



CANARY WHARF
GROUP PLC

NQ.PA.06
NQ.LBC.05

North Quay Planning Statement

Quod
July 2020

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1. Introduction

1.1 Canary Wharf (North Quay) Ltd (“the Applicant”) are submitting applications for Outline Planning Permission (“OPP”) and Listed Building Consent (“LBC”) to enable the redevelopment of the North Quay site, Aspen Way, London (“the Site”).

1.2 The Applicant has established a number of ‘Key Objectives’ for the Site which are illustrated in Figure 1.1 below:

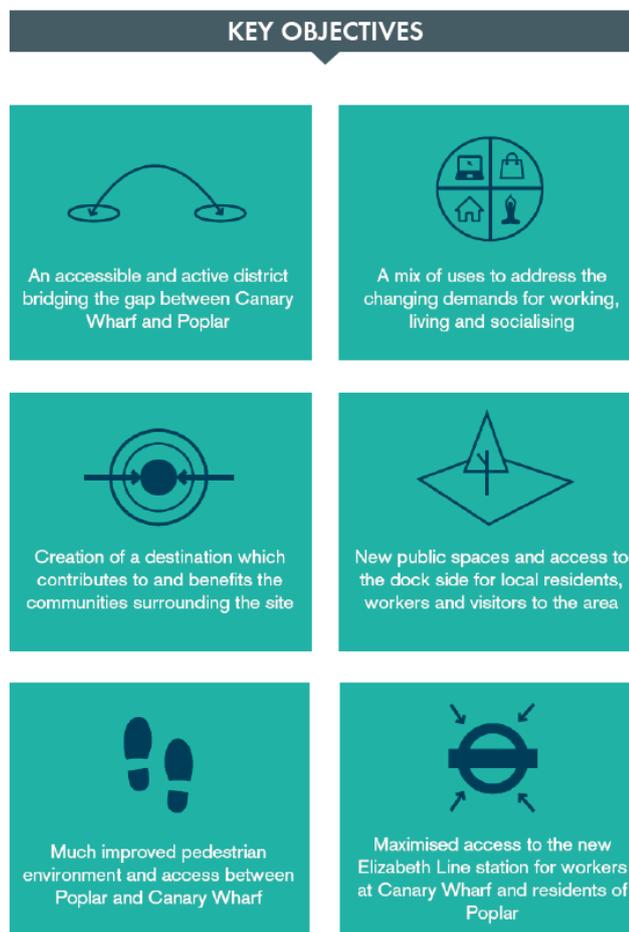


Figure 1.1: Key Objectives for the Site

1.3 The Site is allocated for redevelopment in the London Borough of Tower Hamlets (“the LBTH”) Local Plan 2031: Managing growth and sharing the benefits (Adopted January 2020) (“Local Plan”) and presents a significant opportunity for development. To aid delivery, the Applicant is seeking a planning consent that can be flexible enough to respond to rapidly changing circumstances as different development demands arise.

1.4 The approach to the proposals has been discussed with the LBTH and two separate applications are being submitted as follows:

- Application NQ.1: Outline Planning Application (all matters reserved) (“OPA”) - Application for the mixed-use redevelopment of the Site comprising demolition of existing buildings and structures and the erection of buildings comprising business floorspace, hotel/serviced apartments, residential, co-living, student housing, retail, community and leisure and sui generis uses with associated infrastructure, parking and servicing space, public realm, highways and access works; and
- Application NQ.2: Listed Building Consent Application (“LBCA”) - to stabilise listed quay wall and any associated/necessary remedial works as well as demolition of the false quay in connection with Application NQ.1.

1.5 Together the development proposed under Applications NQ.1 and NQ.2 are referred to as the “Proposed Development”.

1.6 At the time of making the OPA, the Applicant is unable to determine exactly how much of the Proposed Development is likely to come forward in which land use. For this reason, the description of development provides the Applicant with flexibility as to the uses that could be undertaken on the Site.

1.7 However, in order to ensure that the level of flexibility is appropriately restricted, the OPA seeks approval for three Control Documents which describe the principal components of the Proposed Development, define the parameters for the Proposed Development (the “Specified Parameters”) and control how the Proposed Development will come forward in future. They provide the parameters, design principles and controls that will guide future reserved matters applications (“RMAs”). These Control Documents are – (1) the Development Specification (Document ref. NQ.PA.05); (2) the Parameter Plans (NQ.PA.03); and (3) the Design Guidelines (NQ.PA.04):

- The Development Specification (NQ.PA.05) sets out the type and quantity of development that could be provided across the Site (including setting a maximum floorspace across the Site);
- The Parameter Plans (NQ.PA.03) set the parameters associated with the scale, layout, access and circulation and distribution of uses classes and public space for the Proposed Development. They also establish the Development Zones and Development Plots across the Site; and

- The Design Guidelines (NQ.PA.04) set the design principles and controls for future development.

1.8 Together, these documents set out the information required to allow the impacts of the Proposed Development to be identified with sufficient certainty as future RMAs will be required to demonstrate compliance with the Specified Parameters and controls in these Control Documents

1.9 This Planning Statement has been prepared by Quod to support both applications NQ.1 and NQ.2. Section 2 of the Planning Statement describes the Site and surroundings and summarises the planning history of the Site. Section 3 describes the pre-application consultation that has been undertaken. Section 4 explains each of the applications and Section 5 sets out the relevant planning designations and planning policy context. Section 6 discusses the planning considerations associated with the Proposed Development. Section 7 provides details of planning obligations and Community Infrastructure Levy (“CIL”) and conclusions are provided in Section 8.

2. Background

Site and Surroundings

- 2.1 The Site is located in the north of the Isle of Dogs, within the administrative boundary of the LBTH, at Canary Wharf. It is bounded by Canary Wharf Crossrail Station to the south, Aspen Way (A1261) to the north, Hertsmere Road to the west and Billingsgate Market to the east. The West India Quay Docklands Light Railway (“DLR”) station and Delta Junction are located on the western side of the Site and the Site also incorporates parts of North Dock, Upper Bank Street and Aspen Way.
- 2.2 The Site is 3.28 hectares (ha) in area. Currently the Site comprises mostly cleared land, being previously used as a construction laydown site for the Canary Wharf Crossrail Station. There are some temporary uses currently on site, including the LBTH Employment and Training Services, WorkPath and advertising structures.
- 2.3 The application Site boundary is shown (in red) in **Figure 2.1** below.

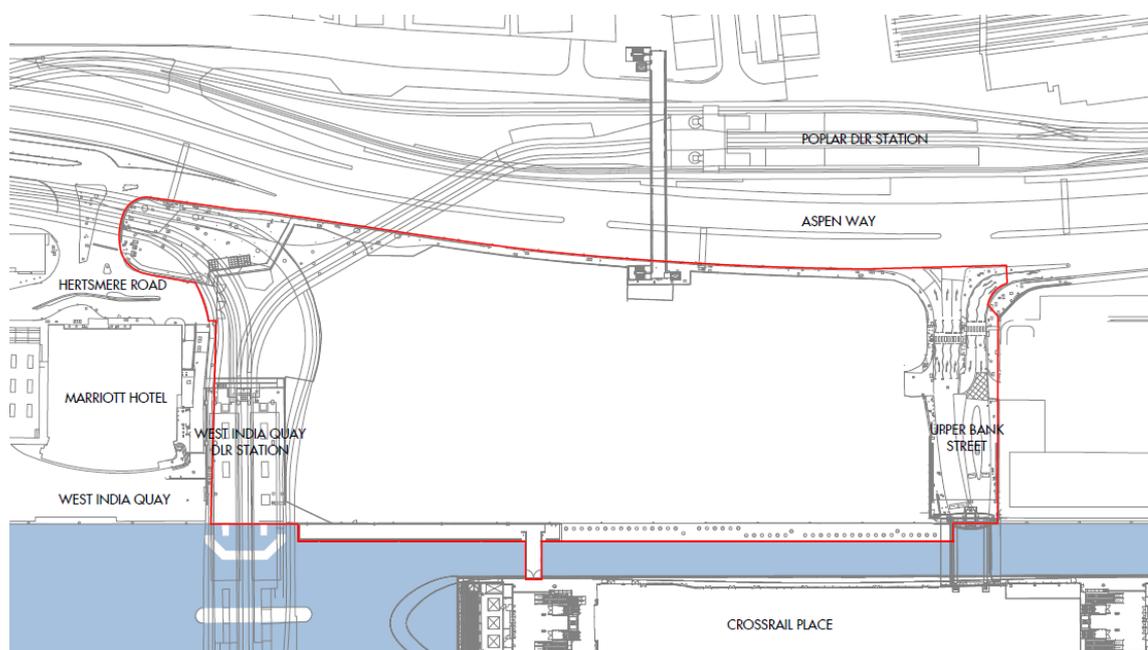


Figure 2.1: North Quay Site Location

- 2.4 A Grade I Listed brick dock wall (Banana Wall) exists below the surface of part of the Site, which originally formed the dockside until it was extended over to the south.

- 2.5 Existing access to the Site for vehicles is from Upper Bank Street to the east and Hertsmere Road to the west, which both link to Aspen Way. The Site is not currently accessible to the public, however pedestrian routes are located on each side of the Site (Aspen Way, Hertsmere Road, Upper Bank Street, and the western part of the dockside to the south). The Aspen Way footbridge which leads to Poplar also lands on the southern side of Aspen Way.
- 2.6 The Site is highly accessible by public transport. The West India Quay DLR station is located on the Site, the Poplar DLR station is accessed directly from the Aspen Way Footbridge, the Canary Wharf Crossrail Station is located immediately to the south of the Site, beyond which are the Canary Wharf underground and DLR stations. The Site's PTAL varies from 5 ("very good") to 6a ("excellent"), with improved PTAL closer to Upper Bank Street. The score is expected to improve to 6a across the entire Site by 2021 owing to the planned opening of the Crossrail Station.
- 2.7 Beyond the Site, 1 West India Quay (the Marriot Hotel (107m AOD) and residential building (41m AOD)) are located to the west, adjacent to the DLR tracks. Beyond these, along Hertsmere Road is a cinema, museum, shops, restaurants and other leisure facilities, forming part of the West India Quay Centre.
- 2.8 Billingsgate Market is located to the east of the Site, on the opposite side of Upper Bank Street. Billingsgate Market is identified as a Site Allocation (4.2: Billingsgate Market) for redevelopment in the Local Plan.
- 2.9 To the north of the Site on the other side of Aspen Way are the Tower Hamlets (New City) College and The Workhouse leisure facility. Along with the DLR depot, they comprise Site Allocation (4.1: Aspen Way) for redevelopment in the Local Plan. In close proximity to these there are lower rise residential properties (some with shops beneath them) as well as the Poplar Recreation Ground.
- 2.10 Beyond the Crossrail station and Crossrail Place to the south of the Site is the Canary Wharf commercial area, with the buildings closest to the Proposed Development including the HSBC (200m AOD), Bank of America and One Canada Square buildings (235m AOD).

Planning History

- 2.11 The recent relevant planning history for the Site is set out in **Figure 2.2** below.

APPLICATION TYPE	LPA REFERENCE NO.	DESCRIPTION	DECISION	DECISION DATE
Full Planning Permission	PA/17/01193	Partial demolition works and clearance of the site to provide a mixed-use development comprising 4 buildings ranging from 30 to 67 storeys in height (up to 227.58m AOD), which together with podium and basement accommodation will provide up to 339,243m ² of floorspace (GIA), comprising offices (Use Class B1, up to 158,586m ²), residential (Use Class C3, up to 1,423 units), serviced apartments (Use Class C1, up to 216 units), retail/restaurant (Use Class A1-A5, up to 25,213m ²), cultural/leisure (Use Class D1/D2, up to 2,391m ²), parking and servicing areas, hard and soft landscaping (including new routes and spaces along North Dock, works to Aspen Way, Upper Bank Street and Hertsmere Road and between Poplar High Street to the Poplar DLR station), works to Aspen Way Footbridge.	Withdrawn	December 2017
Listed Building Consent	PA/17/01194	Stabilisation of listed quay wall and associated/remedial works as well as demolition/removal of the false quay in connection with the erection of office and residential towers alongside retail podium.	Withdrawn	December 2017
Certificate of Lawful Development	PA/16/03765	Lawful Development Certificate confirming the implementation of the development authorised by planning permission ref PA/03/00379, dated 12/01/2007, for the Erection of two towers of 43 storeys (221 metres) and 37 storeys (209 metres) with a 23 storey central link building (125 metres) to provide 372,660 sq.m of offices, 5,324 sq.m of Class A1, A2, A3, A4 or A5 of which no more than 2,499 sq.m shall be Class A1, together with an area of public realm, a pedestrian bridge across West India Dock North, a dockside walkway, access roads, parking and servicing areas.	Approved	12/01/2017
Non-Material Amendment	PA/15/02758	Non-material amendment to allow amendments to the wording of conditions 9 and 20 of planning permission PA/03/00379 to allow for commencement of the development.	Approved	26/10/2015
Listed Building Consent	PA/03/00380	Stabilisation of listed quay wall and demolition of the false quay in connection with the erection of office towers with retail uses. (PA/03/379).	Approved	28/03/2007
Full Planning Permission	PA/03/00379	Erection of two towers of 43 storeys (221 metres) and 37 storeys (209 metres) with a 23 storey central link building (125 metres) to provide 372,660 sq.m of offices, 5,324 sq. m of Class A1, A2 A3, A4, or A5 of which no more that 2,499 sq.m shall be Class A1, together with an area of public realm, a pedestrian bridge across West India Dock North, a dockside walkway, access roads, parking and servicing areas.	Approved	12/01/2007

Figure 2.2: North Quay Planning History

The 2007 North Quay Consent

2.12 An illustrative image of planning permission PA/03/00379 (“the 2007 consent”) is provided in **Figure 2.3** below.



Figure 2.3: Illustrative image of 2007 consent

2.13 The key features of the 2007 consent include:

- Two office towers (221m and 209m high respectively) and a central link building (125m high). A podium block links the three blocks.
- 372,660m² of office floorspace and 5,324m² of retail floorspace at ground and promenade level.
- A retail mall leading out to promenade level on the dockside.
- An open space, at podium level, beneath the central link building and open on the northern and southern sides. This would provide an area of public realm (c. 0.43ha) forming the hub of a pedestrian route linking Poplar DLR Station, via an extended Aspen Way Footbridge, to a new landscaped pedestrian bridge proposed to the south across North Dock. This would enable direct access into the Canary Wharf Estate from Poplar High Street.
- Extension of the dockside over the dock basin to provide the proposed dockside walkway.

2.14 The 2007 consent was implemented in November 2016. The Certificate of Lawful Development issued by LBTH in January 2017 (LPA ref. PA/16/03765) confirmed that planning permission PA/03/00379 had been lawfully implemented. In March 2017 demolition works were undertaken to the false quay to implement the Listed Building Consent (PA/03/00380).

2.15 Following the use of the Site as a construction laydown site for the Canary Wharf Crossrail Station, the Applicant determined not to take forward the 2007 consent for construction on a speculative basis. For such a scale of development, the Applicant would require a pre-let for at least one of the buildings. The Applicant is also aware that certain trends within the office market have evolved since planning permission was originally granted in 2007.

The 2017 North Quay Application

2.16 The proposals set out within the 2017 North Quay planning application (LPA ref. PA/17/01193) were principally informed by the requirements of the prospective anchor office tenant. Illustrative images of the 2017 proposals are provided in **Figure 2.4** below.



Figure 2.4: Illustrative images of 2017 planning application

2.17 The 2017 North Quay planning application proposed up to 339,243 m² (GIA) of accommodation. An office building (47 storeys) was proposed on the eastern side of the site and three residential buildings (between 30 and 67 storeys) were proposed on the western side. A podium space on the lower levels accommodated retail units and fronted onto a new public space facing North Dock.

2.18 Following a decision by the prospective anchor office tenant not to relocate to North Quay, both the full planning application and associated Listed Building Consent application were withdrawn in December 2017.

3. Consultation

Introduction

- 3.1 The Applicant has undertaken an extensive pre-application engagement and consultation exercise with the local authority, statutory consultees, local stakeholders and the local community. The comments made have been fully considered in the Proposed Development.
- 3.2 Details of consultation with local stakeholders and the local community are set out in the Statement of Community Involvement (NQ.PA.14). Further details of how consultation influenced the layout and design of the Proposed Development are provided in the Design and Access Statement (“DAS”) (NQ.PA.07).

LBTH

- 3.3 Pre-application meetings were held between October 2019 and March 2020 with planning and design officers at the LBTH to discuss and consider the emerging proposals. Presentation material included details on the Masterplan principles to be applied to the Proposed Development; the approach to the flexibility within the OPA as well as the developing Parameter Plans and Development Specification; and the design of the Indicative Scheme. Presentations were also made to the LBTH Conservation and Design Advisory Panel (“CADAP”); the Mayor of Tower Hamlets; and the LBTH Strategic Development Committee (“SDC”).
- 3.4 As a general point, officers stated that proposals for the Site had evolved substantially and positively since the withdrawal of planning application PA/17/01193 in 2017. Officers appreciated the Applicant’s collaborative approach and openness to resolving any issues that were raised during the course of the pre-application process. Officers also noted that the current proposals broadly follow the principles of the Wood Wharf scheme and can be described as a true next stage in the development of Canary Wharf.

LBTH Planning and Design Officers

- 3.5 Key comments from the LBTH’s planning and design officers included:
- Officers described the Site as strategically significant to the future development of the borough. They expected the Site to deliver an employment-led scheme contributing to the Council’s and Great London Authority’s (“GLA”) ambitious employment targets for Canary Wharf whilst also providing the potential to deliver a substantial housing component.

