approved strategy shall be implemented in full and no discharge of foul or surface water from the site shall be accepted into the public system until the said drainage works have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community and in accordance with Policy 5.13 of the London Plan and Policy BN13 of the Local Plan 2015.

Pre-commencement justification: To ensure that adequate facilities to support the use are provided

12. River Lea

Prior to the commencement of development, details of appropriate mitigation measures to prevent any risk of pollution or harm to the adjacent River Lee navigation or its users, both during demolition/construction and on completion of the development, shall be submitted to and agreed in writing by the Local Planning Authority. The details shall also include measures to locate, clear, remediate and permanently seal any existing drains or culverts within the application site that may discharge to the waterway. The approved measures shall thereafter be implemented in full unless otherwise agreed in writing by the local planning authority.

Reason and pre-commencement justification: In order to protect the amenity and ecological value of the waterway from any contaminants and in the interests of water quality in accordance with Policy 5.13 of the London Plan and Policy BN13 of the Local Plan 2015.

No development (including demolition) shall take place within 10m of the waterway until a Risk Assessment and Method Statement outlining all works to be carried out

adjacent to the waterway has been submitted to and approved in writing by the Local Planning Authority. The details shall:

- demonstrate that additional loads from the permanent or any temporary works, plant and machinery or storage of materials would not harm the structural integrity of the waterway infrastructure;
- Provide details of any strengthening or repairs that may be required to the waterway wall adjacent to the site;
- provide cross sections showing the distance from the waterway to the proposed buildings;
- include the design, depth and means of construction of the foundations of the buildings, together with any other proposed earthmoving and excavation works required in connection with demolition or construction of the buildings;
- details specifying how the waterway will be protected during the works and include any details of proposed protective fencing to be erected to safeguard the waterway infrastructure during construction;
- include the steps to be taken to prevent the discharge of silt-laden run-off, materials or dust or any accidental spillages entering the waterway.

The development shall only be carried out in strict accordance with the agreed Risk Assessment and Method Statement.

Reason and pre-commencement justification: To protect the structural stability of the waterway infrastructure which could be adversely affected by the development and to accord with the advice and guidance relating to land stability in accordance with Policies 5.21, 5.14 and 7.19 of the London Plan and Policy BN13 of the Local Plan 2015

13. Contamination

No development approved by this planning permission (or stage in development as may be agreed in writing with the Local Planning Authority) shall commence until the following have each been submitted to, and approved in writing, by the Local Planning Authority:

- 1) A scheme of ground investigation, based on the Geo-environmental desk study / preliminary risk assessment report (dated 20th February 2018, Ref. P9841J1283, prepared by Jomas Associates Ltd), describing and justifying the scope of investigations to provide sufficient information for a contamination risk assessment; and
- 2) A contamination risk assessment and remediation strategy report based on the findings of the ground investigation.

The scheme of ground investigation (part 1) shall be agreed in writing with the Local Planning Authority before the ground investigation commences. The ground investigation and remediation strategy (part 2) shall be implemented as approved, with any changes requiring the written consent of the Local Planning Authority.

Reason and pre-commencement justification: To safeguard human health, controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies 5.21, 5.14 and 7.19 of the London Plan and Policy BN13 of the Local Plan 2015.

14. Remediation Implementation and Verification Method Statement

No development approved by this planning permission (or stage in development as may be agreed in writing with the Local Planning Authority) shall commence until a remediation implementation and verification method statement, based on the contamination risk assessment and remediation strategy report, has been submitted to and approved in writing by the Local Planning Authority.

The remediation implementation and verification method statement shall be implemented as approved, with any changes agreed in writing with the Local Planning Authority.

Reason and pre-commencement justification: To safeguard human health, controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policies 5.21, 5.14 and 7.19 of the London Plan and Policy BN13 of the Local Plan 2015.

15. Unexpected Contamination

If during development unexpected contamination is encountered then the Local Planning Authority shall be notified and no further development (as agreed in writing with the Local Planning Authority) shall be carried out until an addendum to the remediation implementation and verification method statement has been submitted to and approved in writing by the Local Planning Authority (unless otherwise agreed in writing with the Local Planning Authority).

