planning report D&P/4072/01

5 June 2017

London Road/Valetta Grove

in the London Borough of Newham

planning application no. 17/00951/FUL

<table>
<thead>
<tr>
<th>Strategic planning application stage 1 referral</th>
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<tr>
<th>The proposal</th>
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<tr>
<td>Demolition of existing buildings and redevelopment of the London Road site to provide buildings of 2-23 storeys providing 100 residential units and retail (A1/A3) and gym (D2), and redevelopment of the Valetta Grove site to provide a building of 6-15 storeys providing 82 residential units and a neighbourhood centre (use class D1) along with landscaping, car and cycle parking and associated works.</td>
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<table>
<thead>
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<th>The applicant</th>
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<td>The applicant is Red Door Ventures and the architect is Pitman Tozer Architects.</td>
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<table>
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<th>Strategic issues</th>
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<tr>
<td><strong>Principle of development:</strong> residential led mixed use to create a new neighbourhood centre is supported (paras 26 to 29);</td>
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<tr>
<td><strong>Housing:</strong> 28% affordable housing is supported and off-site provision justified. GLA officers will work with Newham Council to robustly review the viability assessment and ensure that the maximum reasonable amount of affordable housing is secured. Any s106 agreement should include a 35% affordable housing threshold to be delivered by a revenue sharing mechanism, as well as an appropriate covenant and clawback mechanism to be used in the event of units being sold out of the build to rent sector (paragraphs 30 to 41);</td>
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<tr>
<td><strong>Urban design:</strong> The applicant should provide further detail relating to the proposed crossing between the two linked sites (paragraphs 42 to 57);</td>
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<td><strong>Climate change:</strong> Further measures should be considered to minimise demand for cooling and carbon offsetting arrangements made with Newham Council (paragraphs 58 to 61);</td>
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<tr>
<td><strong>Transport:</strong> The applicant should optimise commercial cycle parking, a financial contribution for station improvements and wayfinding is also required. Details relating to an acceptable s106 and planning conditions package should be finalised (paragraphs 63 to 67).</td>
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Recommendation

That Newham Council be advised that while the scheme is broadly acceptable in strategic planning terms, the application does not fully comply with the London Plan, with the reasons and remedies set out in paragraph 71 of this report.

Context

1 On 25 April 2017 the Mayor of London received documents from Newham Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. Under the provisions of The Town & Country Planning (Mayor of London) Order 2008 the Mayor has until 5 June 2017 to provide the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. The Mayor may also provide other comments. This report sets out information for the Mayor’s use in deciding what decision to make.

2 The application is referable under the following categories of the Schedule to the Order 2008:

- 1A “Development which comprises or includes the provision of more than 150 houses, flats, or houses and flats.”
- 1C “Development which comprises or includes the erection of a building (c) more than 30 metres high and is outside the City of London.”

3 Once Newham Council has resolved to determine the application, it is required to refer it back to the Mayor for his decision as to whether to direct refusal; take it over for his own determination; or allow the Council to determine it itself.

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

Site description

5 There are two application sites, London Road and Valetta Grove, either side of Plaistow Road (A112) in Plaistow, which is in the London borough of Newham. Plaistow Road runs through Plaistow connecting Stratford and Custom House and forms part of the Strategic Road Network (SRN). The London Road site bounds the underground station to the northwest. Valetta Grove is across the railway tracks to the north of the station. Both sites front onto Plaistow Road. The nearest section of the Transport for London Road Network (TLRN) is A13 Barking Road located approximately 2 kilometres away.

6 The section of the road around Plaistow underground station is elevated to cross the London Underground railway line, which runs east to west. Land on either side of the raised carriageway in the vicinity of the railway line steps down to a lower level and the carriageway itself is lined by a tall brick wall to the back of pavement in these sections. Both sites have a long boundary fronting onto Plaistow Road and existing steps which connect the lower site level with Plaistow Road.

7 The London Road site is currently occupied by a temporary single-storey building used by Plaistow and Upton Park Early Intervention Centre and a pay-and-display car park. There is also an existing set of steps which run adjacent to Plaistow Station providing a public route to London Road to the south from the station. A mainly residential street dominated by a 17-storey
residential tower, Settle Point, lies to the south of the site. This site also has a frontage onto Upper Road on the east boundary at the corner with Plaistow Road.