- Development was also expected to deliver a public square, to provide a transition in the massing of heights between the high-rise Canary Wharf and the low-rise South Poplar, and to improve connections across Aspen Way.
- Officers stated that the proposals were of a much finer grain than previous schemes on the Site, with a rationale street network, a diversity of smaller building footprints, a layered range of building heights, and a rich diversity of potential land uses.
- Delivery of the proposed Indicative Scheme would help diversify and enrich the offer provided by the emerging Metropolitan Centre and contribute to the creation of a successful place.
- The flexibility sought in the OPA would need to be fully justified against employment policies to ensure that the strategic employment targets are not compromised by the residential component of the scheme.
- Officers set out that in townscape terms, the proposed Indicative Scheme was strongly supported, addressing previous concerns about the impact of the development on views from Poplar. There would be a variety of building heights and a clear step down in height from the centre of the Tall Building Cluster to its edge, thus creating a sympathetic gradual and layered transition in scales. Officers did state that the flexibility proposed to allow two of the tallest buildings to be located on Aspen Way, rather than on the quayside could be harmful in townscape and heritage terms. The preferred arrangement was one where building heights decrease away from the cluster and that there needs to be a clear-step down towards the edge of the cluster, to provide a sympathetic transition to the surrounding areas.
- With regard to the connection to South Poplar, officers stated that Poplar Plaza would provide a welcoming and generous landing point for the bridge. Vertical transition should also however be easy, inclusive and the capacity futureproofed. Officers also stated that the OPA would need to demonstrate that the width of the Aspen Way Footbridge would remain adequate, taking into account the expected future growth of people using this crossing.
- Officers noted that the delivery of housing was a key priority for the Council. The proposed affordable rented housing mix detailed by the Development Specification matched the Council's target mix and was therefore strongly supported. A s106 mechanism would need to be included to ensure that where feasible the intermediate mix more closely aligns with the Council's preferred mix but it was acknowledged that smaller units were more appropriate as more affordable.

- The public realm and landscaping vision for the Site was broadly supported, officers sought that the proportion of hard surfaces were reduced in favour of green landscaping. An internal Multiple Use Games Area (“MUGA”) play facility was strongly supported but officers sought for the proposed outdoor play space strategy to be realigned towards the inclusion of more dedicated play spaces. The vision for the area underneath the Delta Junction was also broadly supported with officers seeking transformative works for this space including lighting, painting of existing structures and public art.
- Officers concluded that the emerging proposals for the Site were strongly supported, subject to a policy compliant affordable housing offer, demonstration of compliance against employment policies and an appropriate height distribution.

LBTH Conservation and Design Advisory Panel

3.6 The Applicant and their design team presented to CADAP in January 2020. CADAP commented on the following main areas:

- The Panel agreed that the redevelopment of North Quay presented an excellent opportunity to create a better link between the residential communities in Poplar to the north of the Site, with the commercial development at Canary Wharf to the south. Providing residential accommodation in the new development would also contribute to a successful transition between these two areas, particularly if it brings families to the area and enables the Site to be occupied at all times of the day.
- The Panel were of the view that any future planning application would need to very clearly demonstrate how the open spaces in the development would successfully contribute to a sense of place. The Panel suggested that the landscape design should include references to the former docks.
- The Panel stressed the importance of designing the public spaces so that they can be enjoyed by both visitors and residents. It was noted that the development must deal with a number of level changes across the Site and the Panel highlighted that any routes via lifts must be as direct and obvious as those that feature stairs.
- The Panel were encouraged by the initial proposals for the use of the space under Delta Junction. In particular, the Panel were pleased to see that the Applicant is considering ways to redevelop this space for the benefit of local residents.

LBTH Strategic Development Committee

3.7 Following a presentation of the emerging proposals by the Applicant, Committee Members made some comments on the presentation:

- Members commented on improving north-south connections (including cycle connections) and upgrading the Aspen Way Footbridge.
- Members recognised the potential for the Proposed Development to help move Poplar ‘closer’ to Canary Wharf.
- Members recognised the opportunities that a mixed-use scheme on the Site could provide.
- Members were keen to understand the affordable housing proposals within the scheme.

Greater London Authority

3.8 A series of pre-application meetings were held with GLA planning, design and energy officers in late 2019 and early 2020. Some of the meetings were held jointly with officers of the LBTH.

3.9 GLA officers stated that the principle of the redevelopment of the Site was strongly supported. The flexibility sought by the Applicant in terms of land uses was accepted, however, the Applicant should ensure that the Northern Isle of Dogs (“NIoD”) area strategic office function is not compromised. A strong set of design principles should be written into the OPA to address urban design comments and all opportunities to improve new connections between South Poplar and Canary Wharf must be explored.

3.10 Other comments made by GLA officers included:

- The principle of delivering office, retail, hotel and serviced apartment uses was supported. The Applicant should demonstrate that the proposed quantum of residential floorspace would not undermine the employment function of the Central Activities Zone (“CAZ”) if more than 25% of residential floorspace was proposed. Residential accommodation that did not undermine employment activity would be supported.
- Student accommodation should be complementary and not compromise the strategic functions of the NIoD, the rationale and need for including student accommodation should be clarified as part of the planning application. Large-scale purpose-built shared living development was recognised as an alternative option for single people living in the private

rented sector. This type of development should comply with the criteria in relevant policy and guidance. Co-living units and student accommodation could contribute to meeting LBTH's housing targets.

- The proposed affordable products should be genuinely affordable and the rents and income levels proposed must be in accordance with the Mayor's affordability criteria set out in the Mayor's Homes for Londoners: Affordable Housing and Viability Supplementary Planning Guidance 2017 (August 2017) ("Affordable Housing and Viability SPG") and the London Plan Annual Monitoring Report. The proposed unit size mix should satisfy the needs of the Council and the provision of affordable family sized units should be maximised.
- The areas of public realm and open space were welcomed and the application should clarify the amount of open space that it will be looking to secure.
- The overall concept of a finer grain that 'connects' Canary Wharf to Poplar had merit. It would be important that the application provides a design guideline with a set of design principles which defines the character of the overall place and sets proportions of plots/public spaces/commercial frontages and relation between plots to create a new and vibrant place.
- The east/west route along Aspen Way and the bridge to South Poplar should be seen as key connections. Improving connections across Aspen Way is a fundamental strategic objective and whilst the proposed public space at the bridge landing on the North Quay side was welcomed, the footbridge had to be seen as a project in itself that should be brought forward with neighbouring landowners (New City College/TfL and LBTH) to improve the entire footbridge and both landings. Clarity on who is delivering what, when and why on the Aspen Way Footbridge was absolutely vital to ensure the coherent development of the area. The images presented of the DLR footbridge improvements and landing on the south side were encouraging and dimensions seemed sufficient.
- The idea of a significant public space directly north of Canary Wharf Crossrail was supported. The OPA would need some clarity on the primary role of the network of spaces that the Site will be required to accommodate. It was welcomed that the Applicant was considering ways of creating a new public space at Delta Junction that could complement North Dock and DLR undercroft.
- It was important that a range of building heights were accommodated on the Site. The design guidelines should secure clear architectural principles for taller elements in particular.

3.11 Specific discussions were also held with the GLA's energy team which concentrated on the proposed distributed energy centre approach as well as how the Applicant had investigated

opportunities for connection to existing or planned district heating networks. Further details of the proposed energy strategy are set out in the Energy Statement (NQ.PA.17).

Transport for London

- 3.12 Transport for London (“TfL”) commented that the scheme had evolved in a positive manner, particularly in how it would achieve the aspirations of the Isle of Dogs and South Poplar Opportunity Area Planning Framework (September 2019) (“IOD OAPF”) through enabling better east-west and north-south links, together with integrating into the surrounding environment. The placemaking proposals for the scheme, including open spaces, the ‘shared surface’ boulevard and how these link with the Aspen Way Footbridge were welcomed. TfL sought further consideration of the interaction of the scheme with the West India Quay DLR station and the Aspen Way interface.
- 3.13 As part of the pre-application discussions with TfL, the approach to transport modelling was agreed. It was also agreed that it would be appropriate to apply current London Plan - the Spatial Development Strategy for London Consolidated with Alterations since 2011 (March 2016) (“The London Plan”), cycle parking standards to short-stay retail cycle parking.
- 3.14 Further details of the engagement with TfL are provided in the Transport Assessment (NQ.PA.10).

Historic England

- 3.15 The proposals and townscape details were presented to Historic England (“HE”) at a pre-application meeting held in November 2019. Overall HE stated that they did not wish to raise any concerns or objections as the proposals represented a reduction in overall height and scale from the extant permission for development of the Site and would result in similar impacts to the Grade I Listed dock wall.

Canal and River Trust

- 3.16 The Canal and River Trust (“CRT”) were presented an overview of the scheme in October 2019. The CRT supported the proposed provision of public realm at ground level as opposed to the terraced arrangement set out in the 2017 North Quay planning application. CRT also supported the principle of encouraging visitors and residents to use the space around the water and stated a preference for activity (restaurants and retail units) facing the dock rather than back of house features.

New City College

- 3.17 The Applicant has engaged with New City College and their design team who have been preparing designs for the route between Poplar High Street and the northern side of the Aspen Way Footbridge. In the designs that were discussed with the Applicant, the modern extension to the college building which sits on the route from Poplar High Street had been removed to enable the link to comprise a series of ramps and rises to connect the lower level of Poplar High Street to the northern side of the Aspen Way Footbridge. It was agreed that for illustrative purposes a combined route running from Poplar High Street through to North Quay would be presented in the North Quay DAS (NQ.PA.07).

4. Description of proposals

Application NQ.1– Outline Planning Application

Key Principles

4.1 The DAS (NQ.PA.07) establishes 10 Key Principles to be applied to the Masterplan for the Site.

These are summarised in **Figure 4.1** below:

NUMBER	PRINCIPLE	SUMMARY
1	Public Realm	Public realm leads the design through a legible network of high quality streets and safe, accessible spaces, which distribute value and a sense of place across the Masterplan.
2	Making Connections	New and existing connections to and through the Masterplan provide resilient, convenient, inclusive and permeable routes for the surrounding communities, emphasising connections for pedestrians and cyclists from South Poplar to public transport modes while allowing on-street drop-off, to be accessible to all. Anticipate future connections to and through the Billingsgate site.
3	Active Spaces	A variety of public realm and building uses, bringing together live/stay, work, retail and food/beverage, will activate frontages and encourage animation of public spaces, streets and the water edge.
4	A Flexible Framework	A rational plan arrangement offers greater flexibility in terms of building typology, use and future change, thereby providing inherent robustness that will secure the long-term viability of the Masterplan.
5	Site Responsive	Allow the unique character and history of the Site to inform the design response, maximising the potential of the accessible and active waterside and the close relationship to Canary Wharf and South Poplar.
6	Character	Create a varied and rich character to the different spaces within the Masterplan to enhance the whole Development and engage with the surrounding context.
7	Creating Places	Extend the Canary Wharf business, retail and leisure hub into The Masterplan, with new public space surrounded by shops and restaurants, state of the art offices and live/ stay buildings, as an attractive destination for local residents, workers and visitors from further afield.
8	Townscape	Building heights and massing should be varied to provide an articulated skyline that responds to the Canary Wharf context but also provides a positive urban relationship to Aspen Way and South Poplar, with urban grain and proportions considered in relation to both the local and wider context.
9	Sustainable Design	A sensible and holistic approach incorporating biodiversity measures and sustainable strategies, to form an intelligent Masterplan response to environmental issues relating to operational and embodied energy, circular economy principles, water use, pollution, ecology and habitat, and the promotion of health and wellbeing.
10	Phased Delivery	Enable a viable phasing strategy which is adaptable and amenable to future change, allows temporary alternative uses, and where each phase can successfully stand on its own.

Figure 4.1: Masterplan Key Principles

Description of Development

4.2 The description of the Proposed Development is as follows:

“Application for outline planning permission (all matters reserved) for the redevelopment of the North Quay site for mixed use comprising:

- *Demolition of existing buildings and structures;*
- *Erection of buildings and construction of basements;*
- *The following uses:*
 - *Business floorspace (B1)*
 - *Hotel/Serviced Apartments (C1)*
 - *Residential (C3)*
 - *Co-Living (C4/Sui Generis)*
 - *Student Housing (Sui Generis)*
 - *Retail (A1-A5)*
 - *Community and Leisure (D1 and D2)*
 - *Other Sui Generis Uses*
- *Associated infrastructure, including a new deck over part of the existing dock;*
- *Creation of streets, open spaces, hard and soft landscaping and public realm;*
- *Creation of new vehicular accesses and associated works to Aspen Way, Upper Bank Street, Hertsmere Road and underneath Delta Junction;*
- *Connections to the Aspen Way Footbridge and Crossrail Place (Canary Wharf Crossrail Station);*
- *Car, motorcycle, bicycle parking spaces, servicing;*
- *Utilities including energy centres and electricity substation(s); and*
- *Other minor works incidental to the proposed development.”*

Site Clearance and Demolition

4.3 The existing temporary buildings/structures on the Site are designed to be dismantled and removed from the Site. The existing false quay will also be demolished, further details of these works are provided below under the description of Application NQ.2 – Listed Building Consent Application.

Control Documents

- 4.4 The OPA includes three Control Documents which describe the principal components of the Proposed Development, define the parameters for the Proposed Development (the "Specified Parameters") and control how the Proposed Development will come forward in future. They provide the parameters, design principles and controls that will guide future reserved matters applications ("RMAs"). These Control Documents are – (1) the Development Specification (NQ.PA.05); (2) the Parameter Plans (NQ.PA.03); and (3) the Design Guidelines (NQ.PA.04).
- 4.5 The Development Specification (NQ.PA.05) sets out the type and quantity of development that could be provided across the Site (including setting a maximum floorspace across the Site). These details are summarised below.

Site Wide Total Floorspace

- 4.6 The OPA seeks planning permission for a maximum GIA of 355,000 sqm of floorspace across the Site (**Figure 4.2**).

Total Floorspace	355,000 sqm GIA
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Note: This is the level of floorspace shown in the Indicative Scheme rounded to the nearest 1,000. It includes basement areas that could be used either for the uses set out in Figure 4.2 or ancillary plant, servicing areas, car and cycle parking, storage areas, energy centres and electricity substations.

Figure 4.2: Site Wide Total Floorspace

Land Use

- 4.7 The OPA seeks planning permission for the mixed-use redevelopment of the Site. The predominant land use proposed comprises business (Use Class B1) floorspace.
- 4.8 At the time of making the OPA, the Applicant is unable to determine exactly how much of the Proposed Development is likely to come forward in which land use. For this reason, the description of development provides the Applicant with flexibility as to the uses that could be undertaken on the Site.
- 4.9 The Parameter Plans indicate which Development Zones may be suitable for which use and therefore manage where the various proposed uses could be positioned on the OPA Site. The Parameter Plans also indicate where Any Permitted Uses (i.e. all of those listed in **Figure 4.3** below) are to be undertaken and where Predominant Uses (as indicated on Parameter Plans NQMP-PP-007 and NQMP-PP-008 – see **Figure 4.8** below) are to be undertaken within Development Zones.
- 4.10 The land use figures are expressed as ranges, so when added together, the proposed upper levels within each range generate a cumulative floorspace figure that is greater than the total amount for which OPP is sought. For the avoidance of doubt, the OPP sought sets a maximum

total floorspace (**Figure 4.2**) and the cumulative floorspace of the potential uses to be delivered across the OPA Site could not exceed this maximum total floorspace figure. This means that some of the uses listed in **Figure 4.3** below may not necessarily come forward.

4.11 Planning permission for the following land use ranges is sought (**Figure 4.3**):

Land Use	Minimum Floorspace (GIA)		Maximum Floorspace (GIA)
Ground and above			
Retail (A1-A5)	Total 10,000 sqm	A1 – A5 5,000 sqm	20,000 sqm
Community (D1)			20,000 sqm
Leisure (D2)			20,000 sqm
Business (B1)	150,000 sqm		240,000 sqm
Hotel/Serviced Apartments (C1)	0 sqm		150,000 sqm
Residential (C3)	0 sqm		150,000 sqm
Co-Living (C4 / Sui Generis)	0 sqm		150,000 sqm
Student Housing (Sui Generis)	0 sqm		150,000 sqm
Sui Generis Uses (refer to Figure 4.4)	0 sqm		25,000 sqm
Ancillary floorspace comprising Business, Back of House, Enclosed Plant, Storage, Servicing, Car and Cycle Parking Areas, Energy Centres, Electricity Sub Stations etc.	0 sqm		No maximum
Below Ground			
Retail (A1-A5)	0 sqm		5,000 sqm
Business (B1)	0 sqm		20,000 sqm
Community (D1)	0 sqm		5,000 sqm
Leisure (D2)	0 sqm		10,000 sqm
Ancillary floorspace comprising Business, Residential, Back of House, Enclosed Plant, Storage, Servicing, Car and Cycle Parking Areas, Energy Centres, Electricity Sub Stations, development infrastructure required to support the development etc.	0 sqm		No maximum

Note: Kiosks – Ground and above Retail (A1 – A5) floorspace includes the provision of retail kiosks within the public realm areas. The height of the retail kiosks would exceed Maximum AOD levels set for the public realm areas in [Parameter Plan NQMP-PP-009]. Prior to installation, details of the kiosks shall be submitted to and approved in writing by the Local Planning Authority

Figure 4.3: Land Uses

4.12 In order to create an active and vibrant place, OPP for a wider range of other uses that fall outside of the Use Classes Order is also sought. The quantum of other uses for which OPP is sought is set out in **Figures 4.3** and **4.4** and the locations within which such uses can be located is defined within the Parameter Plans.