The addendum remediation implementation and verification method statement shall be implemented as approved, with any changes agreed in writing with the Local Planning Authority.

Reason: To safeguard human health, controlled waters, property and ecological systems, and to ensure that the development has been carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and in accordance with Policies 5.21, 5.14 and 7.19 of the London Plan and Policy BN13 of the Local Plan 2015.

16. Verification Report

No occupation of any part of the permitted development (or stage in development as may be agreed in writing with the Local Planning Authority) shall take place until a verification report demonstrating completion of works set out in the remediation implementation and verification method statement, has been submitted to and approved in writing by the Local Planning Authority.

If the verification report identifies a requirement for long-term monitoring and maintenance (including contingency action) to ensure the effectiveness of the remediation measures implemented, then an addendum verification report(s) shall be submitted to and approved in writing by the Local Planning Authority. Long-term monitoring and maintenance elements of the verification report shall be implemented as approved.

Reason: To safeguard human health, controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance

with Policies 5.21, 5.14 and 7.19 of the London Plan and Policy BN13 of the Local Plan 2015.

17. Archaeological investigation

- A) No works except demolition to existing ground level shall take place until a written scheme of investigation (WSI) for proposed archaeological work relating to Contamination Condition I (Contamination and Site Characterisation) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site work and the nomination of a competent person(s) or organisation to undertake the agreed works. The submitted WSI will include a statement of significance and research objectives, the programme and methodology for relevant site investigation and recording, and the nomination of a competent person(s) or organisation to undertake the agreed works. This WSI will describe appropriate archaeological works related to the proposed scheme of ground investigation proposed in order to fully understand and quantify the scope and nature of required contamination remediation. The work will result in the creation of a combined archaeology and contamination site model to inform further work, according to the relevant Historic England guidance.
- B) No decontamination or development except demolition to existing ground level shall take place until a stage 1 and stage 2 written scheme of investigation (WSI) for proposed archaeological work relating to Contamination Condition II (Remediation Implementation and Verification Method Statement) and III (Unexpected Contamination) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest, a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI, which shall include:

- a) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of A competent person(s) or organisation to undertake the agreed works;
- b) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

The Stage 1 WSI will describe appropriate archaeological evaluation works in advance of the remediation implementation.

The Stage 2 WSI will, if necessary, describe appropriate further archaeological mitigation works, informed by the remediation implementation and/or (unexpected)

contamination remediation implementation. The WSI will include provision for the preservation in situ of important remains.

- C) No development works except demolition to existing ground level shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest, a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

c) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;

d) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Following the remediation implementation and/or (unexpected) contamination remediation implementation, with relevant associated archaeological works, some areas of the site may require stand-alone archaeological fieldwork. The Stage 1 WSI will describe appropriate archaeological evaluation works within these areas; the Stage 2 WSI will describe appropriate archaeological mitigation works within these areas, following the completion, and dependent upon the results of, appropriate archaeological evaluation.

- D) No development, save for demolition to ground level, shall take place shall take place before details of the foundations and piling configuration, to include a detailed design and method statement, have been submitted to and approved in writing by the Local Planning Authority, such details to show the preservation of surviving archaeological remains which are to remain in situ.

Should the results of the above works, particularly those carried out to meet with the requirements of the other archaeological conditions, identify archaeological remains deemed to be of national significance which must remain in situ and cannot be archaeologically recorded and excavated, this condition would allow for the re-design of foundations in order to accommodate the preservation of such remains, while allowing the redevelopment proposals to progress.

- E) No demolition shall take place until a written scheme of historic building investigation (WSI) has been submitted to and approved by the local planning authority in writing. For buildings that are included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

- a) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works.
- b) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason and pre-commencement justification: To ensure that the archaeological interests are protected and considered appropriately and in accordance with London Plan policy 7.8 of the Local Plan and policy BN.2 of the Local Plan 2015.