8 The Valetta Road site fronts onto Valetta Grove to the north-west, the Valetta Grove recreation ground to the north and Plaistow Road to the south. There are no buildings but there is a former community garden on the western part of the site. This is no longer in use as a community garden, does not appear on Newham Council’s list of community gardens and has a secure perimeter fencing separating it from the Valetta Grove recreation ground. On the eastern part of the site there is a set of steps and ramped access providing a public route to Valetta Grove recreation ground and the Brooks Estate beyond from Plaistow Road.

9 The nearest bus stop is between both sites on Plaistow Road, serving four bus routes. The sites have a public transport accessibility level (PTAL) of 3 for the Valetta Grove site and 4 for the London Road site, on a scale of 1a to 6b, where 6b is the highest.

Details of the proposal

10 The development proposals form part of a wider portfolio of housing sites that the applicant will facilitate across Newham. This includes a number of larger build to rent ‘hub’ sites, smaller build to rent ‘satellite’ sites, in addition to linked affordable housing sites and street property acquisitions for social rent.

11 The current proposals cover development on two sites submitted under a single detailed planning application. Together the two sites represent a ‘hub’ within the model described above, referred to as ‘Plaistow hub’. Plaistow hub is intended to regenerate the land around Plaistow Underground station and establish a new local centre. In the event of planning consent being granted, the application would be linked by section 106 legal agreement to the delivery of affordable housing on other sites at Chargeable Lane, Manor Road, and Baxter Road, along with 10 street property acquisitions within Newham. A total of 45 affordable housing units (equating to 28% affordable housing by habitable room) are proposed across these sites.

12 The London Road site would comprise a part 21, part 23 storey tower for build to rent housing, as well as a 2 storey cafe at the base of the taller building and a separate 3 storey commercial building. These buildings and improvements to the public realm around the station would deliver a new 745 sq.m. public open space around the station, known as Station Square. The square will be fronted by the new cafe, the entrance to the supermarket and the concierge for the build to rent housing.

13 The 3 storey commercial building would front Plaistow Road on the corner of Upper Road and is proposed to accommodate commercial uses to support the new residential units as well as the wider area. A supermarket would be provided at ground and lower ground floor level and be accessible from Station Square. A gym is proposed in the first storey above ground and would be accessible from Plaistow Road. Flexible use is sought for additional lower ground for either retail or ancillary storage space to be used by the residential occupants of Plaistow hub. This building would be set back from the pavement to create wider footways along Plaistow Road and Upper Road, and the massing of the building pulled away from the southern boundary to respect neighbouring properties.

14 The Valetta Grove site would comprise a part six, part 15 storey building for build to rent housing with a neighbourhood centre at ground first floor. The neighbourhood centre has been designed in conjunction with Newham Council and would provide a new community centre as well as a library with study spaces, a meeting room, and adult learning space. The centre would be primarily accessed from Plaistow Road, but will also have park level entrances located on the northern elevation.
A new public space, Park Plaza, will be provided at street level to link the new building to the existing public realm and provide an access route down to the Valetta Grove Recreation Ground below.

An ancillary cafe is proposed within the neighbourhood centre and would also have an entrance onto Park Plaza. The residential units located on the building’s upper floors would be accessed via a central core accessed from Plaistow Road.

All of the proposed residential units across both sites would have access to private amenity space in the form of private balconies or a roof terrace. Both sites will provide communal roof terraces. A communal roof terrace would be provided above the cafe building on the London Road site overlooking Station Square, and the Valetta Grove roof terrace would be located at fifth floor level and will provide 500 sq.m. of landscaped space suitable for informal use by the residential tenants or events.

There would be 12 wheelchair accessible undercroft car parking spaces provided at the London Road site as well as three off-street wheelchair accessible spaces at the Valetta Grove site residential and two for the neighbourhood centre).

Together the proposals would deliver 182 new housing units, commercial floorspace and community facilities and deliver two new public spaces with improved pedestrian links to the wider area. The applicant proposes a total of 246 residential cycle parking spaces for residents, 6 for visitors and 4 for the staff of the neighbourhood centre. Cycle storage facilities would be provided within buildings and within public realm at both sites.