Ground & Above and Below Ground	
Sui Generis	Conference Centres, Casinos, Private Members Clubs, Nightclubs, Theatres, Launderettes (unless otherwise agreed with the Local Planning Authority)

Note: Total maximum casino floorspace = 6,000sqm (GIA)

Figure 4.4: Other Permitted Sui Generis Uses

4.13 It is proposed that a floorspace limit is placed on the proposed Residential (C3), Co-Living (C4/Sui Generis) and Student Housing (Sui Generis) floorspace. The combined total floorspace of these uses is set out in **Figure 4.5** below.

Land Use	Maximum Floorspace (GIA)
Total maximum floorspace of Residential (C3) + Co-Living (C4/Sui Generis) + Student Housing (Sui Generis) uses	150,000 sqm

Figure 4.5: Floorspace Limits

4.14 Whilst not a land use in its own right, a minimum quantum of open space for which OPP is sought is also set (**Figure 4.6**).

Category	Minimum	Maximum
Public Open Space	0.4 ha	No maximum

Note: Public Open Space is defined as those areas where access for the public is permitted. In accordance with the definitions set out in the Local Plan 2031 (adopted 2020) it does not include areas of water or incidental areas, such as road verges, or streets (unless these form part of a link in the open space network).

Figure 4.6: Public Open Space

Target Dwelling Mix

4.15 It is important that the Proposed Development delivers a range of unit sizes to meet a broad spectrum of needs across the Proposed Development as a whole. At the time this OPA is made the exact mix of dwellings that might be needed is unknown and the unit mixes for open market

and intermediate housing tenures are therefore expressed as ranges. Affordable/Social Rented units will be delivered in accordance with the specific target mix. An overall target mix for the OPA Site as a whole is set out, split by tenure.

4.16 **Figure 4.7** details the target dwelling mix by unit.

Tenure	Unit Type	% by Unit
Open Market	Studio	5 – 25%
	1 bed	20 – 50%
	2 bed	20 - 50%
	3+ bed	5 – 25%
Intermediate	1 bed	15 - 50%
	2 bed	35 - 45%
	3+ bed	5 - 45%
Affordable/Social Rented	1 bed	25%
	2 bed	30%
	3+ bed	30%
	4+ bed	15%

Note: Where a specific target % is stated but is not exactly achievable, a deviance of 0. 1% in either direction will be acceptable.

Figure 4.7: Target Dwelling Mix

Parameter Plan Summary

4.17 The Parameter Plans set the parameters associated with the scale, layout, access and circulation and distribution of use classes and public space for the Proposed Development. They also establish the Development Zones and Development Plots across the Site. The Parameter Plans identify features such as maximum building heights, widths and lengths; areas of public realm; and access and circulation routes. The Parameter Plans are set up to provide a level of flexibility for the detailed design of the scheme at a later date which will need to be approved by the local planning authority through subsequent RMAs.

Written Description of the Parameter Plans

4.18 A set of 11 Parameter Plans have been prepared which explain how the Proposed Development should come forward. These are described in **Figure 4.8** below. All of the Parameter Plans need to be read together in order to establish all of the relevant parameters for the Proposed

Development and for a particular Development Zone and Development Plot contained within it. A full description of the Parameter Plans is provided in the DAS (NQ.PA.07).

PARAMETER PLAN	DESCRIPTION
Parameter Plan NQMP-PP-001 – Marine Deck and Proposed Structures	The Plan describes the area of the Site in which the new marine deck will be constructed. It also shows areas of the Site which may be reconstructed following demolition.
Parameter Plan NQMP-PP- 002 – Buildings and Structures to be Demolished	The Plan identifies the areas (above and below ground) within the Site where structures are proposed to be demolished. The Plan defines these areas as “potential” given that they may not be removed in their entirety.
Parameter Plan NQMP-PP-003 – Land Uses Below Ground	<p>The Plan identifies the extent and depth of the proposed basement (-18m AOD) as well as the uses that are permitted within the basement area.</p> <p>This maximum depth excludes slab build ups, substructure foundations or piling, which may go below this level if required. There will also be below ground foundations and piling outside of the hatched area on the Plan.</p>
Parameter Plan NQMP-PP-004 – Development Zones – Ground Level and Above	The Plan identifies eight Development Zones (NQ.A – NQ.H) within which new buildings and public realm can come forward at ground floor and above. Each zone represents a maximum extent, allowing inward deviation for the building edges from this boundary.
Parameter Plan NQMP-PP-005 – Public Realm	The Plan identifies the location of public realm within the Site, including the Development Zone within which a public square will come forward.
Parameter Plan NQMP-PP-006 – Access and Circulation Routes	<p>The Plan identifies the location of the principal vehicle, cycle and pedestrian circulation routes, accesses and egresses to and within the Site. It also shows areas where access points to the Proposed Development will be situated.</p> <p>The Plan includes Limits of Deviation for the routes to provide flexibility in the layout and identifies the location of the pedestrian route to connect to the Aspen Way Footbridge.</p>
Parameter Plan NQMP-PP-007 – Land Uses - Ground Mezzanine & First Floor	The Plan identifies the permitted uses within the different Development Zones at ground floor, mezzanine level and first floor level. Predominant uses are defined as a proportion of area greater than 51%. Where a Development Zone contains both ‘Any Permitted Use Classes’ and ‘Predominant Use Classes’ categories, any proportion only applies to that part of the Development Zone identified for Predominant Use Class categories.
Parameter Plan NQMP-PP-008 – Land Uses – Upper Levels (Above First Floor)	The Plan identifies the permitted uses within the different Development Zones at upper levels (above first floor level). Predominant uses are defined as a proportion of area greater than 51%. Where a Development Zone contains more than one use category, any proportion only applies to that part of the Development Zone identified for Predominant Use Classes categories.
Parameter Plan NQMP-PP-009 – Development Plots Maximum Heights, Widths & Lengths	<p>The Plan describes the maximum heights, widths and lengths to which buildings or structures could be built within each Development Zone and Development Plot.</p> <p>Within the public realm areas, the maximum heights exclude hard and soft landscaping features.</p>
Parameter Plan NQMP-PP-010 – Land Use Building Frontages – Ground, Mezzanine & First Floor Only	The Plan identifies the permitted uses within the different Development Zone frontages at ground floor, mezzanine level and first floor. Predominant uses are defined as a proportion of area greater than 51%. Where a Development Zone contains more than one use category within the Building Frontages, any proportion only applies to that part of the Building Frontage identified for the respective Predominant Use Classes categories.
Parameter Plan NQMP-PP- 011 – Proposed Site Levels	The Plan identifies a series of spot heights showing the proposed Site levels. The levels are provided with a height limit of deviation which means the final ground level in each location can vary up and down within the limits shown.

Figure 4.8: Description of the Parameter Plans

4.19 A number of the Parameter Plans are produced below, accompanied by a further description. **Figure 4.9** shows the Maximum Heights of each of the Development Plots within the Development Zones. The tallest Development Plot (NQ.A4) has a maximum height of 225m AOD and is proposed on the south west part of the Site, on the quayside. The maximum height of Development Plot NQ.A1, to the north of NQ.A4, drops down to 150m AOD. The maximum height of the remaining Development Plots where buildings will come forward ranges from 37m AOD to 190m AOD providing a variety of heights across the Site. The public realm Development Zones generally have a maximum height parameter of between 8m to 12m AOD to allow smaller structures to come forward in the public realm spaces. Given their nature, hard and soft landscaping features (such as lighting and trees) are however excluded from these maximum heights. Further controls on the relationship between the heights of different buildings (e.g. minimum height differences between buildings) are set out in the Design Guidelines (NQ.PA.04).

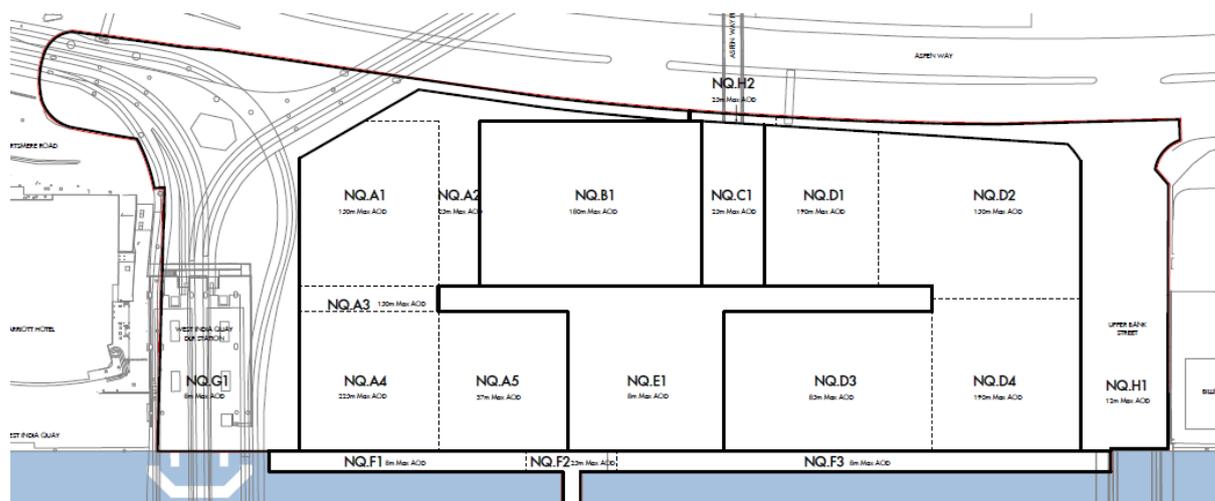


Figure 4.9: Development Plots Maximum Heights, Widths and Lengths Parameter Plan

4.20 **Figure 4.10** shows the Public Realm Parameter Plan. This shows a Public Square at the centre of the Site (identified by a green star), within Development Zone NQ.E, as well as the public realm route through to the Aspen Way Footbridge (Development Zone NQ.C). A large area of public realm is formed in Development Zone NQ.G, in the area under the Delta Junction. The Parameter Plan identifies those areas of the Site where built form is permitted above the public realm, principally on the east-west route that passes through the centre of the Site. As stated in Figure 4.6 above, a minimum quantum of 0.4ha of public open space will be delivered across the Masterplan.

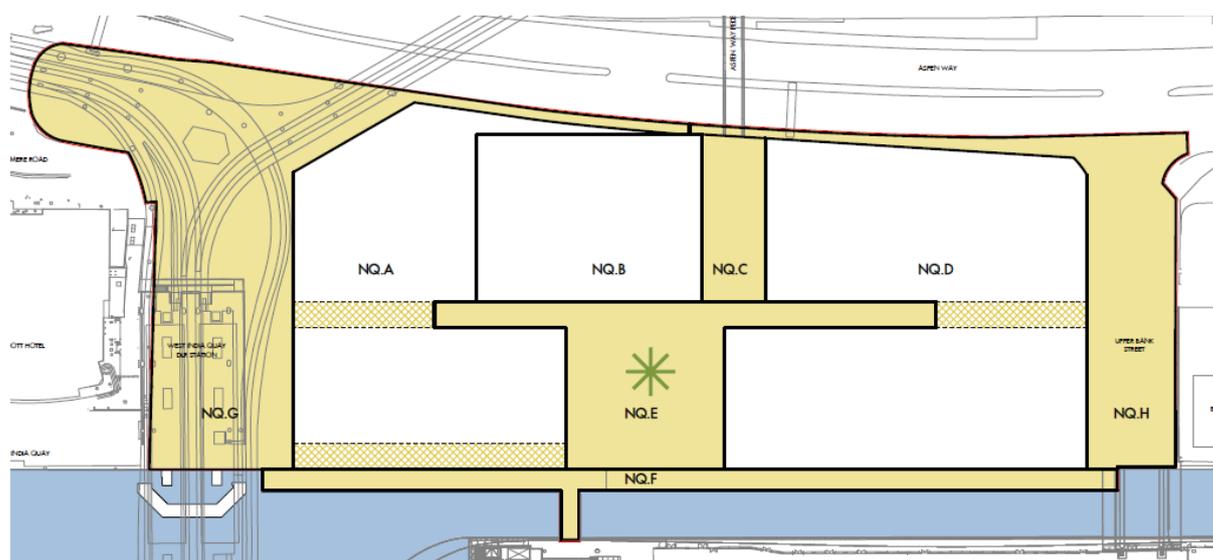


Figure 4.10: Public Realm Parameter Plan

- 4.21 **Figure 4.11** shows the Access and Circulation Routes Parameter Plan. It establishes a series of east – west (the dockside, a central street, Aspen Way) routes through the Site, with the latter two east - west routes being for both cyclists and pedestrians. The central route would allow vehicular access and link Hertsmere Road with Upper Bank Street. The Parameter Plan also defines the north – south route between the Aspen Way Footbridge and the Canary Wharf Crossrail Station with Development Zone NQ.C, providing a dedicated connection to the Aspen Way Footbridge. Whilst it is outside of the Site boundary, the DAS (NQ.PA.07) presents a number of opportunities for improvements to be made to the Aspen Way Footbridge. It is proposed that financial contributions towards an improvement scheme for the footbridge would form part of a s106 financial contribution. It is expected that further discussions on the level and timing of this contribution will take place during the determination of the OPA.
- 4.22 The Parameter Plan also establishes a number of access points into the Site and notes the potential for further routes depending on which eventual uses are delivered. All routes sit within a limit of deviation.
- 4.23 The Transport Assessment (NQ.PA.10) which accompanies the OPA describes the approach to car and cycle parking. In summary, long-stay cycle parking provision will be based on the minimum standards set out in policy T5 – ‘Cycling’ of the Draft London Plan - Intend to Publish version (December 2019) (“Draft London Plan”). Short-stay cycle parking will also be based on Draft London Plan standards, aside from retail short-stay cycle parking which will be based on the standards set out in the current London Plan, as agreed with TfL.

4.24 With regard to car parking, the minimum target for 3% accessible car parking for residential dwellings will be provided from the outset as per Policy T6.1 ('Car Parking') of the Draft London Plan.

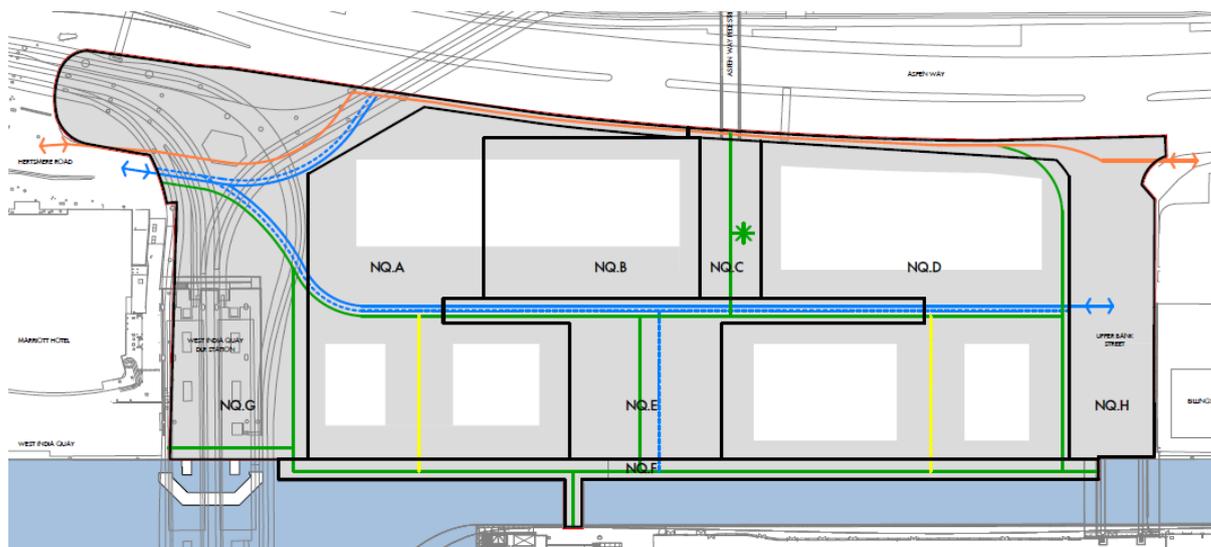
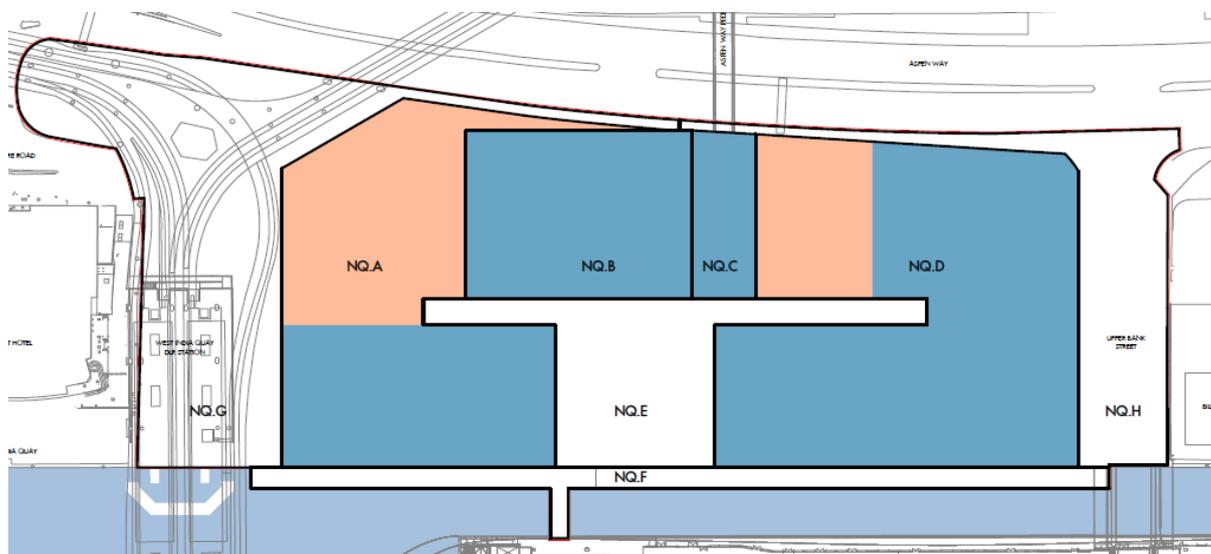


Figure 4.11: Access and Circulation Routes Parameter Plan

Figures 4.12 and 4.13 show proposed land uses at ground, mezzanine; and first floor; and land uses at the levels above first floor respectively. **Figure 4.12** demonstrates that the lower floors will be predominately retail, community, leisure or Sui Generis uses which will help activate the Site and key frontages such as the dockside and public square. **Figure 4.12** shows how at the upper levels, Development Plots NQ.B1, NQ.D2 and NQ.D3 will comprise office or predominantly office buildings. Development Plot NQ.A5 will comprise predominately retail, community, leisure or Sui Generis uses. Development Plots NQ.A1, NQ.A4 and NQ.D4 could accommodate any of the land uses applied for (as set out in **Figure 4.3** above).