18. Commercial

No residential occupation shall occur until a commercial strategy has been submitted to and approved in writing by the Local Planning Authority detailing the method of operation, including the hours and days of operation, of the end user(s) of the B2 (general industrial use) including its ancillary commercial yard.

In the event of any subsequent change in user(s) of the B2 (general Industrial use) further approval of the method of operation, including the hours and days of operation, of the end user of the B2 (general industrial use) including its ancillary commercial yard shall be submitted to the Local Planning Authority for approval in writing.

The B2 (general industrial use) shall only be carried out in accordance with these approved details.

Reason: To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources and to be in accordance with Policy 7.15 of the London Plan and Policy BN11 of the Local Plan 2015.

RESIDENTIAL STANDARDS

19. Residential standard- internal noise levels

No residential premises shall be occupied unless it has been designed and constructed in accordance with BS8233:2014 'Sound insulation and noise reduction for buildings- Code of Practice' and attains the following internal noise levels:

- Bedrooms- 30dB LAeq,T* and 40dB LAfmax
- Living rooms- 30dB LAeq, D*
- *T- Night-time 8 hours between 23:00-07:00
- *D- Daytime 16 hours between 07:00-23:00.

Reason: To ensure that the occupiers and users of the development do not suffer a loss of amenity by reason of excess noise from environmental and transportation sources and to be in accordance with Policy 7.15 of the London Plan and Policy BN11 of the Local Plan 2015.

20. Noise mitigation – Residential

The development hereby permitted shall be implemented in accordance within the acoustic reports (Environmental Noise Assessment, Iceland Wharf, London, XCO2, October 2018 and Nightclub Noise Impact Assessment, Iceland Wharf, London, XCO2, October 2018) to ensure the internal sound levels within the residential elements of the proposed development are met. The Development shall not be occupied until the noise mitigation measures approved as part of the sound insulation scheme have been installed. The approved scheme is to be completed prior to occupation of the Development and thereafter permanently retained.

Reason: To protect the amenity of future occupants and/or neighbours in accordance with Policy 7.15 of the London Plan and Policy BN11 of the Local Plan 2015.

21. Sound insulation and noise mitigation details – Residential and Non-Residential

The Development shall not be occupied until details of the proposed sound insulation scheme to be implemented between the residential accommodation and any non-residential uses have been submitted to and approved in writing by the Local Planning Authority. Details should include airborne and impact sound insulation. The Development shall not be occupied until the noise mitigation measures approved as part of the sound insulation scheme have been installed. The approved scheme is to be completed prior to occupation of the Development and thereafter permanently retained.

Reason: To protect the amenity of future occupants and/or neighbours.

22. Fabric Efficiency Standards

Subject to the circumstances outlined below, the Developer will ensure all residential units shall meet, through onsite measures, the Full Fabric Energy Efficiency Standards (FEES) for domestic dwellings set out in the Code for Sustainable Homes Technical Guide November 2010 (specified as mandatory for Levels 5 and 6).

Where the parameters associated with daylighting, view-out, overheating criteria or technical viability cannot be met without compromising the Full FEES, the Developer will aim to meet, through onsite measures alone, no less than the Interim FEES (43 kWh/m²/yr for apartments and 52 kWh/m²/yr to be met by detached houses) as calculated using the methodology adopted for Ene2 of the Code for Sustainable Homes (CSH) in November 2010 as if those standards were adopted into policy at the date of this permission, and provided that no less than 75% of Residential Units within any one phase achieves Full FEES.

Following the adoption of those standards into policy residential buildings shall be built to meet as a minimum such standards as shall apply at the time of such construction.

Where FULL FEES cannot be achieved, the Developer shall submit the following to the Local Planning Authority for approval as part of the Reserved Matters Energy Statement:

- a) Calculation of the 'carbon gap' between dwellings that have achieved Full FEES compliance and Interim FEES compliance and abate those residual emissions, assuming an abatement period of 30 years, through alternative onsite measures; and

- b) A detailed justification for not achieving the Full FEES and where technical viability is an issue, this will need to be fully documented.