**Case history**

On 4 October 2016 a pre-application meeting was held with the applicant (GLA ref: D&P/4072/MKC001). The proposals were broadly similar to those assessed in this report, although the tallest element was slightly taller, at 25 storeys. The principle of land use was supported, although further information was requested in relation to proposed social infrastructure and retail provision. A further pre-application meeting was held on 25 January 2017 to discuss affordable housing, design and inclusive design and access.

The design approach was also broadly supported although there was some further work required in relation to this and to transport. The main issue raised, however, related to the delivery of affordable housing and how the sites were physically linked.

GLA officers have since considered this matter and had further engagement with the applicant and Newham Council officers concerning this and other RDV schemes.

**Strategic planning issues and relevant policies and guidance**

The relevant issues and corresponding policies are as follows:

- **Housing**
  - London Plan; Housing SPG; Housing SPG, Neighbourhoods: Play and Informal Recreation SPG; Shaping Neighbourhoods: Character and Context SPG; Homes for Londoners: Draft Housing and Viability SPG;

- **Urban design**
  - London Plan; Shaping Neighbourhoods: Character and Context, SPG; Housing SPG; London Housing Design Guide; Shaping Neighbourhoods: Play and Informal Recreation SPG;

- **Inclusive access**
  - London Plan; Shaping Neighbourhoods: Accessible
London: Achieving an Inclusive Environment SPG

- Sustainable development
  - London Plan; Sustainable Design and Construction SPG; Mayor’s Climate Change Adaptation Strategy; Mayor’s Climate Change Mitigation and Energy Strategy; Mayor’s Water Strategy
- Transport
  - London Plan; the Mayor’s Transport Strategy; Mayoral Community Infrastructure Levy; Crossrail SPG

For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area is the Newham Core Strategy (2012), Saved Policies of Newham Unitary Development Plan (2012) and the 2016 London Plan (Consolidated with Alterations since 2011).

The National Planning Policy Framework, Technical Guide to the National Planning Policy Framework and National Planning Practice Guidance are also relevant material considerations.

**Principle of development**

London Plan policy 2.14 sets out how the Mayor will work with partners to coordinate the sustained renewal of areas for regeneration. London Plan policy 3.16 supports the provision of new social infrastructure and states that new facilities should be accessible to all and located within easy reach by walking, cycling or use of public transport.

The proposals seek to deliver new housing, commercial space and social infrastructure, along with improvements to the public realm. As such they are welcomed in line with London Plan policies 2.14 and 3.16.

The aspiration for Plaistow to be a new Local Centre is set out in Newham Council’s Core Strategy, which also identifies Strategic Site 29 adjacent to the new centre. The boundary of Strategic Site 29 incorporates the Valetta Road site as well as a much larger site across Plaistow Road to the west. The Council’s aspiration for this site is to provide a new local centre incorporating retail and community use frontage to both sides of Plaistow Road and step-free access to Plaistow station. It also sets out how the element to the west of Plaistow Road (the Valetta Road site) should contain a mix of residential accommodation, open space with connections to the Greenway, and business space.

The overarching objective of providing a new local centre based around the existing London underground station is supported. The proposed cafe (144 sq.m.), supermarket (613 sq.m.), gym (1,006 sq.m.) and Neighbourhood Centre (1,271 sq.m.) would support the envisaged residential development and strengthen the community and retail offer of the new local centre. As such these uses are supported and the principle of development accepted.

**Housing**

London Plan Policy 3.3 confirms the pressing need for more homes in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford. London Plan Table 3.1 sets a target for Newham Council to deliver a minimum of 1,994 new residential units a year until 2025.

The scheme proposes the delivery of 182 homes for the rental sector and would provide the following mix of residential units:
Table 1: Proposed unit size mix at Plaistow Hub

<table>
<thead>
<tr>
<th></th>
<th>1B2P</th>
<th>2B4P</th>
<th>3B5P</th>
<th>3B6P</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>London Road</td>
<td>61</td>
<td>38</td>
<td>0</td>
<td>1</td>
<td>100</td>
</tr>
<tr>
<td>Valetta Grove</td>
<td>63</td>
<td>15</td>
<td>4</td>
<td>0</td>
<td>82</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>124</strong></td>
<td><strong>53</strong></td>
<td><strong>4</strong></td>
<td><strong>1</strong></td>
<td><strong>182</strong></td>
</tr>
<tr>
<td><strong>Percentage of units</strong></td>
<td><strong>68%</strong></td>
<td><strong>29%</strong></td>
<td><strong>2%</strong></td>
<td><strong>1%</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