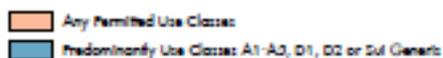


Figure 4.12: Land Uses – Ground, Mezzanine & First Floor Parameter Plan

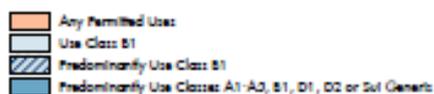
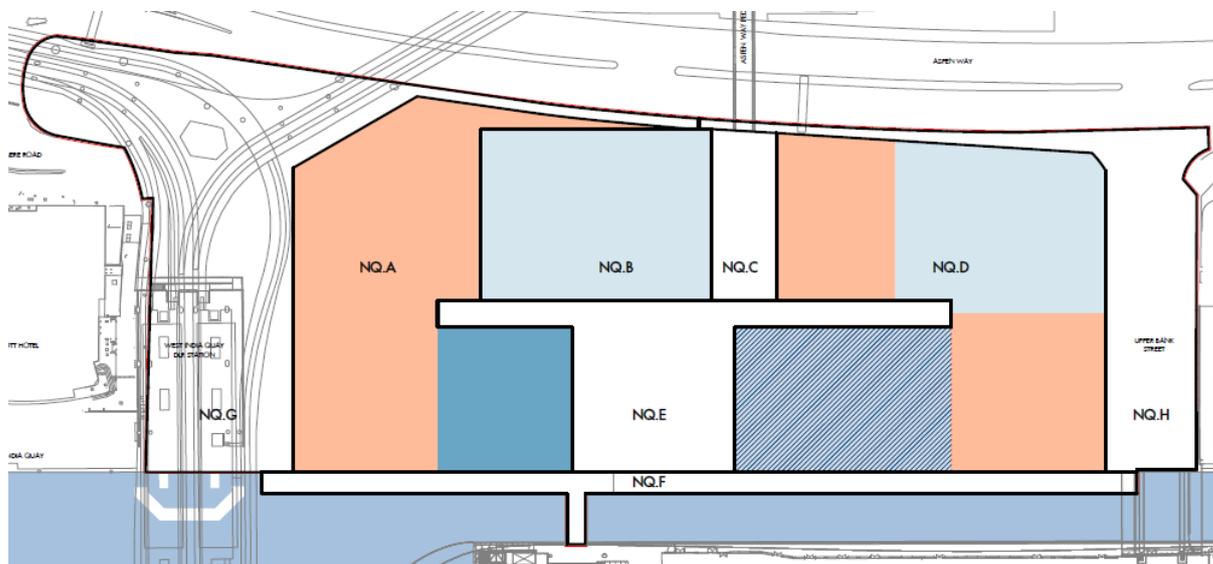


Figure 4.13: Land Uses – Upper Levels (above First Floor) Parameter Plan

Development Plot Height, Length and Width

4.25 Figure 4.14 below sets out the maximum dimensions of Development Plots within each Development Zone, within which buildings can occur.

Development Zone	Development Plot	Maximum Length	Maximum Width	Maximum Height (AOD)
NQ.A	NQ.A1	48.00m	40.00m	150.00m
NQ.A	NQ.A2	84.00m	56.50m	25.00m
NQ.A	NQ.A3	40.00m	7.50m	150.00m
NQ.A	NQ.A4	40.50m	40.00m	225.00m
NQ.A	NQ.A5	40.50m	37.50m	37.00m
NQ.B	NQ.B1	64.00m	48.00m	180.00m

NQ.C	NQ.C1	48.00m	18.00m	25.00m
NQ.D	NQ.D1	46.90m	33.00m	190.00m
NQ.D	NQ.D2	58.50m	48.60m	150.00m
NQ.D	NQ.D3	60.00m	40.50m	85.00m
NQ.D	NQ.D4	44.25m	43.00m	190.00m
NQ.E	NQ.E1	142.50m	48.00	8.00m
NQ.F	NQ.F1	74.20m	6.00m	8.00m
NQ.F	NQ.F2	26.10m	21.00m	25.00m
NQ.F	NQ.F3	143.00m	6.00m	8.00m
NQ.G	NQ.G1	185.00m	117.00m	8.00m
NQ.H	NQ.H1	116.50m	96.00m	12.00m
NQ.H	NQ.H2	25.00m	3.00m	25.00m

Notes: All figures in m AOD Refer to Parameter Plans [NQMP-PP-009] for clarity.

Figure 4.14: Development Plot Maximum Dimensions

Phasing

4.26 It is anticipated that the Proposed Development will be delivered in a series of phases, broadly working west to east across the Site. An indicative phasing plan is provided in Appendix 1 of the DAS (NQ.PA.07). In summary:

- Phase 1 – Development Plots on the western side of the Site (NQ.A1 and NQ.A4) would be delivered first.
- Phase 2 – the Development plots on the dockside (NQ.A5, NQ.D3 and NQ.D4) would come forward in the second phase.
- Phase 3 – the third phase would comprise Development Plots NQ.B1 and NQ.C1 (the link to Aspen Way Footbridge). There may be opportunities during the earlier phases of construction to provide a temporary interim link from the footbridge into and across the Site as Phases 1 and 2 are built out.
- Phase 4 – The final Development Plots (NQ.D1 and NQ.D2) would be delivered in the fourth phase.

4.27 Generally, the basement and public realm works associated with each Development Plot would come forward during the same phase as the above ground works for that Development Plot.

Indicative scheme

4.28 In order to test and validate the OPA, an Indicative Scheme showing the potential location of buildings, uses and open spaces has been produced. This scheme provides a vehicle for examining the possible architectural, environmental, operational and social impacts of the Proposed Development. It remains schematic but it conforms to the Specified Parameters as defined in the Development Specification (NQ.PA.05), Parameter Plans (NQ.PA.03) and Design Guidelines (NQ.PA.04). It has been essential in testing these development parameters. The Indicative Scheme is not a design template or submitted for approval; it represents one possible way the principles as defined by the Specified Parameters could be interpreted/achieved and developed into a design.

4.29 A full description of the Indicative Scheme is provided in Chapter 7 of the DAS (NQ.PA.07). The Indicative Scheme comprises seven buildings, ranging from 6 to 65 storeys in height. The buildings are located on top of a two storey basement. The tallest building is Development Plot NQ.A4, on the south-west part of the Site, adjacent to the dockside. The next tallest building (53 storeys) is Development Plot NQ.D4, which is on the south-east part of the Site, also adjacent to the dockside. The heights for buildings on the northern (Aspen Way) part of the Site (Development Plots NQ.A1, NQ.B1 and NQ.D1) drop down to between 33 to 40 storeys. The lowest buildings (Development Plots NQ.A5 and NQ.D3) are 5 and 17 storeys respectively and form the east and west edges of the main public square.

4.30 The Indicative Scheme ground floor layout is provided in **Figure 4.15** below.



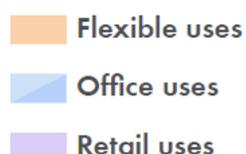


Figure 4.15: Indicative Scheme Ground Floor Layout

4.31 A summary of the building heights and uses is provided in **Figure 4.16** below.

BUILDING	STOREY HEIGHT	PRINCIPAL USE	GROUND LEVEL USE
NQ.A1	35	Residential	Retail
NQ.A4	65	Residential	Retail
NQ.A5	6	Retail	N/A
NQ.B1	40	Office	Retail
NQ.D1	33	Office	Retail
NQ.D3	17	Office	Retail
NQ.D4	53	Serviced Apartments	Retail

Figure 4.16: Indicative Scheme Building Heights and Uses

4.32 The Indicative Scheme is an office-led scheme which includes residential and serviced apartments buildings as well as ground level retail. A summary of the floorspace area of the Indicative Scheme is provided in **Figure 4.17** below. All of these floorspaces are within the ranges/limits as set out in **Figures 4.2 – 4.5** above.

LAND USE	FLOORSPACE (GIA)
Office (B1)	174,653 sqm
Residential (C3)	84,736 sqm
Serviced Apartments (C1)	44,081 sqm
Retail (A1 – A5)	13,681 sqm
Basement	28,047 sqm
Plant	9,730 sqm
TOTAL	354,928

Figure 4.17: Indicative Scheme Floorspace

4.33 As shown in **Figure 4.15** above, a range of public spaces are provided throughout the Masterplan. The main public square (Quay Square) is located at the centre of the Masterplan and merges into the Quayside. In the Indicative Scheme Quay Square and the Quayside over 0.4ha of open space. Other main public spaces include Poplar Plaza which provides the link from the Site to the Aspen Way Footbridge using stairs and lifts to negotiate the level changes; and the Delta, located under Delta Junction, which provides a large landscaped area on the western side of the Site. External play space is provided within these and other open spaces on the Site. An internal MUGA is incorporated underneath Poplar Plaza. **Figure 4.18** below shows where these various spaces are located on the Site in the Indicative Scheme.

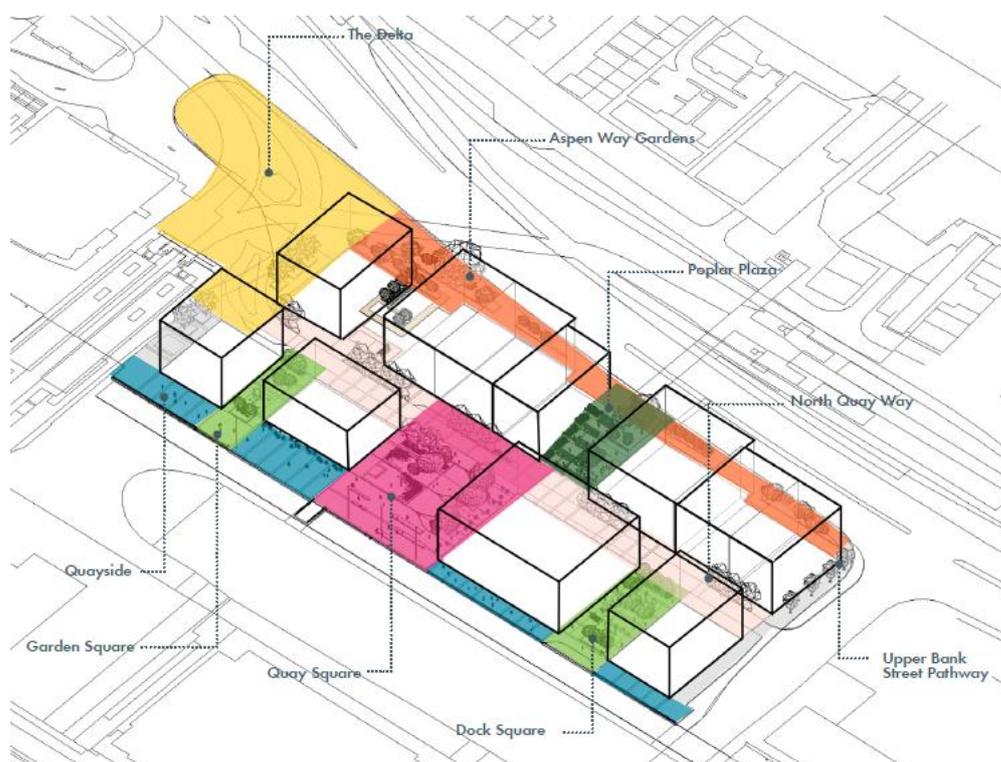


Figure 4.18: Indicative Scheme Public Realm spaces

- 4.34 The Indicative Scheme incorporates a number of north-south and east-west routes. A north-south pedestrian route from Crossrail Place, through Quay Square and Poplar Plaza to Aspen Way Footbridge provides the main link through the Site from Canary Wharf to Poplar. There are three main east-west routes through the Site. The Quayside is a pedestrian walkway along the dockside. North Quay Way passes through the centre of the Site, linking Hertsmere Road with Upper Bank Street. This will be accessible to pedestrians, cyclists and vehicles for drop-off, emergency access and small servicing vehicles. Aspen Way Gardens is a combined pedestrian/cycle route on the northern edge of the Site, extending southwards the existing Aspen Way footpath. As it passes from east to west it will join into the Delta.
- 4.35 Vehicular access to the Site will be from both Hertsmere Road and Upper Bank Street. The main vehicle and servicing access will be from Hertsmere Road. Vehicles will travel beneath Delta Junction before passing a security check point and entering the Site and proceeding to North Quay Way or diverting left to the vehicle ramp to the shared basement.
- 4.36 The Proposed Development includes modifications to the Upper Bank Street approach to reduce the carriageway from three lanes to two. This will allow the Proposed Development to enhance the public realm in the northeast corner of the Site and move the toucan crossing closer to Aspen Way to better serve pedestrian and cycle desire lines.

Housing Mix

4.37 **Figure 4.7** above sets out the target dwelling mix by unit. This includes ranges for the Open Market and Intermediate tenures and fixed targets for the Affordable/Social Rented tenures.

4.38 The housing mix of the Indicative Scheme is set out in **Figure 4.19** below.

TENURE	STUDIO	1 BED	2 BED	3 BED	4 BED	TOTAL
Open Market	30 (6%)	114 (23%)	248 (50%)	79 (16%)	25 (5%)	496 (100%)
Intermediate	-	9 (15%)	25 (40%)	19 (30%)	9 (15%)	62 (100%)
Affordable/Social Rented	-	36 (25%)	43 (30%)	43 (30%)	22 (15%)	144 (100%)
Total	30	159	316	141	56	702

Figure 4.19: Indicative Scheme Unit Mix

4.39 The Indicative Scheme unit mix follows the target unit mix set out in policy DH.2 – ‘Affordable housing and housing mix’ of the Local Plan. It also includes 35% of the habitable rooms in the affordable tenures, split 70:30 between Affordable/Social Rented and Intermediate. This has enabled a base position to be established to ‘test’ various quantitative elements of the Indicative Scheme, such as amenity space and play space requirements.

4.40 The Parameter Plans (NQ.PA.03) and Development Specification (NQ.PA.05) enable a third residential building to come forward in Development Plot NQ.D4. A number of different unit mix scenarios have therefore been considered to establish the maximum number of residential units that could potentially be accommodated on the Site, having regard to the Control Documents. Different Open Market unit mixes (within the ranges set out in **Figure 4.7**) have also been investigated as has a 20% affordable housing provision, which is the proposed affordable housing provision in the OPA.

4.41 Three further unit mix scenarios are set out in **Figures 4.20 to 4.22**. The maximum number of residential units established in these scenarios is 1,264 units.

TENURE	STUDIO	1 BED	2 BED	3 BED	4 BED	TOTAL
Open Market	35 (6%)	136 (23%)	295 (50%)	94 (16%)	30 (5%)	590 (100%)
Intermediate	-	5 (15%)	14 (40%)	10 (30%)	5 (15%)	34 (100%)
Affordable/Social Rented	-	20 (25%)	23 (30%)	23 (30%)	12 (15%)	78 (100%)
Total	35	161	332	127	47	702

Figure 4.20: Unit Mix Scenario 1 – Residential Buildings NQ.A1 and NQ.A4 / 20% Affordable

TENURE	STUDIO	1 BED	2 BED	3 BED	4 BED	TOTAL
Open Market	49 (6%)	189 (23%)	410 (50%)	131 (16%)	41 (5%)	820 (100%)
Intermediate	-	15 (15%)	40 (40%)	30 (30%)	15 (15%)	100 (100%)
Affordable/Social Rented	-	58 (25%)	70 (30%)	70 (30%)	34 (15%)	232 (100%)
Total	49	262	520	231	90	1,152

Figure 4.21: Unit Mix Scenario 2 – Residential Buildings NQ.A1, NQ.A4 and NQ.D4 / 35% Affordable

TENURE	STUDIO	1 BED	2 BED	3 BED	4 BED	TOTAL
Open Market	240 (22%)	530 (48%)	282 (25%)	60 (5%)	-	1,112 (100%)
Intermediate	-	7 (15%)	18 (40%)	14 (30%)	7 (15%)	46 (100%)
Affordable/Social Rented	-	26 (25%)	32 (30%)	32 (30%)	16 (15%)	106 (100%)
Total	240	563	332	106	23	1,264

Figure 4.22: Unit Mix Scenario 3 – Residential Buildings NQ.A1, NQ.A4 and NQ.D4 / 20% Affordable

Application NQ.2 – Listed Building Consent Application

4.42 The application seeks Listed Building Consent for the following:

“Stabilisation of listed quay wall and associated/remedial works as well as demolition/removal of the false quay in connection with the erection of mixed-use development.”