In the event that the FEES scheme is abolished or replaced the following requirements shall apply:

- c) The aforementioned standards shall be required in respect of any Residential Unit for which all Reserved Matters have been approved or lodged prior to the date of such abolition or replacement;
- d) The aforementioned standards shall continue to be required in respect of any Residential Unit for which Reserved Matters are lodged in the period:
- e) Commencing with the date of such abolition or replacement; and
- f) Ending on the date on which written approval is obtained from the Local Planning Authority (for the purposes of this Condition only, the "Approval Date") to an alternative means of assessing that the fabric efficiency performance of Residential Units is at least equivalent to the aforementioned standards (for the purposes of this Condition only, the "Alternative Certification");
- g) The standards identified as the Alternative Certification shall be required in respect of any Residential Unit for which Reserved Matters are lodged following the Approval Date, and FEES shall no longer apply to such Residential Units.

Reason: To ensure a high standard of sustainable design and construction.

23. Noise Levels – Mechanical Equipment or Plant

Prior to above-ground work commencing on site, emissions from the boilers must meet the Sustainable Design and Construction SPG emission standards (Appendix 7). If the EPUK/IAQM threshold for significance of emissions is exceeded a detailed assessment of the impact of boiler emissions on air quality at current and future sensitive receptors must be carried out, or the reason for a detailed assessment not being required submitted to and agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of adjoining occupiers and the surrounding area.

24. Accessible housing

90% of the residential units hereby permitted shall be designed and constructed in accordance with M4 (2) Category 2 of Part M of the Building Regulations.

10% of the residential units hereby permitted shall be designed and constructed in accordance M4 (3) Category 3 of Part M of the Building Regulations (split proportionately so that 10% of each of the following tenures of residential units shall be so provided: market housing units, intermediate housing units, social rented housing units and affordable rented housing units; and 10% of each of the following sizes of residential units shall be so provided: one, two and three bedroom units).

The actual number of units to be provided in accordance with this condition would be the number of whole units that is as near as arithmetically possible to the specified percentage and 0.5 or above shall be rounded up to the nearest whole.

Reason: To ensure adequate accessible housing is provided and to be in accordance with Local Plan 2015 Policy BN.5: Requiring inclusive design.

25. Refuse storage

Before the first occupation of the development hereby permitted the waste and recycling storage, transfer and collection arrangements shall be submitted in a Waste Servicing Strategy and approved in writing by the local planning authority, and made available for use by the occupiers of the Development. The Waste Servicing Strategy shall include the following key pieces of information:

- Details and plans showing where residents and commercial tenants in each building should deposit their waste;
- Description of the waste containers and equipment to be housed in each waste storage area;
- Explanation of how and when waste containers will be transferred between waste rooms, the route the container will take during transfer, and where the necessary equipment for facilitating the operations will be stored; and
- Details of arrangements for collection contractors for municipal and commercial waste, including where the waste will be collected from, where the waste collection vehicles will park, and the route for transferring bins between waste stores and vehicles.

The facilities and management processes provided shall thereafter be retained and maintained for the life of the Development and neither they nor the space they occupy shall be used for any other purpose unless it can be demonstrated that these facilities are no longer required or can be reduced in size without affecting recycling rates, to be agreed in writing by the Local Planning Authority in accordance with Policy S.6 of the Local Plan.

Reason: To ensure there are refuse storage and management arrangements in place in advance of the use commencing to avoid highway and safety issues and ensure that that the refuse would be appropriately stored within the site in the interest of protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance.

PARKING, SERVICING, CYCLES

26. Deliveries and servicing management plan

The development shall not be occupied until a delivery and servicing management plan (DSMP) detailing how all elements of the development are to be serviced has been submitted to and approved in writing by the Local Planning Authority. The DSMP shall be prepared in accordance with TfL's online guidance on delivery and servicing plans found at <http://www.tfl.gov.uk/info-for/freight/planning/delivery-and-servicing-plans#on-this-page-1> or such replacement best practice guidance as shall apply at the date of submission of the DSMP. The approved shall be implemented from first occupation of that part of the development and thereafter for the life of the development on the respective area of land.