32 The scheme would provide approximately 9% of Newham’s annual housing target, which is strongly supported.

**Affordable housing**

33 The applicant, Red Door Ventures (RDV), was formed in 2014 as a company wholly owned by Newham Council for the purpose of delivering residential development for the Private Rented Sector (PRS). RDV’s primary objective is the development and management of market rented homes targeted at smaller working households. RDV has a large pipeline of sites across Newham, comprising a variety of sites and locations, which are categorised by RDV into three typologies as follows:

- **PRS Hubs** – generally larger sites with high PTAL, close to local amenities, that are more appropriate for higher density development and offering high quality communal facilities on site for residents;
- **PRS Satellite** – generally sites with good PTAL and within walking distance of local amenities and Hub facilities, appropriate for PRS units; and
- **Affordable Housing** – generally sites that are better suited to providing lower rise family homes (usually 3 beds with gardens) to directly meet Newham Council’s affordable housing needs. This also includes street property acquisitions for use as social housing.

34 RDV’s approach is to group these sites into ‘packages’ and ‘waves’, which would be subject to separate planning applications but linked by section 106 legal agreement to provide a project wide housing offer that balances density, mix and tenure across a number of sites, based on viability and the most appropriate response to site specific circumstances.

35 The application proposals seek to deliver 182 residential units within the Private Rented Sector (PRS). The applicant is proposing zero affordable housing on the London Road and Valetta Grove sites. However, it forms a package with 3 other sites- Baxter Road, Manor Road and Chargeable Lane, as well as 10 street property acquisitions. The package is part of ‘Wave 1’, which also includes separate packages linked to the Brickyard, Town Hall Annexe and Grange Road sites. The current package would provide affordable housing as set out in Table 1.

36 The London Road and Valetta Grove site would form Plaistow ‘hub’ and be delivered by the applicant. The affordable housing at Manor Road, Chargeable Lane and Baxter Road would be ‘satellite’ sites delivered by the applicant then sold to an RP.

37 Manor Road (Newham Council reference 16/03030/FUL), Baxter Road (Newham Council reference 16/03029/FUL) and Chargeable Lane (Newham Council reference 16/03028) are the subject of live planning applications submitted to Newham Council on 24 September 2016. Decisions relating to these applications are pending, although they are not referable to
the Mayor. Should planning permission be granted it is the applicant’s intention to deliver these proposals in tandem with Plaistow Hub. The 10 street properties will comprise one 2 bed, seven 3 bed houses and 1 4 bed house which will be purchased for use as social housing.

<table>
<thead>
<tr>
<th>Site</th>
<th>Tenure</th>
<th>1 Bed</th>
<th>2 Bed</th>
<th>3 Bed</th>
<th>4 Bed</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plaistow Hub</td>
<td>PRS</td>
<td>124</td>
<td>53</td>
<td>5</td>
<td>0</td>
<td>182</td>
<td>80%</td>
</tr>
<tr>
<td>Manor Road</td>
<td>Shared ownership</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>0</td>
<td>8</td>
<td>4%</td>
</tr>
<tr>
<td>Baxter Road</td>
<td>Affordable rent</td>
<td>2</td>
<td>0</td>
<td>13</td>
<td>0</td>
<td>15</td>
<td>12%</td>
</tr>
<tr>
<td>Chargeable Lane</td>
<td></td>
<td>0</td>
<td>6</td>
<td>6</td>
<td>0</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>Street properties</td>
<td>Social rent</td>
<td>0</td>
<td>1</td>
<td>7</td>
<td>2</td>
<td>10</td>
<td>4%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>126</td>
<td>60</td>
<td>39</td>
<td>2</td>
<td><strong>227</strong></td>
<td></td>
</tr>
<tr>
<td><strong>%</strong></td>
<td></td>
<td>56%</td>
<td>26%</td>
<td>17%</td>
<td>1%</td>
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*Table 2: Housing tenure and unit size split across application and linked package.*

38  As set out above the package would comprise 182 PRS units and 45 affordable housing units. This which would equate to 28% by habitable room, or 20% by unit. A viability assessment submitted in support of the application models the development at the London Road and Valetta Grove site based on a build to rent scenario and a build for sale scenario. GLA officers will work with Newham Council to robustly interrogate the applicant’s viability assessment and ensure that the maximum reasonable amount of affordable housing is secured.