4.43 Towards the south of the Site, the edge of the dock is defined by a quay wall known as the Banana Wall. The brickwork has a profile and counterfort buttresses, on a gravel bed. The Banana Wall

was constructed between 1800-1802 and was Listed Grade I in 1983. The Banana Wall is currently covered and it is not visible.

- 4.44 The Proposed Development will span over the Banana Wall with piles on either side of the wall providing support to the new structures. The new structures will leave a void or compressible material above to avoid permanent loading of the wall. The adjacent existing false quay deck will be removed. The excavation of the basement may require stabilisation works to be undertaken to ensure there are no impacts to the Banana Wall. Remedial works to the Banana Wall will also be undertaken if required.

5. Planning Designations and Policy Context

Introduction

- 5.1 This Section provides the national, regional and local planning policy context to the proposals and describes the designations affecting the Site.
- 5.2 A summary of the relevant planning policies and guidance is included at **Appendix 2**.

National Planning Policy

National Planning Policy Framework

- 5.3 The National Planning Policy Framework (June 2019) (“NPPF”) sets out the Government’s planning policies for England and how these should be applied. The NPPF is a material consideration in planning decisions (paragraph 2).
- 5.4 Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document identifies the three dimensions to sustainable development: economic, social and environmental.
- 5.5 Paragraph 10 of the NPPF states that at the heart of the Framework is a **presumption in favour of sustainable development**. Paragraph 11 of the NPPF states inter alia:

“Plans and decisions should apply a presumption in favour of sustainable development.

*For **decision-taking** this means:*

c) approving development proposals that accord with an up-to-date development plan without delay;”

- 5.6 The NPPF (paragraph 38) states that Local Planning Authorities should approach planning decisions in a positive and creative way and seek to approve applications for sustainable development where possible. Paragraph 39 describes how early pre-application engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties.
- 5.7 Chapter 5 of the NPPF is titled ‘Delivering a sufficient supply of homes’ and paragraph 59 refers to the Government’s objective of significantly boosting the supply of homes. Chapter 6 of the NPPF, is titled ‘Building a strong, competitive economy’ and states:

“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development”.

5.8 Part d) of paragraph 81 states that planning policies should be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices, and to enable a rapid response to changes in economic circumstances.

5.9 Chapter 7 of the NPPF seeks to ensure the vitality of town centres and paragraph 85 states that planning decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Paragraph 85 also states that:

“Planning policies should:

- a) define a network and hierarchy of town centres and promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters;*
- f) recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.*

5.10 Chapter 8 of the NPPF promotes healthy and safe communities. Paragraph 91 states that planning decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages.

5.11 Chapter 9 of the NPPF, ‘Promoting Sustainable Transport’ states in paragraph 102 that transport issues should be considered from the earliest stages of development proposals so that opportunities from existing or proposed transport infrastructure are realised – for example in relation to the scale, location or density of development that can be accommodated (part b)). Paragraph 103 goes onto state:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”

- 5.12 With regard to considering development proposals, paragraph 108 states that appropriate opportunities to promote sustainable transport modes should be ensured. Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 110 states applications for development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport.
- 5.13 Chapter 11 of the NPPF, ‘Making effective use of land’, states in paragraph 118 that planning decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs. With regard to achieving appropriate densities, paragraph 122 states that planning decisions should support development that makes efficient use of land.
- 5.14 Chapter 12 of the NPPF is titled ‘Achieving well-designed places’ and emphasises that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (paragraph 124).
- 5.15 Paragraph 127 states planning decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

- 5.16 In relation to proposals affecting heritage assets paragraph 189 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. Paragraph 193 states that when considering the impact of a proposed development 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).

National Planning Practice Guidance

- 5.17 On 6 March 2014, the Government published the National Planning Practice Guidance (NPPG) which provides supporting guidance to the NPPF. The NPPG covers a range of topics including design, town centres, the historic environment, housing, the effective use of land and Community Infrastructure Levy.

The Development Plan

- 5.18 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this instance, the Development Plan for the Site comprises the London Plan – the Spatial Development Strategy for London Consolidated with Alterations since 2011 (March 2016) (“London Plan”) and the LBTH Local Plan 2031: Managing growth and sharing the benefits (Adopted January 2020) (“Local Plan”).
- 5.19 The GLA are currently preparing a new London Plan, which once adopted, will replace the current London Plan. The Draft London Plan – Intend to Publish version (December 2019) (“Draft London Plan”) was published with the intention of adopting the document in early 2020. However, in March 2020 the Secretary of State (SoS) directed the Mayor of London not to adopt the Draft London Plan until it has been updated to reflect a series of proposed Directions. The Directions include changes to Policy D3 (‘Optimising site capacity through the design-led approach’) and the general approach to density. In April 2020, the Mayor of London responded to the SoS which confirmed he has instructed his officials to engage positively and constructively to find a form of wording that can be acceptable to all.
- 5.20 A number of the policies within the Draft London Plan have informed the Proposed Development, such as car and cycle parking standards. Relevant draft designations and policies will be referred to below as well as in Section 6 of the Planning Statement – Planning Assessment and Considerations.

Regional Planning Policy

The London Plan

- 5.21 The London Plan is the overall strategic plan for London. It identifies the Isle of Dogs as an Opportunity Area (Map 2.4) and that in the northern part of this area, the same general planning policy direction for offices should be taken there as in the CAZ (Paragraph 2.55).
- 5.22 Annex 1 of the London Plan provides indicative estimates of employment capacity and housing guidelines up to 2031 for each of the Opportunity Areas. The Isle of Dogs Opportunity Area covers a total area of 410ha, has an indicative employment capacity of 110,000 jobs and a minimum new home number of 10,000. The strategic policy direction for the Opportunity Area states inter alia:

“The north of the Isle of Dogs forms a strategically significant part of London’s world city offer for financial, media and business services and is recognised as part of the Central Activities Zone for office policy purposes, with Canary Wharf also functioning as a Major town centre for its workers and more local communities. Proposed transport investment including Crossrail 1 should allow it to accommodate an additional 110,000 jobs by 2031 focused on the area with particularly good and improving public transport accessibility and capacity in and around Canary Wharf.

To address barriers to the delivery of development, consideration is being given to refining this framework. This will focus on realising local benefits arising from improvements in public transport across London; a reappraisal of the balance between housing and employment in light of changing commercial occupier requirements; the scope to extend the area covered by the framework further north to open up employment and housing opportunities, for example towards Poplar;”

Draft London Plan

- 5.23 The Draft London Plan also identifies the Isle of Dogs as being located within an Opportunity Area. Table A1.1 of the Draft London Plan (‘Town Centre Network’) classes Canary Wharf as a Metropolitan Town Centre. Table A1.1 also identifies a high Commercial Growth Potential for Canary Wharf; a high Residential Growth Potential for Canary Wharf; a Night-time Economy Classification of NT2; and Office Guidelines of A/CAZ Satellite. The definitions of these are provided in **Figure 5.1** below.

DRAFT LONDON PLAN DESIGNATION	DESCRIPTION
Metropolitan Town Centre	Serve wide catchments which can extend over several boroughs and into parts of the Wider South East. Typically they contain at least 100,000 sqm of retail, leisure and service floorspace with a significant proportion of high-order comparison goods relative to convenience

DRAFT LONDON PLAN DESIGNATION	DESCRIPTION
	goods. These centres generally have very good accessibility and significant employment, service and leisure functions. Many have important clusters of civic, public and historic buildings.
High Commercial Growth Potential	Includes town centres likely to experience strategically-significant levels of growth with strong demand and/or large-scale retail, leisure or office development in the pipeline and with existing or potential public transport capacity to accommodate it (typically PTAL 5-6).
High Residential Growth Potential	All town centres have potential for residential growth, either within or on the edge of the town centre. Table A1.1 provides strategic guidance for the relative potential for residential growth for the International, Metropolitan, Major and District centres and CAZ retail clusters, indicating whether they would be likely to be able to accommodate high or medium levels of residential growth, or incremental residential development. This is a broad strategic-level categorisation that has been informed by the SHLAA and Town Centre Health Check, and takes into consideration the potential for impacts on heritage assets. Boroughs should be planning proactively to seek opportunities for residential growth in and around town centres, in particular using the mechanisms set out in Policy SD7 Town centres: development principles and Development Plan Documents, informed by detailed assessments of town centre capacity and complementing approaches set out in town centre strategies.
Night-time Economy Classification NT2	<p>These centres have a strategic night-time function involving a broad mix of activity during the evening and at night, including most or all of the following uses: culture, leisure, entertainment, food and drink, health services and shopping.</p> <p>NT2 – Areas of regional or sub-regional significance.</p>
Office Guidelines A/CAZ Satellite	<p>A. Speculative office potential – These centres have the capacity, demand and viability to accommodate new speculative office development.</p> <p>CAZ Office Satellite – The Northern Isle of Dogs (NIOD) currently functions as a CAZ satellite in terms of office provision. Stratford and Old Oak Common will share the hyper-connectivity of the CAZ and could have the potential to function as future CAZ satellites, should the demand for office floorspace exceed the capacity of the CAZ and NIOD.</p>

Figure 5.1: Description of Draft London Plan Designations for Canary Wharf

Mayor of London Supplementary Planning Guidance

- 5.24 The Isle of Dogs and South Poplar Opportunity Area Planning Framework (September 2019) (“IOD OAPF”) identifies the Opportunity Area as key to London’s ongoing success and the financial and reputational success of the UK on a global and economic stage. The OAPF sets out a baseline target of 31,000 homes and 110,000 new jobs over the plan period (to 2041).
- 5.25 The IOD OAPF identifies improved and accessible north-south and east-west connections across the Site. It also identifies a new dockside square at the centre of the Site as well as a public space underneath Delta Junction and the greening of Aspen Way (Section 5.4.2).

5.26 Other Mayor of London Supplementary Planning Guidance (“SPG”)/Documents (“SPD”) of relevance include:

- Housing Supplementary Planning Guidance (SPG) (March 2016) (“Housing SPG”)
- London View Management Framework (LVMF) SPG (March 2012) (“LVMF SPG”)
- Central Activities Zone (CAZ) SPG (March 2016) (“CAZ SPG”)
- Accessible London: Achieving an Inclusive Environment (October 2014) (“Accessible London SPG”)
- Sustainable Design and Construction SPG (April 2014)
- Crossrail Funding – Use of Planning Obligations and the Mayoral Community Infrastructure Levy Supplementary Planning Guidance (Updated March 2016) (“Crossrail Funding SPG”)
- MCIL2 Charging Schedule – Mayor of London Community Infrastructure Levy 2 Charging Schedule (January 2019) (“Mayor’s CIL Charging Schedule 2”)
- Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance (September 2012) (“Play and Informal Recreation SPG”)
- Homes for Londoners: Affordable Housing and Viability Supplementary Planning Guidance 2017 (August 2017) (“Affordable Housing and Viability SPG”)

5.27 Further details are provided in **Appendix 2**.

Local Planning Policy

Local Plan 2031 Adopted Policies Map (January 2020)

5.28 The following designations affecting the Site are identified on the Local Plan Adopted Policies Map:

- Site allocation: North Quay (4.9)
- Preferred Office Location: Canary Wharf Secondary
- Tall Building Zone: Canary Wharf Cluster
- Strategically Important Skyline: Canary Wharf Area
- Tower Hamlets Activity Area: Isle of Dogs Activity Area
- Major Town Centre
- Statutory Listed Building: Quay Walls, Copings and Buttresses
- Flood Risk Area (Flood Zones 2 and 3)
- Site of Importance for Nature Conservation (dockside part of Site)
- Green Grid Buffer Zone
- New Green Grid
- Archaeological Priority Area: Isle of Dogs
- London Cycle Network: Tower Hamlets
- Area of Deficiency of Access to Nature: Millwall (Tower Hamlets)

The Local Plan

5.29 The Local Plan identifies the Site as Site Allocation 4.9 – ‘North Quay’. The Site is allocated for Employment with ancillary supporting uses such as gyms, hotels, restaurants and retail as well as Housing. The Site Allocation sets out a number of Design Principles and Delivery Considerations and includes an Illustrative Figure to show how the principles and requirements could be implemented. The Site Allocation text and diagram are provided in Figure 5.2 below:

4.9: North Quay

Design principles

Development will be expected to:

- a. respond positively to the existing character of the surrounding built environment and its dockside location
- b. improve strategic links from Canary Wharf to Poplar High Street through the provision of enhanced north-south links
- c. protect or enhance the waterside setting, ensuring public accessibility along the entire waterfront
- d. address noise mitigation measures in areas bordering Aspen Way with a green buffer and/or alternative measures
- e. provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the green grid
- f. improve biodiversity and ecology along the water edges and within open spaces
- g. create a positive sense of place through the delivery of an active public square connecting the Canary Wharf Elizabeth line station and the dockside promenade to Poplar DLR station and Poplar High Street
- h. accommodate a new east-to-west pedestrian route through the site which facilitates connections to the wider movement network and the DLR and underground stations adjoining the site, and
- i. address the barrier of Aspen Way and integrate the site with Poplar High Street to the north, and the Canary Wharf Elizabeth line station and the Canary Wharf estate to the south. These routes should align with the existing urban grain to support permeability and legibility.

Delivery considerations

- a. Development should support the aspirations for enhanced and/or new bridge(s) over Aspen Way to better connect Poplar and Canary Wharf.
- b. Landowners within the Aspen Way, North Quay and Billingsgate site allocations are strongly encouraged to work together (ideally through a masterplan) to better connect Poplar and Canary Wharf and positively address the social, economic and environmental disparities between the areas.
- c. Development should accord with any flood mitigation and adaptation measures stated within the borough’s Strategic Flood Risk Assessment and the sequential test.
- d. Development of the site allocation provides a unique opportunity to positively address the social, economic and environmental disparities between Poplar and Canary Wharf.

Address	Upper Bank Street
Size (hectares)	3.27
Public transport accessibility levels	5-6a (2021)*, 6a (by 2031)
Flood zone(s)	2-3a
Land use requirements	<ul style="list-style-type: none"> ● Employment: Preferred office location (secondary) with ancillary supporting uses such as gyms, hotels, restaurants and retail. ● Housing
Infrastructure requirements	<ul style="list-style-type: none"> ● Small open space (minimum of 0.4 hectares) ● Improvement and enhancement of existing pedestrian bridge over Aspen Way and routes to it

*the year 2021 has been used due to the arrival of the Elizabeth line at Canary Wharf

Figure 47: North Quay



Figure 5.2: LBTH Local Plan Site Allocation 4.9 – North Quay

Local Supplementary Planning Guidance

5.30 Local Supplementary Planning Guidance/Documents of relevance includes:

- LBTH Planning Obligations Supplementary Planning Document (September 2016) (“LBTH Planning Obligations SPD”)
- LBTH Community Infrastructure Levy (CIL) Charging Schedule (January 2020) (“LBTH CIL Charging Schedule”)
- Development Viability Supplementary Planning Document (October 2017) (“Development Viability SPD”)

5.31 Further details are provided in **Appendix 2**.

6. Planning Assessment and Considerations

Introduction

6.1 This Section reviews the Proposed Development against the relevant planning policies and guidance set out in the documents referred to in Section 5 and **Appendix 2** and also considers other material considerations. The following matters are considered in turn:

- Principle of Development;
- Land Uses:
 - Business Uses
 - Housing
 - Student Accommodation
 - Hotel/Serviced Apartments
 - Retail, Leisure and Community Uses
 - Sui Generis Uses
- Tall Buildings and Design;
- Blue Ribbon Network;
- Heritage and Views;
- Transport;
- Energy and Sustainability; and
- Environmental Effects.

Principle of Development

6.2 Planning policy at all levels supports the principle of a comprehensive and significant redevelopment of the Site for a range of uses.

National Planning Policy

6.3 In accordance with paragraph 80 of the NPPF the Proposed Development will support a significant level of economic growth and productivity and create conditions in which businesses can invest, expand and adapt. The OPA approach to the Proposed Development will enable a rapid response to changes in economic circumstances in line with paragraph 81 part d) of the NPPF.

6.4 The Proposed Development will support the emerging Canary Wharf Metropolitan Centre in line with paragraph 85 of the NPPF, helping it to grow and diversify. The inclusion of housing within the Proposed Development will help ensure the vitality of the centre. The OPA approach to the Proposed Development will also enable the scheme to respond to rapid changes in the retail and leisure market as the RMAs come forward, in accordance with paragraph 85 of the NPPF.

- 6.5 The Proposed Development positively responds to paragraph 103 of the NPPF by proposing a significant development in a location which is highly sustainable and accessible and offers a genuine choice of transport modes. Through the efficient use of brownfield land, the Proposed Development also makes an effective use of land in accordance with Chapter 11 of the NPPF.