Reason: In the interests of highway and pedestrian safety and residential amenity making adequate provision for deliveries and servicing, and encouraging sustainable

delivery methods in accordance with Policy 6.11 of the London Plan and Policy T4 of the Local Plan 2015.

27. Cycle Storage and facilities- details to be submitted

The development shall not be occupied until details (1:50 scale drawings) of the facilities to be provided for the secure storage of cycles (for both residential and commercial elements) and on site changing facilities and showers (for the commercial element) for the respective area of land have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and the facilities provided shall be retained for the life of the development and the space used for no other purpose.

Reason: In order to ensure that satisfactory secure cycle parking and facilities for cyclists are provided and retained and in accordance with Policy 6.3 of the London Plan and Policy T4 of the Local Plan 2015.

28. Permit Free Details

Prior to the first occupation of the development hereby permitted, arrangements shall be submitted and agreed in writing with the Local Planning Authority and be put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the area at any time.

Reason: To avoid obstruction of the surrounding streets.

29. Travel Plan

The development hereby approved shall not be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The travel plan shall comply with TfL 'Travel Planning for new development in London' and have clear commitments to measures, including investigation of additional measures, an action plan and set out a clear process for review, consultation and approval of changes (and specifically targets) with the Local Planning Authority. The travel plan shall be implemented as approved throughout the life of the development.

Reason: To promote sustainable travel patterns.

SUSTAINABILITY

30. Renewable energy

The development shall be constructed and operated in accordance with the submitted XC02 Energy Statement Assessment dated 23rd February 2018 and achieve reductions in regulated CO2 emissions through the use of on-site renewable energy generation sources approved as part of this development.

Reason: To ensure a high standard of sustainable design and construction and to ensure sufficient information is available to monitor the effects of the development in accordance with Policy 5.2 of The London Plan and Policies S2 and S5 of the Local Plan 2015.

31. BREEAM

Before any fit out works to the commercial premises hereby authorised begins, an independently verified BREEAM report (detailing performance in each category, overall score, BREEAM Design Stage rating and a BREEAM certificate of building performance) which demonstrates that a minimum 'Very Good' rating has been achieved shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given. Within three months of occupation of any commercial premises hereby permitted, a certified Post Construction Review (or other verification process agreed with the Local Planning Authority) shall be submitted to and approved in writing by the Local Planning Authority, confirming that the agreed standards above have been met.

Reason: To ensure that high standards of sustainability are achieved in accordance with Policies 5.2, 5.3 and 5.6 of The London Plan and Policies S2 and S4 of the Local Plan 2015.

DESIGN

32. Material samples

Prior to the construction of the development hereby permitted a schedule detailing of concrete finish, brick bonding(s) where appropriate and samples of materials and finishes to be used on the external surfaces of the development of the respective area of land shall be submitted to and approved in writing by the Local Planning Authority. The approved materials shall be used in the implementation of the development. A sample panel(s) of brickwork of not less than 1m x 1m showing mortar mix, bonding and pointing type shall be constructed for the Local Planning Authority to inspect and approve and shall be retained on site until completion of the works, and the brickwork shall be constructed in accordance with the approved panel(s).

Reason and pre-commencement justification: To safeguard the appearance of the buildings and the character of the area generally and to enable the Local Planning Authority to properly consider and control the development in the interest of visual amenity and to accord with Policies BN.1 and BN.4 of the Local Plan 2015.