39  A revenue sharing mechanism is proposed to capture rental growth and share it with Newham Council for use towards additional affordable housing, which is welcomed. GLA officers will work with the applicant and Council to define and secure the revenue sharing mechanism and ensure that this package and others within ‘Wave 1’ meet the threshold amount of 35% affordable housing, as set out in the draft Affordable Housing and Viability SPG. Any section 106 legal agreement will also be expected to include the appropriate covenant and clawback mechanisms relating to Build To rent housing set out in the draft Affordable Housing and Viability SPG.

**Housing choice**

40  The Mayors Housing SPG, and the draft Affordable Housing and Viability SPG recognise the potential contribution that build to rent can make to meeting housing need. The proposed PRS scheme can be supported as part of a wider program with the specific objective of delivering high quality private rented and affordable accommodation across Newham, subject to the delivery of the maximum reasonable amount of affordable housing. The high number of 1 and 2 bed flats is in line with what is expected for Build to Rent schemes, as set out in paragraph 4.27 of the draft Affordable Housing and Viability SPG and as such the application is in accordance with London Plan policy 3.8.
Children’s play space

As a Build to Rent scheme with predominantly 1 and 2 bedroom flatted accommodation, a child yield of approximately 9 children are predicted to live in the developments. As such, the applicant is not required to provide on-site playspace in line with the Shaping Neighbourhoods: Play and Informal Recreation SPG.

Urban design

London Plan Policy 3.4 seeks to optimise housing output taking into account local context and character, the design principles in chapter 7 and public transport capacity. Given the site’s urban location and PTAL of 4 the London Plan provides an indicative density range of between 200-700 habitable rooms per hectare. The proposed development provides a residential density of 610 habitable rooms per hectare and is therefore within the relevant density range and supported.

The principle of creating two zones of public realm either side of Plaistow Road, each flanked with active uses is supported. The alignment and sizing of the pedestrian crossing that links the two spaces together will, however, be crucial in defining a consistent sequence of public realm and a safe crossing between the two sites. While the application includes details of a lighting and landscaping strategy that has potential to create a visual link across Plaistow Road, officers would welcome further details on how the proposals could contribute towards the upgrading and widening of the existing crossing and overcome any pinch points to address the uplift in footfall that this development will bring and strengthen the physical connection between the two, linked, sites that form the proposed Plaistow hub.

As discussed at the pre-application stage, the layout of the Valetta Grove block is supported and the applicant has worked to address the level change in both directions (notwithstanding inclusive design and access comments- see below) and the spatial constraints of the site to optimise active frontage and entrance points to both the residential core and the library/neighbourhood centre. Further detail has been provided on the vehicle access arrangements to the servicing area at the western end of the block which includes a distinct east/west pedestrian route, separated from vehicle/servicing access, with a zone of amenity space at the entrance to the Neighbourhood Centre. This is welcomed.

The alignment of the tower and lower-rise elements form a good level of enclosure around Station Square, while respecting the setting of the Underground station’s frontage. The link towards Settle Point is a positive move and will greatly improve on local permeability towards the station. The significant level change between the Station Square and Settle Point estate levels has been utilised to provide vehicle access to basement parking, and following pre-application discussion, the alignment and articulation of the cafe block and stair have been amended and realigned to provide a more open and welcoming connection towards the station on the approach from the estate.

Residential quality is high across the scheme, with deck access in the Valetta Grove block allowing the proportion of dual aspect to be maximised while avoiding any single aspect units facing directly onto the busy road. Residential layouts are designed to achieve efficient core to unit ratios, with the footprint of the tower contributing to a good proportion of dual aspect overall. The linear arrangement of the tower’s core and access corridors enables these spaces to be naturally ventilated while offering residents views out, which is welcomed. The applicant should confirm that all units will achieve a minimum of 2.5 metres floor to ceiling heights.

The architectural approach across both sites is supported and the applicant has responded positively to comments raised at pre-application relating to the form and proportions.
of the lower rise blocks at the base of the tower. They now appear as integral features, successfully framing the station square and creating usable areas of public realm flanked with good levels of active frontage. The use of high quality brickwork is strongly supported and creates a visual connection between the two sites. Newham Council should ensure that an exemplary standard of architecture is delivered by ensuring that key details including facing materials, depth of window reveals and ground floor frontages are secured by appropriate planning condition.