London Plan

- 6.6 The Site is within a London Plan Opportunity Area where residential and non-residential output and densities should be optimised (London Plan policy 2.13 ‘Opportunity Areas and Intensification Areas’). The IOD OAPF (paragraph 1.1) describes a cluster of 12 Opportunity Areas in East London where it will be important to maximise the opportunities to deliver vibrant new places that are well-connected to each other. The Isle of Dogs and South Poplar Opportunity Area is described as having a key role at the epicentre of this growth.
- 6.7 The Proposed Development will support all of the designations for Canary Wharf as set out in the Draft London Plan (summarised in **Figure 5.1** of the previous Section) – i.e. the high commercial and residential growth potential of Canary Wharf as well as the Night-time Economy Classification and office guidelines.

Local Plan

- 6.8 The Proposed Development will strongly support policy S.SG1 ‘Areas of growth and opportunity within Tower Hamlets’ which states that the majority of new housing and employment provision within the borough will be focussed within the Isle of Dogs and South Poplar opportunity area, principally within Canary Wharf and Northern Isle of Dogs. Policy S.SG1 also states that the continued growth of Canary Wharf will be promoted to support its strategic role as a Metropolitan Centre serving the needs of the neighbourhood and the wider area, and to better integrate the public realm and development opportunities with adjoining areas around Poplar and the Isle of Dogs.
- 6.9 The Proposed Development will play an important part in delivering the ‘Vision’ for the Isle of Dogs and South Poplar as set out on page 248 of the Local Plan. Through the improvement of north-south links it will help the integration of South Poplar and the Isle of Dogs. The business floorspace proposed will reinforce and strengthen Canary Wharf’s role as a global business centre and also enable a variety of types of businesses including start-ups and small-to-medium enterprises to be accommodated. The Site will also play a key role in linking the Crossrail Station into the surrounding area and improving the waterside setting and access to it.
- 6.10 The Proposed Development addresses all of the requirements of North Quay Local Plan Site Allocation 4.9. A summary of this is provided in **Figure 6.1** below.

SITE ALLOCATION TOPIC		ASSESSMENT
Land Use Requirements		
Employment: Preferred office location (secondary) with ancillary supporting uses such as gyms, hotels, restaurants and retail.	All of these uses are proposed for the Site in the OPA. The sub-sections following this Table will consider in more detail the quantum of floorspace proposed for each use as well as the proposed student housing use.	
Housing		
Infrastructure Requirements		
Small open space (minimum of 0.4 hectares)	Figure 4.5 of the Development Specification (NQ.PA.05) commits the Proposed Development to deliver a minimum quantum of 0.4 hectares of public open space in accordance with the requirement. The Indicative Scheme demonstrates how this could be delivered in Quay Square and the Quayside which together deliver over 0.4ha.	
Improvement and enhancement of existing pedestrian bridge over Aspen Way and routes to it	<p>The Proposed Development integrates the Aspen Way Footbridge into the Site. The Access and Circulation Routes Parameter Plan (NQMP-PP-006) specifically identifies a pedestrian route through the Site to connect to the Aspen Way Footbridge. This route connects into the heart of the Site and then onto Crossrail Place. This route also links directly into the central east-west route passing through the Site.</p> <p>The Indicative Scheme demonstrates how this area of the Site could come forward. Poplar Plaza is designed as a place, with areas to dwell as well as active frontages either side. Both stairs and lifts can be used to negotiate the level change.</p> <p>It is proposed that a financial contribution is made towards improvements to the Aspen Way Footbridge itself, through a s106 planning obligation.</p> <p>The Proposed Development will therefore lead to a significant improvement and enhancement of the Aspen Way Footbridge and routes to it.</p>	
Design Principles		
Development will be expected to:		
a. respond positively to the existing character of the surrounding built environment and its dockside location	<p>Through the approach to building heights established by the Development Plots Maximum Heights, Widths & Lengths Parameter Plan (NQMP-PP-009), the Proposed Development acknowledges the character of both the core Canary Wharf commercial area to the south and the lower scale South Poplar to the north. The Parameter Plan places the tallest Development Plot (NQ.A4, 225m AOD) on the southern part of the Site. The maximum height of Development Plot NQ.A1 immediately to the north lowers down to 150m AOD.</p> <p>The maximum height of the remaining Development Plots where buildings will come forward ranges from 37m AOD to 190m AOD providing a variety of heights across the Site. Further height controls are set out in Section 4 of the Design Guidelines (NQ.PA.04) where minimum height differences between buildings are set to create a varied and informal skyline and the emphasise the individual identity of buildings.</p> <p>This height strategy helps the transition between Canary Wharf and South Poplar and therefore it positively responds to these different areas.</p> <p>The Proposed Development also embraces its dockside location by focusing the key public spaces (Development Zones NQ.E and NQ.F</p>	

SITE ALLOCATION TOPIC	ASSESSMENT
	as shown on the Public Realm Parameter Plan – NQMP-PP-005) on the dockside. All of the dockside within the Site will be publicly accessible and have active frontages facing onto it. The Design Guidelines (NQ.PA.04) set minimum setbacks from the water's edge to the face of the Development Plots.
b. improve strategic links from Canary Wharf to Poplar High Street through the provision of enhanced north-south links	As described in the response to 'Infrastructure Requirements' above, there will be significant improvements to strategic links from Canary Wharf to Poplar High Street through the enhancement of north-south links.
c. protect or enhance the waterside setting, ensuring public accessibility along the entire waterfront	<p>As described in the response to Design Principle a. above, the Proposed Development will protect and enhance the waterside setting. The existing quayside on the south-west part of the Site will be extended ensuring accessibility along the entire waterfront between the West India Quay DLR Station and Upper Bank Street.</p> <p>The Indicative Scheme (as set out in Chapter 8 of the DAS, NQ.PA.07) demonstrates one way in which the detailed design could come forward and shows how the Quayside could accommodate areas to sit close to the water as well as spaces for south facing retail and restaurants to 'spill-out' onto the quayside. Opportunities for play have also been incorporated in the Indicative Scheme.</p>
d. address noise mitigation measures in areas bordering Aspen Way with a green buffer and/or alternative measures	<p>Section 3.2 of the Design Guidelines (NQ.PA.04) describes how a planted screen or wall along the north side of The Delta should be incorporated to enclose the space from Aspen Way and reduce noise pollution.</p> <p>The Indicative Scheme (as set out in Chapter 8 of the DAS, NQ.PA.07) shows a biodiverse/acoustic wall running along the northern side of The Delta, set within a landscaped area.</p>
e. provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the green grid	<p>As described in the response to Design Principles a. and c. above, active frontages and access will be provided along the dockside.</p> <p>The Land Use Building Frontages – Ground, Mezzanine & First Floor Only Parameter Plan (NQMP-PP-010) positions predominately Use Classes A1 – A5 along the frontages facing the dockside.</p> <p>The Access and Circulation Routes Parameter Plan (NQMP-PP-006) shows how the route along the dockside interconnects with a series of other routes and spaces.</p> <p>The routes included on the Access and Circulation Routes Parameter Plan incorporate the various routes shown on the Illustrative North Quay Site Allocation Diagram (Figure 47 of the Local Plan). The Green Grid links shown on Figure 47 all lie within the public realm spaces identified on the Public Realm Parameter Plan – NQMP-PP-005.</p>
f. improve biodiversity and ecology along the water edges and within open spaces	In Section 3, the Design Guidelines (NQ.PA.04) state that all planting should comply with species recommended in the Ecological Impact Assessment (NQ.PA.27). The Ecological Impact Assessment includes details on features such as hanging fishwall habitat which could be positioned on the water edges to improve biodiversity.
g. create a positive sense of place through the delivery of an active public square connecting the Canary Wharf Elizabeth line station and the dockside promenade to Poplar DLR station and Poplar High Street	The Public Realm Parameter Plan (NQMP-PP-005) identifies a public square at the heart of the Site within Development Zone NQ.E. The Access and Circulation Routes Parameter Plan (NQMP-PP-006) shows how this space forms the key connection between the Canary Wharf Elizabeth Line station and the dockside promenade to the Poplar DLR station and Poplar High Street.
h. accommodate a new east-to-west pedestrian route through the	Three main east-west pedestrian routes are accommodated on the Site as shown on the Access and Circulation Routes Parameter Plan

SITE ALLOCATION TOPIC	ASSESSMENT
<p>site which facilitates connections to the wider movement network and the DLR and underground stations adjoining the site, and</p>	<p>(NQMP-PP-006). The route along the dockside is a pedestrian only route and would link Upper Bank Street with the West India Quay DLR station and beyond to the West India Quay dockside area. The central route would enable this route to the DLR station for cyclists as well and go onto Hertsmere Road. The east-west route along Aspen Way would be for use by both pedestrians and cyclists and it is also proposed to alter the existing crossing across Upper Bank Street to better serve key desire lines.</p>
<p>i. address the barrier of Aspen Way and integrate the site with Poplar High Street to the north, and the Canary Wharf Elizabeth line station and the Canary Wharf estate to the south. These routes should align with the existing urban grain to support permeability and legibility.</p>	<p>The landing of the Aspen Way Footbridge into the Proposed Development, as well as improvements to the footbridge itself will address the barrier of Aspen Way. The Proposed Development will enable a new direct route from Poplar High Street to the Canary Wharf Elizabeth Line station to integrate the Site with both of these locations. The Proposed Development will also help draw more people from South Poplar to the Site as there will be a wide range of uses to engage with.</p> <p>The route from Poplar High Street to the Crossrail Station is direct, with the different alignments of the existing Aspen Way and Crossrail Place footbridges addressed through the central square. This square enables clear visibility from the Aspen Way Footbridge to Crossrail Place and vice-versa.</p>
<p>Delivery Considerations</p>	
<p>a. Development should support the aspirations for enhanced and/or new bridge(s) over Aspen Way to better connect Poplar and Canary Wharf.</p>	<p>The Proposed Development will enhance the existing Aspen Way Footbridge, and links to it, to better connect Poplar and Canary Wharf. We note from the pre-application discussions with the GLA that a new bridge over Aspen Way is envisaged to the east of Upper Bank Street.</p>
<p>b. Landowners within the Aspen Way, North Quay and Billingsgate site allocations are strongly encouraged to work together (ideally through a masterplan) to better connect Poplar and Canary Wharf and positively address the social, economic and environmental disparities between the areas.</p>	<p>The landowners of the Aspen Way and Billingsgate sites have not yet submitted planning applications. As described in Section 3 above however, the Applicant has engaged with New City College to understand their proposals for the link from Poplar High Street to the Aspen Way Footbridge. This has informed options for improvements to the footbridge itself which are described in the DAS (NQ.PA.07).</p>
<p>c. Development should accord with any flood mitigation and adaptation measures stated within the borough's Strategic Flood Risk Assessment and the sequential test.</p>	<p>The OPA is accompanied by a Flood Risk Assessment and Drainage Strategy (FRA) (NQ.PA.29) which describes the recommendations for the Site as set out in the LBTH Strategic Flood Risk Assessment.</p> <p>The FRA describes how the Site benefits from the protection of the Thames Tidal Defences. In addition, the levels along the south of the Site are such that the Proposed Development is adequately protected from fluvial/tidal flood risk. On the north side of the Site, the proposed building edge and landscaping will be raised to provide adequate protection in the event of a breach in the Thames Tidal Defences.</p>
<p>d. Development of the site allocation provides a unique opportunity to positively address the social, economic and environmental disparities between Poplar and Canary Wharf.</p>	<p>In contrast to the extant 2007 consent which is almost a wholly office development, the variety of uses and buildings that will come forward on the Site through the Proposed Development will create a wide range of opportunities for employment, shopping and leisure for the residents of Poplar.</p> <p>Access to the Site and Canary Wharf more generally from Poplar will be significantly improved through the routes proposed through the Site and the links/enhancements to Aspen Way Footbridge.</p> <p>In addition, the population of the Proposed Development itself will deliver spending in the local area, including in Poplar.</p>

SITE ALLOCATION TOPIC	ASSESSMENT
	All of these factors will contribute to a positive relationship between Poplar and Canary Wharf.

Figure 6.1: North Quay Site Allocation (4.9) Assessment

Commentary

- 6.11 Having regard to the assessment in **Figure 6.1** above and in accordance with part 2 of Local Plan policy S.SG1 ‘Areas of growth and opportunity within Tower Hamlets’, the Proposed Development complies with all of the criteria set out in the North Quay Site Allocation. Furthermore, when considering Figure 47 of the Local Plan (**Figure 5.2** in the previous Section of this Planning Statement) which shows the Illustrative North Quay Site Allocation Diagram, the Proposed Development addresses all of the features shown on the diagram including a public square at the heart of the Site; a waterfront walk; strategic pedestrian routes passing north-south through the Site, a route along Aspen Way; as well as screening to Aspen Way.

- 6.12 During the Local Plan Examination in Public (EiP), the Applicant worked very closely with LBTH through Statements of Common Ground to agree the wording contained in the North Quay Site Allocation text to incorporate the aspirations of both parties. The Applicant therefore has an excellent understanding of the Site Allocation requirements and the Proposed Development delivers on all of these.

- 6.13 As described in Section 3 above, during pre-application discussions LBTH officers stated that the proposals were of a much finer grain than previous schemes on the Site, with a rationale street network, a diversity of smaller building footprints, a layered range of building heights, and a rich diversity of potential uses.

Business Uses

- 6.14 The Local Plan allocates North Quay for employment uses and the Site is located in a ‘Secondary Preferred Office Location’ (POL). As identified in section 5.4.2 of the IOD OAPF (South Poplar – the gateway to the docklands) the CAZ B zone in which the Site is located will be ‘employment-led mixed use, transitioning to the surrounding residential context’.

- 6.15 In response to this context, the Proposed Development is employment-led, with business (Use Class B1) being the predominant land use proposed in the OPA. Out of a total proposed OPA floorspace of 355,000 sqm, a minimum of 150,000 sqm GIA of B1 floorspace is proposed and a maximum of 240,000 sqm is proposed. In the Indicative Scheme, B1 is 56% of the proposed floorspace, with 24% made up from residential floorspace, 14% made up from serviced apartments floorspace and 5% made up from retail floorspace.

- 6.16 Depending on the final mix of uses that comes forward on the Site, between 8,300 and 17,200 B1 jobs could be generated by the Proposed Development (between 8,525 and 18,795 jobs overall) which will make a significant contribution to the employment targets for the area set out in the Local Plan and the IOD OAPF (78,975 by 2031 and 110,000 by 2041 respectively).
- 6.17 The proposed business floorspace will support London Plan policy 2.10 'CAZ – Strategic Priorities' to sustain and enhance the Isle of Dogs as a strategically important, globally-oriented financial and business service centre. The Draft London Plan treats the Northern Isle of Dogs as part of CAZ in London Plan Policy (footnote 9, page 75) and draft policy SD4 'The CAZ' supports the intensification of the nationally and internationally significant office functions of the CAZ and the provision of sufficient space to meet demand.
- 6.18 Local Plan policy S.EMP1 'Creating Investment and Jobs' supports development which enhances the role and function of the borough's employment locations and maximises the provision of employment floorspace. The policy states that the Secondary POL contains, or could provide, significant office floorspace to support the role and function of the Primary POL. A significant quantum of office floorspace is proposed in the OPA which will support the POL.
- 6.19 Policy S.EMP1 also supports proposals which provide opportunities to maximise and deliver investment and job creation and ensure that a range of job opportunities at all levels are provided as well as a range of workspaces and unit sizes, start-up space, co-working space and 'grow-on' space. The Proposed Development will deliver all of these opportunities. The Specified Parameters would enable a wide range of office buildings and types to come forward, including large-floorplate headquarter buildings as well as smaller, more flexible workspaces to accommodate growing businesses.
- 6.20 The Applicant is well known for delivering international and European headquarter buildings, but within One Canada Square they also operate Level39 which is Europe's most influential financial technology accelerator and the most connected community for finance, cybersecurity, retail and smart city technology business. Outside of Canary Wharf, the Applicant delivered a 40,000 sqm office building as part of their Shell Centre redevelopment at Waterloo which has been occupied by WeWork. This building is the world's largest co-working space.
- 6.21 As such, the Applicant is extremely well placed to deliver the variety of office space sought by London and LBTH policy which will in turn promote variety within the scheme and open up job opportunities to a wide range of businesses and individuals. To further help aid this, it is proposed that 10% of the new employment floorspace is provided as affordable workspace as identified in policy D.EMP2 'New employment space'.

Housing

Introduction

- 6.22 The Site is allocated for Housing in the Local Plan. The Development Specification (NQ.PA.05) sets a maximum residential floorspace quantum of 150,000 sqm GIA for the Site. This would enable up to 1,264 residential (Use Class C3) units to be accommodated on the Site on the basis of the unit mix set out in the Development Specification (NQ.PA.05), within three Development Plots, NQ.A1, NQ.A4 and NQ.D4. This reflects the indicative residential site capacity of 1,300 units considered for the Site at the Local Plan EiP as set out in the Infrastructure Delivery Phasing and Indicative Housing Trajectory (EiP ref. LBTH/HS/005B Appendix 5.2B).
- 6.23 The residential units proposed will help boost housing supply consistent with London Plan Policy 3.3: 'Increasing Housing Supply', which recognises the "pressing need" for more homes in London. The IOD OAPF states in section 3.2 that delivering homes is a key objective across all of London's opportunity areas.
- 6.24 Table 4.1 of the Draft London Plan sets out the 10 year targets for net housing completions (2019/20 - 2028/29) for each London Borough. With a 10 year housing target of 34,730, LBTH has the highest target of all London Boroughs (3,470 per year). Local Plan policy S.H1 'Meeting housing needs' states that LBTH will secure the delivery of at least 58,965 new homes across the borough (equating to at least 3,931 new homes per year) between 2016 and 2031. This will be achieved through focusing the majority of new housing in the opportunity areas and site allocations – i.e. exactly the location that the Site is found in.