33. Detailed drawings

Prior to the construction of the development detailed drawings including sections (at a scale to be agreed in writing with the Local Planning Authority) of the respective area of land shall be submitted to and approved in writing by the Local Planning Authority as follows:

- Commercial façade details (ground level entrances and shopfront): commercial floorspace slab details; elevations and sections through shopfronts, including details of doors, windows and signage and junctions with new pedestrian space as well as canopies, security shutters and areas for signage;
- Details of the design and location of the service lift serving the B1c industrial use building;
- Residential façade treatment details (including elevations facing the internal courtyard): elevations and sections annotated with materials and finishes of all windows (including reveals and sills), entrances, external bin stores, balconies,

and balustrades, pipework and parapets; and all openings adjacent to the highways; and

- Interior of the former Ammonia Works Warehouse building (non-designated heritage asset) with respect to the details of any of the existing fabric to be removed within the building.

The development shall not be carried out otherwise than in accordance with the approved drawings.

Reason and pre-commencement justification: To enable the Local Planning Authority to properly consider and control the development and to be in accordance and in order to ensure a high quality of design and detailing is achieved and to be in accordance with Strategic Policy SP.3 and Policies BN.1, BN.4 and BN.10 of the Local Plan 2015.

34. Secured by Design

The development shall be constructed and operated thereafter to 'Secured by Design Standards'. A certificate of accreditation to Secured by Design Standards shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the residential element of the development hereby permitted.

Reason: To ensure that the development maintains and enhances community safety.

35. Deck Access Landscaping Maintenance and Cleaning Regime

Prior to the occupation of the development hereby approved details of the maintenance and cleaning regime of the deck access shall be submitted to and approved in writing by the Local Planning Authority; any repairs or replacement works shall match the existing original work to the methods used and the material including colour and, texture and all details of which shall be agreed in writing by the Local Planning Authority prior to the commencement of such works.

Reason: In the interest of amenity and to preserve the character and appearance of the development.

36. Defensible space

Prior to the commencement of the relevant phase, details of the measures to provide defensible space for the ground floor residential units, including any means of enclosure, shall be submitted to and improved in writing by the Local Planning Authority. The measures shall be implemented in full accordance with the approved details prior to occupation of the residential units and retained thereafter.

Reason: To ensure the protection of residential amenity.

37. Green/brown roof

Prior to the construction of the development hereby permitted details of the biodiverse roofs (including a specification and maintenance plan) shall be submitted to and approved in writing by the Local Planning Authority and the development of the respective area of land shall not be carried out otherwise than in accordance with any such approval given.

Reason and pre-commencement justification: To ensure the proposed development would enhance the visual amenities of the locality and is designed for the maximum benefit of local biodiversity and to be in accordance with Policy S.4 of the Local Plan 2015.

38. Landscaping Plan (including terrace)

Prior to the construction of the development detailed drawings, the following information regarding the development shall be submitted to and approved in writing by the Local Planning Authority:

- Detailed drawings 1:50 and 1:10 of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings and roof terrace areas (including wind mitigation measures, boundary treatments, surfacing materials of any parking, access, or pathways layouts, materials and edge details and material samples of hard landscaping);
- Full details of the treatment of site boundaries (including bollards)
- Details of all existing trees on and adjacent to the land, and details of any to be retained, together with measures for their protection, during the course of development;
- Waterside landscaping;
- Planting schedules;
- Sections through street tree pits;
- Species mix;
- Ecological considerations for communal planting;
- Location of tables and chairs;
- How inclusive access furniture is to be provided;
- Details of biodiversity enhancements (bird and bat nesting boxes etc);
- Details of marginal habitat
- Details including plans, elevations and specifications of any play equipment to be provided and
- Details of parapet/balustrade and planting buffer around the courtyards and terraced areas
- Management arrangements for areas of retained landscape, communal planting and soft landscape treatments set out above.

The planting, seeding and/or turfing shall be carried out as approved in the first planting season following completion of building works comprised in the development and any tree or shrub that is found to be dead, dying, severely damaged or diseased within two years of the completion of the building works OR two years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of similar size and species in the first suitable planting season.

All landscaping works shall be maintained in accordance with the approved details and retained for the period of the development unless otherwise agreed in writing in advance by the Local Planning Authority. All other works including hard surface materials and play equipment shall be carried out and completed prior to the occupation of any part of the development.