**Heritage**

48  London Plan Policy 7.8 ‘Heritage Assets and Archaeology’ states that development should identify, value, conserve, restore, re-use and incorporate heritage assets where appropriate. The proposal falls would have a potential impact on the settings of the several listed buildings close to the site and in the wider area. These are:

- **Willow Cottage.** Grade II listed single storey dwelling constructed in 1836, 40 metres to the south-east of the Valetta Grove proposals and 80 metres to the north of the London Road proposals.

- **West Ham Park.** Grade II listed park 360 metres to the south west of the London Road proposals.

- **Coach and Horses public house.** Grade II listed three storey 18\(^{th}\) century public house 450 metres to the south-east of the application sites.

- **Plaistow Underground Station.** Locally listed station building adjacent to the proposals at London Road. It is intended that the station and the proposed buildings form a public square in front of the station.

49  The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the tests for dealing with heritage assets in planning decisions. In relation to listed buildings, all planning decisions should “have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses” and in relation to conservation areas, special attention must be paid to “the desirability of preserving or enhancing the character or appearance of that area”.

50  The NPPF states that when considering the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset’s conservation, and the more important the asset, the greater the weight should be. Significance is the value of the heritage asset because of its heritage interest, which may be archaeological, architectural, artistic or historic, and may derive from a heritage asset’s physical presence or its setting. Where a proposed development will lead to ‘substantial harm’ to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to ‘less than substantial harm’, the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

51  The applicant has provided a Heritage Statement in order to demonstrate the potential impact of the proposals on the settings of local heritage assets and local views.

52  Willow Cottage and Plaistow station are the assets in closest proximity to the application sites. The settings of both heritage assets has changed significantly in the last 50 years and in both cases views of the buildings are restricted to ones where the presence of late 20\(^{th}\) century social
housing development, including taller housing blocks fairly typical of this part of East London, are present. The new buildings would be visible in these views but would provide an enhancement through the quality of their design, as well as affording the public more opportunities to appreciate their significance through the provision of a new public square and enhanced facilities at Valetta Grove. The longer views provided by the applicant demonstrate that the new development would be visible, but would not detract from the significance of either West Ham park or the Coach and Horses public house and would be in keeping with the existing built context of their existing settings.

53 Having considered the submitted Heritage Statement and having considered the potential impacts in the context of the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF and London plan policy 7.8 it is concluded that there would be no harmful impacts to the heritage assets close to the site or in the wider area.

Inclusive design and access

54 The applicant proposes steps to replace the existing ramp at Valetta Grove with an internal lift which would be available during the opening hours of the Neighbourhood centre, while a longer step-free route would also be available. The applicant should consider the provision of a lift in a similar location to the existing ramp. External lifts should be enclosed and covered, and in this case could be managed during operational hours by the residential concierge.

55 Residential Blue badge parking would be provided as 12 spaces at the London Road site and 1 space at the Valetta Grove site, with an additional two for use by visitors.

56 Whilst this falls short of the 18 spaces required by the London Plan, it is acknowledged that this is a constrained site and additional demand can be managed through the Car Parking Management Plan. This should therefore be revised to address this requirement.

57 The applicant is required to provide 18 Blue Badge spaces in line with the Housing SPG. This was raised at pre-application and the number of spaces provided has not increased, which is disappointing, although the applicant sets out that “if demand should arise” two spaces could be provided on London Road. It is accepted that space is quite constrained. The applicant has prepared a Draft Car Park Management Plan, but this does not address how provision for one space per accessible unit would be managed. The applicant should address this point before Stage II.

Climate change mitigation

58 The applicant should consider further passive measures in order to reduce solar gains and minimise demand for active cooling. The commitment to ensuring that the scheme allows future connection to a district heating network, should one become available, is welcomed. Details of how this will be achieved should be confirmed and secured by planning condition.

59 The development is expected to achieve on-site reductions of 75 tonnes of carbon dioxide per year for domestic buildings and 54 tonnes per year for non-domestic buildings, compared to a 2013 Building Regulations compliant development. This is equivalent to an overall saving of 35% and 39% respectively.