Residential in Secondary POL

- 6.25 Part 1 of Local Plan policy S.EMP1 'Creating investment and jobs' allows residential development within the Secondary POL. However, the policy states that greater weight is given to office and other strategic CAZ uses as a first priority. It goes on to state that although residential uses can be accommodated within the Secondary POL, these should not exceed 25% of the floorspace provided. Part 2 of the policy states:

"Where residential floorspace thresholds set out in Part 1 are exceeded, applicants must robustly demonstrate why it is not viable to deliver the required CAZ strategic uses and that the supply of sufficient employment capacity to meet future need is not being compromised."

- 6.26 We also note that in the Council's Local Plan EiP Employment and Economic Growth Hearing Statement (EiP ref. LBTH/HS/007 Matter 7), they stated in paragraph 7.1.12:

"Although the policy sets indicative thresholds within the Secondary POL and CAZ tertiary is area, there sufficient flexibility in the application of the residential thresholds depending the site-specific

evidence available at the time. This should allow development to respond to market signals at the time an application is made while still encouraging employment-led development proposals in preference to those with a greater mix of residential uses (i.e. Secondary POL).” [our underlining]

- 6.27 As set out in **Figure 4.3** of this Planning Statement as well as the Development Specification (NQ.PA.05), the OPA proposes up to a maximum of 150,000 sqm GIA of residential floorspace. This would equate to 42% of the total floorspace proposed (355,000 sqm GIA). In the Indicative Scheme, two residential buildings are proposed (in Development Plots NQ.A1 and NQ.A4) which comprises 24% of the floorspace provided.
- 6.28 Even if 150,000 sqm of residential floorspace came forward through RMAs, a significant quantum of CAZ strategic uses (over 200,000 sqm, including a minimum of 150,000 sqm B1) would still be delivered on the Site. In the Indicative Scheme, in order to reach the maximum number of residential units being considered in the OPA (1,264), Development Plot NQ.D4 (serviced apartments in the Indicative Scheme) would become a residential building. None of the office floorspace would be affected in this scenario.
- 6.29 As set out above, the borough has the highest housing targets in London. In addition, Local Plan policy S.SG1 ‘Areas of growth and opportunity within Tower Hamlets’ directs the majority of new housing to be brought forward in the borough to the Isle of Dogs and South Poplar Opportunity Area. As also noted above, 1,300 units were considered as the indicative residential capacity for the Site during the preparation of the Local Plan. It is therefore important that any OPP contains the ability to optimise the number of new homes that the Site could deliver.
- 6.30 One of the key factors behind the previous schemes on the Site not coming forward is that the scale of those developments, combined with the detailed nature of the planning applications, limited the ability of the schemes to respond to a rapidly changing office market where there are less opportunities to let very large office buildings. In the 2007 consent, one of the towers was over 140,000 sqm GIA whilst the other was over 120,000 sqm GIA. In the 2017 North Quay planning application, the proposed office building was over 150,000 sqm GIA. By way of comparison, the largest proposed office building in the Indicative Scheme (Development Plot NQ.D1) is slightly over 80,000 sqm GIA and smallest (NQ.D3) is just under 30,000 sqm GIA. Albeit, if a requirement emerges for a larger office building, the OPA has the ability to deliver this by merging Development Plots.
- 6.31 This demonstrates how the demand for office buildings can change in just a few years and nobody knows better the current demand for, or how to deliver, office floorspace at Canary Wharf than the Applicant. This is a key driver behind the flexible approach to the OPA and in terms of the

residential floorspace exceeding 25% of the floorspace provided, the OPA is effectively seeking flexibility for one further Development Plot in a multi-building scheme to have the ability to come forward for residential. This on its own cannot be seen as undermining the integrity of the Secondary POL. It could however impact on the Applicant's decision on whether or not they are able to secure sufficient interest in the Proposed Development to give them the confidence to bring it forward. Indeed, enabling the Site to respond very quickly to market signals and offer a more diverse development mix will help it stand out against competing locations in London as well as the rest of Europe. This is consistent with the approach set out in paragraph 81 part d) of the NPPF.

- 6.32 Ultimately, it is recognised that the Proposed Development should not compromise the supply of sufficient employment capacity to meet future need. The Economic and Regeneration Statement (NQ.PA.21) which accompanies the OPA analyses this in detail (Section 3) and concludes that it will not.
- 6.33 The Economic and Regeneration Statement (NQ.PA.21) explains how since 2004, jobs within the Isle of Dogs have doubled and at a total of 163,000 jobs, the Isle of Dogs accounts for over half (55%) of the jobs within LBTH. Canary Wharf Group has played a key role in delivering this, having built c.16.5 million sqft of office, retail and leisure floorspace over the last two decades. This helped the London Plan 2004 target set for the Isle of Dogs of 150,000 jobs by 2016 being surpassed in 2015. It is also helping to meet the London Plan 2008 target set for the Isle of Dogs of 200,000 total jobs by 2026 and the IOD OAPF target of 262,000 total jobs by 2041.
- 6.34 **Figure 6.2** below is taken from the Economic and Regeneration Statement (NQ.PA.21) (Figure 3-2) and demonstrates graphically the Isle of Dogs progress towards employment targets. Importantly, there is a significant quantum of employment floorspace within the planning pipeline on the Isle of Dogs. Existing consents for instance would deliver a 45% increase in employment to 236,500 jobs, meaning that the 2041 IOD OAPF target could be 90% achieved by 2031 simply by implementing existing consents. The Economic and Regeneration Statement (NQ.PA.21) describes how the remainder of the 2041 target is likely to be achieved early, through either applying Isle of Dogs employment growth rates or the lower London average employment growth rates (the red and grey dotted lines in **Figure 6.2**).

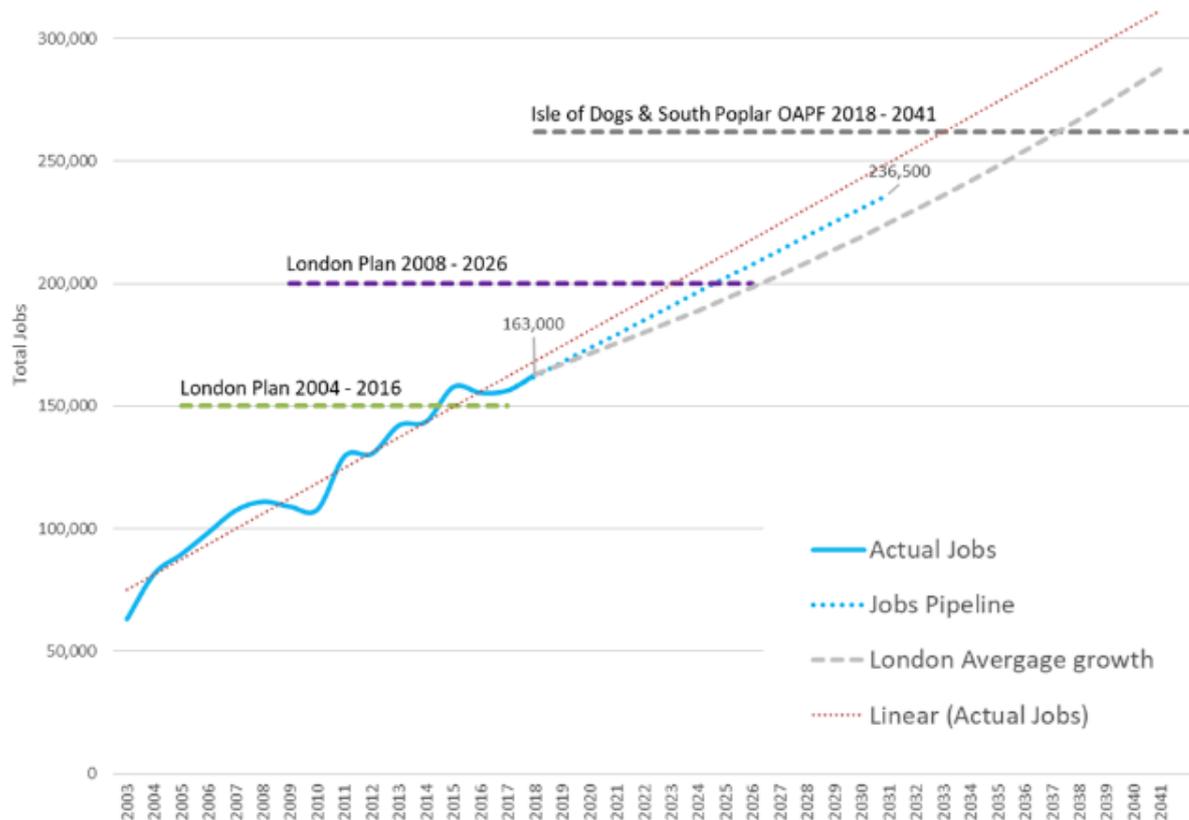


Figure 6.2: Isle of Dogs Progress to Employment Targets

6.35 The Economic and Regeneration Statement (NQ.PA.21) goes on to consider the jobs created by the Proposed Development in more detail. It explains that if the maximum quantum of residential floorspace applied for in the OPA (150,000 sqm GIA) came forward, then the remaining employment uses could still support up to 11,155 jobs. In the Indicative Scheme (which is just under the 25% residential floorspace threshold) up to 13,380 jobs could be supported. As such a difference of 2,225 jobs. Having regard to the analysis the Economic and Regeneration Statement (NQ.PA.21) undertakes and the contribution that the Site can make to the Isle of Dogs employment targets, it concludes that if the 25% residential floorspace is exceeded the Proposed Development is still able to deliver sufficient commercial floorspace to ensure continued employment growth and contribute towards job targets. Additionally, the mix and balance of uses proposed still ensures that greater weight is given to strategic CAZ uses relative to new residential in accordance with the CAZ SPG and policy SD5 'Offices, other strategic functions and residential development in the CAZ' of the Draft London Plan.

Unit Mix

6.36 The target dwelling mix is set out in **Figure 4.7** of this Planning Statement as well as in the Development Specification (NQ.PA.05). For the Open Market and Intermediate tenures a series of ranges are proposed, all of which incorporate the unit mix targets for these tenures outlined in

Local Plan policy D.H2 'Affordable housing and housing mix'. For the Affordable/Social Rented tenure, the proposed dwelling mix is fixed and reflects that of policy D.H2. In addition, it is proposed that the affordable housing tenure split would follow a 70% rented and 30% intermediate tenure split. Overall, the proposed housing mix will offer a range of housing choices in accordance with London Plan policy 3.8 'Housing Mix'.

- 6.37 In the supporting text to policy D.H2 (paragraph 9.37) it is acknowledged that greater unit mix flexibility can be applied to the market tenure unit mix, albeit the scheme must still provide a significant proportion of family housing in the market tenure and proposals will be expected to meet unit mix requirements to deliver family housing in the affordable tenures. This greater flexibility reflects paragraph's 7.4.9 – 7.4.11 of the Housing SPG which describes how town centre housing at higher densities close to public transport facilities is especially suitable for one and two person households, particularly singles, couples and sharers and older people.
- 6.38 The Housing SPG also explains that a lower proportion of family sized homes may be appropriate in town centres as opportunities for play and other amenity spaces tend to be more constrained in these locations. Para. 7.4.10 states that boroughs should consider applying local policies on unit size flexibly in town centre and edge of centre sites where there is good accessibility, recognising the particular suitability of these locations for 1 and 2 bedroom units.
- 6.39 Furthermore paragraph 1.3.17 of the Housing SPG states that in areas with particularly high accessibility, consideration should be given to capitalising on this to make higher density provision for smaller households. In addition, there should be consideration of the extent to which the provision of smaller accessible and adaptable units in suitable locations as part of higher density mixed use development can encourage downsizing and potentially help to free-up under-occupied larger properties for families in the existing housing stock.
- 6.40 These points are also picked up in Draft London Plan policy H10 'Housing size mix' which refers to applicants and decision makers have regard to the nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity (part 6); the aim to optimise housing potential on sites (part 7); the ability of new development to reduce pressure on conversion, sub-division and amalgamation of existing stock (part 8); and the role of one and two bed units in freeing up family housing (part 9). Supporting paragraph 4.10.4 states that one-bedroom units play a very important role in meeting housing need.
- 6.41 The proposed Open Market unit mix ranges are designed to enable the Applicant to respond to market signals as RMAs are brought forward.

6.42 Flexibility is allowed for the Intermediate units to potentially enable a higher proportion of smaller units in order to assist with promoting the affordability of the homes. Further detail on this is provided in the Affordable Housing Statement (NQ.PA.18, section 5).

Affordable Housing

6.43 The Affordable Housing Statement explains how the residential component of the Proposed Development provides 20% affordable housing by habitable room. The Indicative Scheme has been Viability Tested in accordance with the GLA's Affordable Housing and Development Viability SPG and the LBTH's headline policy target of 35 percent affordable housing cannot be met at this time, given the high costs of delivery and the challenging prevailing market conditions.

6.44 The proposed affordable housing comprises 70 per cent low cost rent and 30 per cent intermediate, by habitable room.

6.45 The low cost rented element comprises 50 percent London Affordable Rent and 50 percent Tower Hamlets Living Rents. The intermediate accommodation will be defined at the submission of the RMAs but will conform to NPPF definitions and will be delivered within the GLA affordability caps relevant to the envisaged product at the time of delivery.

Co-Living

6.46 Paragraph 3.55 of the London Plan states that shared accommodation is a strategically important part of London's housing offer, meeting distinct needs and reducing pressure on other elements of the housing stock. Paragraph 5.1.11 of the Housing SPG describes shared accommodation as an important form of housing provision which should be positively supported, sustained and enhanced where necessary. At pre-application stage, the GLA noted that co-living units could contribute to meeting LBTH's housing targets.

6.47 The supporting text to Draft London Plan policy H16 'Large-scale purpose-built shared living' describes how large-scale shared living developments may provide a housing option for single person households who cannot or choose not to live in self-contained homes or Houses in Multiple Occupation (HMOs). It also states that this type of accommodation is seen as providing an alternative to traditional flat shares and includes additional services and facilities, such as room cleaning, bed linen, on-site gym and concierge service.

6.48 Draft London Plan policy H16 sets a number of criteria for large-scale purpose-built shared living development to meet. The first three include it being of good quality design; it contributing towards mixed and inclusive neighbourhoods; and it is located in an area well-connected to local services. The overall approach to the design of the Site as set out in the DAS (NQ.PA.07) and Design

Guidelines (NQ.PA.04) demonstrates how the Masterplan and buildings that come forward within it will be of good quality design. Incorporating the opportunity for co-living accommodation into the Proposed Development introduces another housing type within the scheme, broadening its appeal to different types of residents and therefore widening housing choice contributing towards a mixed and inclusive neighbourhood. The Site is also has excellent connections to local services and public transport. As such, the first three criteria can be easily met.

- 6.49 Criteria 4 – 8 of policy H16 relate to the detailed design and management of the accommodation and can all be incorporated into any co-living floorspace that comes forward at RMA stage. As per the affordable housing provision for the conventional C3 housing proposed, any cash-in-lieu affordable housing contribution would be based on viability.
- 6.50 Part 1 of Local Plan policy D.H7 ‘Housing with shared facilities (houses in multiple occupation)’ sets out a number of criteria for new houses in multiple occupation to be supported. These include being located in areas of high transport accessibility and not giving rise to any significant amenity impacts. The policy also refers to meeting an identified need. Supporting paragraph 9.69 states that the GLA’s household projections suggest there is an increasing demand for HMO-style accommodation in the borough, particularly among young people and that high quality, large scale HMOs can help meet this need. The inclusion of this type of housing within the Proposed Development will provide a low cost form of housing to aid access to residential accommodation on the Isle of Dogs and further help the scheme meet a range of housing needs.
- 6.51 Paragraph 6.20 of the LBTH Strategic Housing Market Assessment Update (May 2017) recognises how co-living schemes can respond to the increasing lack of housing for younger people in the borough and also offer greater opportunities for groups such as recent graduates looking to establish themselves in London. Given the number of graduate jobs at Canary Wharf, the Site would be an excellent location to cater for these groups.

Student Accommodation

- 6.52 Section 4.6 of the CAZ SPG recognises that London’s higher education sector is an important element in the capital’s offer as a world city and makes an important contribution to its economy. The CAZ SPG states that a substantial proportion of overall net student housing units across London has been delivered in the CAZ (roughly 30 per cent), which reflects the fact that nearly 60 per cent of London’s universities are located within the Zone. As such, the provision of high-quality, purpose-built student accommodation plays a key role in attracting and retaining students.
- 6.53 Supporting paragraph 9.61 of Local Plan policy D.H6 ‘Student housing’ recognises the positive impacts that student accommodation brings to the local economy, the borough’s communities and the borough’s higher education sector. Paragraph 9.62 states that appropriate locations

predominately consist of a dense urban grain where the introduction of student housing could potentially complement the existing mix of uses and the provision of local services, including public transport.