Reason and pre-commencement justification: To ensure the proposed development would enhance the visual amenities of the locality and in order that the Local Planning Authority may ensure that the design and details are of high quality and to be in accordance with Policies BN.1 and BN.3 of the Local Plan 2015.

39. Wind Assessment

Prior to occupation, full details of the proposed public realm, including hard and soft landscaping, shall be submitted to, and agreed in writing by, the local planning authority. The details shall include an assessment of the local wind environment as a result of the public realm's relationship with buildings proposed as part of the development. The assessment will be in accordance with the Lawson Criteria and can be qualitative (based on professional engineering experience or steady state Computational Fluid Dynamics) unless a potential safety issue is identified. If a safety issue is identified, a quantitative methodology (i.e. physical wind tunnel testing or Large Eddy Simulation CFD) shall be undertaken to prove safe conditions are met.

Reason: To ensure that the design of public realm and local wind conditions are compatible in accordance with Policy BN.1 of the Local Plan 2015.

40. Photovoltaics

Prior to the commencement of the development hereby permitted full details of photovoltaic (PV) panels and a strategy for their installation on site shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details. The approved details shall be implemented prior to the first use of the building and shall thereafter be permanently maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure that the development meets a high standard of sustainable design and construction and incorporates renewable technologies.

41. Overheating

Before the construction of the façades for the development an assessment of the internal temperature in summer of the development shall be submitted to and approved in writing by the Local Planning Authority, so as to demonstrate compliance with the requirements of the Building Regulations 2010 (Schedule 1, Part L) such assessment must use the method of calculation set out in the SAP 2012 (Appendix P) (or any subsequent edition of the SAP as may amend or replace the 2012 edition, as published by BRE). The assessment shall include details of any mitigation measures that are proposed to be used to reduce overheating, which shall include without limitation and where appropriate design of the facades; provision of ventilation; and internal layout. Following approval of the mitigation measures the building shall be constructed in accordance with the approved details and maintained in this condition thereafter, unless other minor variations are agreed in writing by the Local Planning Authority.

Reason: To ensure a comfortable level of amenity for residents of the development and in the interests of visual amenity and to be in accordance with Policy S.4 of the Local Plan 2015.

PERMITTED DEVELOPMENT

42. Land Use

Notwithstanding the provisions of Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and/or re-enacting that Order) the commercial premises hereby approved shall only be used for the purposes specified in the application (being use class B2 (Block D) and B1 as defined in the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended at the date of this permission).

Reason: To provide control over the loss of employment generating use in accordance with the regeneration objectives for the Legacy Corporation area as set out in its purposes and within the Corporation's Local Plan. In granting this permission the Local Planning Authority has had regard to the special circumstances of this case and wishes to have the opportunity of exercising control over any subsequent alternative use.

43. Lighting

No architectural lighting, security lighting or other external means of illumination of the site shall be provided, installed or operated in the development, except in accordance with a detailed scheme which shall provide for lighting that is low level, hooded and directional, and has been submitted to and approved in writing in advance by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: In the interest of residential amenity and to protect ecological systems in accordance with Local Plan Policy BN.3.

14. INFORMATIVES:

- 14.1 This planning application has been assessed against current planning legislation only. The applicant (or any subsequent owner or developer) is therefore reminded that the onus of responsibility to ensure the development meets current fire safety regulations lies fully with them and that they are legally obliged to obtain the relevant Building Regulations consent.
- 14.2 In accordance with LFEPA guidance the applicant is strongly recommended to ensure the installation of sprinklers in the new development. The development shall conform with Part B5 of Approved Document B of the Building Regulations.
- 14.3 Include Thames Water and English Heritage Greater London Archaeology informatives

Appendices

- Appendix 1 Location Plan
- Appendix 2 Site Context
- Appendix 3 Proposed Site Plan
- Appendix 4 Selection of Drawings
- Appendix 5 419 Wick Lane Ink Court
- Appendix 6 Visualisations
- Appendix 7 QRP post submission report of 14th June 2018