60 The domestic buildings are, however, required to be zero carbon. The applicant should liaise with Newham Council to ensure that the short fall in reductions, equivalent to 138 tonnes of carbon dioxide per annum, is met off-site.
Further information is also required to confirm full compliance with London Plan climate change mitigation policy. Technical information setting this out in detail has been forwarded separately to the applicant and Newham Council.

**Sustainable drainage**

The sites are at risk of surface water flooding and Valetta Grove is at medium/high risk, with an overland flow route immediately adjacent to the west of the site. A Drainage Assessment and Strategy has been undertaken on behalf of the applicant. The submitted strategy proposes underground storage and overground flow paths in the event of severe flood events, as well as supplementary sustainable urban drainage (SUDs) features. Additional floodwater attenuation is proposed in the form of a green roof at London Road and a blue roof for Valetta Grove. The proposals are in line with the drainage hierarchy and therefore comply with London Plan Policy 5:13.

**Transport**

The proposal for a car free (excluding Blue Badge parking) development is welcomed and should have no significant effect on the local highway network. There is, however, expected to be an impact on the public transport network.

The scheme proposes an enlarged space in front of Plaistow station, which is broadly supported. This area should retain and maximise cycle parking for interchange at the station. Legible London wayfinding should also be considered. There will need to be some works to the highway and footpath to retain a rank for taxis and create a new loading bay which should be secured through an appropriate legal agreement with Newham Council as highway authority.

A Construction Management Plan (CMP) has been prepared, and a final version should be secured by condition. It may be necessary to restrict deliveries outside of peak travel times to avoid any conflict with pedestrians and vehicles, and further discussion and agreement will be required if there needs to be any temporary suspension of the taxi rank.

In order to comply with the transport policies of the London Plan, the following is required. Further information has been forwarded to the applicant and Newham Council to set this out in detail:

- an increase in commercial cycle parking;
- financial contributions to station improvements and wayfinding to be discussed further;
- a car park management plan to be secured by condition
- Blue badge and Electric Vehicle Charging Points, delivery and servicing plan and construction logistics plan secured by condition;
- Car club space and membership and travel plan secured by s106 agreement.

In accordance with London Plan policy 8.3, Community Infrastructure Levy, the Mayor commenced CIL charging for developments permitted on or after 1 April 2012. It is noted that the proposed development is within the London Borough of Newham, where the Mayoral charge is £20 per square metre Gross Internal Area (GIA). Further details can be found at:

Local planning authority’s position

68    Newham Council planning officers are understood to broadly support the application.

Legal considerations

69    Under the arrangements set out in Article 4 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor is required to provide the local planning authority with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view. Unless notified otherwise by the Mayor, the Council must consult the Mayor again under Article 5 of the Order if it subsequently resolves to make a draft decision on the application, in order that the Mayor may decide whether to allow the draft decision to proceed unchanged or direct the Council under Article 6 of the Order to refuse the application. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor’s statement and comments.

Financial considerations

70    There are no financial considerations at this stage.

Conclusion

71    London Plan policies on mix of uses, housing, urban design, inclusive design and access, climate change and transport are relevant to this application. The application broadly complies with the London Plan however, further information and/or confirmation, as detailed below is required to comply fully:

- **Principle of development**: residential led mixed use to create a new neighbourhood centre is supported (paras 26 to 29);

- **Housing**: 28% affordable housing is supported and off-site provision justified. GLA officers will work with Newham Council to robustly review the viability assessment and ensure that the maximum reasonable amount of affordable housing is secured. Any s106 agreement should include a 35% affordable housing threshold to be delivered by a revenue sharing mechanism, as well as an appropriate covenant and clawback mechanism to be used in the event of units being sold out of the build to rent sector (paragraphs 30 to 41);

- **Urban design**: The applicant should provide further detail relating to the proposed crossing between the two linked sites (paragraphs 42 to 57);

- **Climate change**: Further measures should be considered to minimise demand for cooling and carbon offsetting arrangements made with Newham Council (paragraphs 58 to 61);

- **Transport**: The applicant should optimise commercial cycle parking, a financial contribution for station improvements and wayfinding is also required. Details relating to an acceptable s106 and planning conditions package should be finalised (paragraphs 63 to 67).
for further information, contact GLA Planning Unit (Development & Projects):

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