- 6.54 The policy directs purpose-built student accommodation to locations which are in close proximity to the borough's higher education institutions or in highly accessible locations. University College London (UCL) has recently expanded its campus to Canary Wharf where its School of Management is now located, at One Canada Square. In January 2020, the LBTH granted planning permission (LPA ref. PA/19/02217) for UCL to take further space within One Canada Square for research and post-graduate teaching facilities. As such the Site is in close proximity to the borough's higher education institutions *and* it is in a highly accessible location.
- 6.55 The Economic and Regeneration Statement (NQ.PA.21) accompanying the OPA describes in Section 3 a wider expansion of certain London university campuses eastwards in search of new space. UCL and the University of East London (UEL) have both opened new campuses at Stratford, which along with the general expansion of London's universities has resulted in an increasing need for student housing to support the higher education sector. The DLR provides direct access to university campuses in Stratford, as well as Greenwich University and Goldsmiths College south of the river. Queen Mary, University of London is also based in Tower Hamlets.
- 6.56 The Economic and Regeneration Statement also notes that the GLA have published data showing a need for 3,500 purpose built student accommodation bed spaces annually over the London Plan period. There are 374,670 full time students studying in London and currently less than 87,000 purpose-built student accommodation bed-spaces available. This places significant pressure on the private rented sector to accommodate the student population. At the time of the 2011 Census almost 2,000 homes with the LBTH (and 290 homes within the Isle of Dogs) were occupied entirely by full time students. The proposed student accommodation could therefore reduce pressure on the existing housing stock and free up existing homes, which is recognised as a benefit in paragraph 3.52 of the London Plan and paragraph 1.2.49 of the Housing SPG.
- 6.57 Bringing students into Canary Wharf will help to forge links between education and employment. Businesses located at Canary Wharf offer thousands of work experience opportunities, internships and graduate jobs each year. Paragraph 7.4.11 of the Housing SPG states that the role higher density accommodation for students can play in supporting mixed use redevelopment and the regeneration and diversification of town centres should be positively considered, in particular the potential to increase daytime and evening activity and footfall within centres. The student accommodation should therefore be complementary to Canary Wharf.

- 6.58 The remaining criteria within policy DH.6 relate to a) proposals not compromising the supply of land for self contained homes; b) having an undertaking in place with a specific education institution, or otherwise provide an element of affordable student accommodation; c) respecting existing residential amenity; and d) providing 5% of student rooms which are wheelchair accessible.
- 6.59 When considering these remaining criteria, the OPA allows both student and residential uses to come forward on the Site. As noted above, the provision of student accommodation on the Site should also free up existing homes currently in student use. Whilst an undertaking is not currently in place, the Applicant is in talks with a number of education institutions with regard to bringing student accommodation to Canary Wharf. If it became necessary provide an element of affordable student accommodation, similar to co-living, this would be based on viability.
- 6.60 Ensuring existing residential amenity is respected would be controlled through firstly the design at RMA stage. In the Indicative Scheme for instance the closest building (NQ.A1) to the residential properties at 1 West India Quay is still over 50m away; and secondly through the Applicant maintaining the management of the Site when the Proposed Development becomes operational. Wheelchair accessible rooms would be provided as required.

Hotel/Serviced Apartments

- 6.61 The Site is allocated for hotel uses in the Local Plan. The CAZ SPG identifies hotels as a CAZ strategic function, as such it is a suitable use for the Secondary POL. London Plan Policy 4.5 'London's Visitor Infrastructure' directs hotels located within the CAZ to its opportunity areas. Policy 4.5 also recognises the need for apart-hotels and policy E10 'Visitor Infrastructure' of the Draft London Plan states that a sufficient supply and range of serviced accommodation should be maintained, again promoted within CAZ opportunity areas. Supporting paragraph 6.10.2 states it is estimated that London will need to build an additional 58,000 bedrooms of serviced accommodation by 2041 and in addition to leisure visitors the needs of business visitors require consideration.
- 6.62 In addition to the Local Plan allocating the Site for hotel uses, policy D.TC6 'Short-stay accommodation' supports visitor accommodation within the CAZ and the Canary Wharf Major Centre. Supporting paragraph 11.44 states that large scale hotels are appropriate in the Major Centre of Canary Wharf. Overall, the provision of hotel/serviced apartment uses on the Site will improve the range of these uses at Canary Wharf.

Retail, Leisure and Community Uses

- 6.63 The Site is allocated for retail and leisure uses in the Local Plan and all levels of planning policy support these uses within town centres. The OPA approach to the Proposed Development will support paragraph 85 of the NPPF which describes how town centres should be allowed to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries.
- 6.64 The inclusion of these uses within the Proposed Development will positively aid the objective for the Isle of Dogs and South Poplar (page 251 of the Local Plan) to support the re-designation of Canary Wharf to a Metropolitan Centre and promote the expansion of retail, leisure and complementary commercial employment provision to support its continued role as a higher order town centre. Similarly, a key opportunity for growth identified in the IOD OAPF (page 14) is to upgrade Canary Wharf to a Metropolitan centre by expanding the range of services and retail floorspace on offer. These uses will also help diversify wider employment opportunities across the Opportunity Area.
- 6.65 Local Plan policy S.TC1 ‘Supporting the network and hierarchy of centres’ states that development is required to support the role and function of the borough’s town centres. It goes on to describe the function/role of Canary Wharf Major Centre to provide a high proportion of comparison retail compared to convenience along with leisure and civic uses. The Proposed Development will clearly support Canary Wharf’s role and function and gives the Applicant the opportunity to further diversify and expand the retail offer in Canary Wharf while creating a point of difference. **Figure 4.3** of this Planning Statement and the Development Specification (NQ.PA.05) set a minimum quantum of 10,000 sqm GIA floorspace of retail, leisure and community uses within the Proposed Development and within this a minimum of 5,000 sqm GIA floorspace of retail uses.
- 6.66 The public realm, with the public square at the heart of the scheme, will allow the Applicant to bring a wider range of art, music and cultural events to the water’s edge. These events will then allow the Applicant to introduce more pop-up retail and catering opportunities in a central positions creating a lively, vibrant heart to the scheme.

Sui Generis Uses

- 6.67 **Figure 4.4** of this Planning Statement as well as the Development Specification (NQ.PA.05) set out a number of Sui Generis uses that form part of the Proposed Development. The Sui Generis uses listed – conference centres, casinos, private members clubs, nightclubs, theatre and laundrettes, have been informed by interest expressed for these facilities at the Applicant’s Wood Wharf scheme and elsewhere in Canary Wharf. They would form an ancillary component to the

overall proposed floorspace (a maximum 25,000 sqm GIA) but similar to the proposed retail, leisure and community uses would help diversify the uses proposed on the Site to aid the delivery of a successful development and support the Canary Wharf Town Centre.

- 6.68 The proposed casino floorspace would be limited to 6,000sqm. Local Plan policy D.TC5 states that casinos will only be supported in the CAZ, Tower Hamlets Activity Areas or Canary Wharf Major Centre. Other entertainment venues are also directed to these locations. The Site is therefore appropriate for all of these uses in principle.

Tall Buildings and Design

Overview

- 6.69 The design of the Proposed Development has been informed by a thorough analysis of the surroundings with the DAS (NQ.PA.07) explaining the key principles of the Masterplan; the design evolution; and the Masterplan Indicative Scheme and public realm proposals. Section 7 of the DAS explains how central to the Masterplan is its well-considered and generous public realm strategy which will underpin the transformation of the Site into a fully functioning part of London. A campus of buildings is envisaged for the Site with variety in building heights and massing to create a varied and articulated skyline.
- 6.70 **Figure 6.1** above sets out how the Proposed Development addresses all of the design related requirements of the Local Plan North Quay Site Allocation.
- 6.71 During pre-application discussions, LBTH officers stated their strong support for the Indicative Scheme in townscape terms, noting that there would be a variety of building heights and a clear step down from the centre of the Tall Building Cluster to its edge, thus creating a sympathetic gradual and layered transition in scale between high-rise Canary Wharf and low-rise Poplar. The final scheme has responded to LBTH officer comments to reduce the flexibility in the location of the tallest buildings by reducing the maximum height of Development Plot NQ.A1 from 225m AOD to 150m AOD.

Tall Buildings

- 6.72 The Site is located within the ‘Canary Wharf Cluster’ Tall Building Zone as well as the ‘Canary Wharf Area Strategic Important Skyline’ as defined by the Local Plan. The IOD OAPF also identifies the Canary Wharf tall building cluster for “super tall buildings”. Aligned with the building heights permitted under the 2007 consent (up to 221m) the Site is clearly suitable for accommodating very tall buildings and the building heights proposed are in line with this context.

6.73 The Proposed Development however recognises that there needs to be a range and variety in building heights to aid a transition in scale between Canary Wharf and South Poplar as well as a step-down in building heights from the central location at One Canada Square. This is secured through the maximum height parameters set for the Development Plots (Parameter Plan NQMP-PP-009) as well as Design Guidelines (NQ.PA.04) where minimum height differences between buildings are set to create a varied and informal skyline. For instance, Design Guideline 4.2.3 requires there to be a minimum of 60m height difference between Development Plots NQ.A1 and NQ.A4 if they come forward as live/stay buildings. Elsewhere, minimum height differences of 20m are set between Development Zones. Section 4.1 of the Design Guidelines also establishes ‘breaks’ between Development Plots.

6.74 The table below sets out the London Plan policy requirements for the location and design of tall and large buildings (policy 7.7) and how the Proposed Development addresses these requirements (**Figure 6.3**).

LONDON PLAN POLICY 7.7 PART C criteria	RESPONSE
<p>a. Generally be limited to sites in the Central Activity Zone, opportunity areas, areas of intensification or town centres that have good access to public transport</p>	<p>The Site is located within the Isle of Dogs Opportunity Area and an emerging Metropolitan Centre.</p> <p>The Site has excellent access to public transport being located adjacent to the Canary Wharf Crossrail Station and with the West India Quay Docklands Light Railway (DLR) on the western side. Once Crossrail opens in 2021, all of the Site’s PTAL will rise to 6a.</p>
<p>b. Only be considered in areas whose character would not be affected adversely by the scale, mass or bulk of a tall or large building</p>	<p>The Site is located within the Canary Wharf Tall Building Zone one of the most identifiable tall building areas in the UK. The character of Canary Wharf is primarily defined by very tall buildings.</p>
<p>c. Relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level</p>	<p>The height strategy for the Proposed Development does however recognise that there needs to be a variety in building heights to aid a transition in scale between Canary Wharf and South Poplar as well as a step-down in building heights from the central location at One Canada Square.</p> <p>The scheme also proposes a finer urban grain than that to the south of the dock.</p> <p>A significant portion of the ground floor level is landscaped public realm and framed by active uses to provide vibrancy.</p>
<p>d. Individually or as a group, improve the legibility of an area, by emphasising a point of civic or visual significance where appropriate, and enhance the skyline and image of London</p>	<p>The Proposed Development will significantly enhance links between South Poplar and Canary Wharf through new connections that bring the route from the Aspen Way Footbridge into the heart of the scheme.</p>

LONDON PLAN POLICY 7.7 PART C criteria	RESPONSE
	<p>The Proposed Development will also act as a focal point to help identify the existing transport interchanges on or adjacent to the Site.</p> <p>The proposals will result in a very high quality development that will enhance the existing London skyline and existing Canary Wharf cluster.</p>
<p>e. Incorporate the highest standards of architecture and materials, including sustainable design and construction practices</p>	<p>The detailed design of the Proposed Development will come forward at RMA stage. However, the Design Guidelines (NQ.PA.04) include various guidelines on the approach to the materials across the different types of buildings proposed.</p> <p>Full details of the Sustainable Design and Construction Strategy are provided in the Sustainability Statement (NQ.PA.16) but it includes commitments such as reusing existing materials on site, achieving zero waste to landfill and responsible sourcing of various construction materials.</p>
<p>f. Have ground floor activities that provide a positive relationship to the surrounding street</p>	<p>The Specified Parameters of the Proposed Development include public spaces and retail and leisure uses at ground floor level to ensure active frontages. The design of Masterplan has worked hard to ensure that Aspen Way is also activated.</p>
<p>g. Contribute to improving the permeability of the site and wider area, where possible</p>	<p>The Proposed Development has been designed to ensure maximum permeability through the Site. This has been achieved by creating a number of routes through the Site (as shown on the Access and Circulation Routes Parameter Plan – NQMP-PP-006) connecting it to the surrounding area and providing a significantly enhanced link between Canary Wharf and South Poplar.</p>
<p>h. Incorporate publicly accessible areas on the upper floors, where appropriate</p>	<p>This would be established at RMA stage. Whilst it would be inappropriate to incorporate publicly accessible areas on the upper levels of residential buildings and depending on the tenant, some commercial buildings, retail and hotel buildings (such as Development Plots NQ.A5 and NQ.D4 in the Indicative Scheme) could work well with publicly accessible areas on the upper floors.</p> <p>A significant quantum of new public realm and open space is provided at ground floor level.</p>
<p>i. Make a significant contribution to local regeneration</p>	<p>The Site currently contains a number of temporary buildings/structures as well as storage and vehicle parking areas. Prior to this the Site was used as a temporary car park and contractors yard.</p> <p>The proposals will bring this underdeveloped site into use and will make a significant contribution to local regeneration through the delivery of up to</p>

LONDON PLAN POLICY 7.7 PART C criteria	RESPONSE
	<p>18,795 jobs and 1,264 new homes, depending on the final configuration of the floorspace.</p> <p>The enhanced links to South Poplar will also help movement between South Poplar and Canary Wharf become much more convenient, aiding access to the jobs and services that the Site will provide.</p> <p>A full list of scheme benefits is provided within Section 8 of this Planning Statement.</p>

Figure 6.3: Assessment of the Proposed Development against London Plan policy 7.7 ‘Location and design of tall and large buildings’

6.75 **Figure 6.4** below explains how the Proposed Development addresses the requirements of Local Plan policy D.DH6 ‘Tall Buildings’.

LOCAL PLAN POLICY D.DH6 Part 1 criteria	RESPONSE
<p>a. be of a height and scale, mass and volume that are proportionate to their role, function and importance of the location in the local, borough-wide and London context; and take account of the character of the immediate context and of their surroundings</p>	<p>The Site is located within the CAZ, an opportunity area, emerging Metropolitan Town Centre as well as the Canary Wharf Tall Building Zone, one of the most identifiable tall building areas in the UK. It is exactly the type of location where very tall buildings should come forward.</p> <p>The height strategy for the Proposed Development does however recognise that there needs to be a variety in building heights to aid a transition in scale between Canary Wharf and South Poplar as well as a step-down in building heights from the central location at One Canada Square.</p>
<p>b. achieve exceptional architectural quality and innovative and sustainable building design, using robust and durable materials throughout the building</p>	<p>The final design of the buildings will be developed at RMA stage. However, the Control Documents provide a framework to enable exceptional architectural quality to come forward at detailed design stage. The OPA has adopted a similar approach to the Control Documents as that used for the Applicant’s Wood Wharf OPA. This has delivered buildings such as One Park Drive designed by Herzog & de Meuron, demonstrating the architectural quality that can be achieved.</p> <p>Full details of the Sustainable Design and Construction Strategy are provided in the Sustainability Statement (NQ.PA.16) but it includes commitments such as reusing existing materials on site, achieving zero waste to landfill and responsible sourcing of various construction materials.</p>
<p>c. enhance the character and distinctiveness of an area without adversely affecting designated townscapes and landscapes (including building/roof lines) or detracting from important</p>	<p>The Heritage Assessment (NQ.PA.15) which accompanies the OPA concludes that there would be no harm to the listed banana wall through any direct effects. It would not harm the</p>

landmarks, heritage assets, key views and other historic skylines, and their settings	setting of any nearby listed buildings, or the listed buildings in the wider area. The Proposed Development and public realm enhancements would enhance the setting of listed buildings immediately adjoining or opposite the Site.
d. provide a positive contribution to the skyline during both the day and night time	<p>The Proposed Development would also enhance the character and appearance and significance of the West India Docks Conservation Area.</p> <p>The Proposed Development would enhance the local townscape, integrating this large site, which presently makes no positive contribution to the townscape, as a valuable and positive element in terms of use, built form and design within the local area.</p>
e. not prejudice future development potential of adjacent/neighbouring buildings or plots	<p>The Applicant has engaged with New City College to make sure that options for the improvement of the Aspen Way Footbridge are compatible with their plans to improve the route from Poplar High Street to the footbridge.</p> <p>Through the inclusion of the central east-west route, the Masterplan has had regard east-west connections to the Billingsgate Market Site Allocation.</p>
f. maintain adequate distance between buildings to ensure a high quality ground floor experience and enhanced residential environment	In Section 2, the Design Guidelines (NQ.PA.04) set minimum distances between buildings, generally 18m.
g. demonstrate consideration of public safety requirements as part of the overall design, including the provision of evacuation routes	A Fire Statement is included within the DAS (NQ.PA.07) which describes the fire safety considerations and overall fire strategy for the Proposed Development based on the Indicative Scheme. This will be developed into a fire strategy for each of the individual buildings following RMA stage.
h. present a human scale of development at street level and comprise an attractive and legible streetscape that takes into account the use of the public realm for a variety of users and includes active uses at ground floor level	<p>There are a significant number of routes and spaces within the Proposed Development to create a human scale and the Indicative Scheme demonstrates how the public realm can cater for a wide variety of activities including movement, leisure, relaxation and play.</p> <p>Development Plot NQ.A5 purposefully introduces a much lower building into the centre of the Site to help present a human scale of development.</p>
i. provide high quality private communal open space, play areas and the public realm (where residential uses are proposed) for which occupants of the building can use and where appropriate provide shared facilities at the ground floor level to encourage social cohesion	<p>The Appendix 1.9 of the DAS (NQ.PA.05) uses the Indicative Scheme to demonstrate how the communal amenity space requirements for the residential development could be met – through an external courtyard space and internal resident’s lounge.</p> <p>Section 8 of the DAS demonstrates how the play space requirements of the Indicative Scheme can be accommodated on site, through a mixture of external and internal spaces as well as an internal MUGA.</p>
j. demonstrate that the development does not adversely impact on the microclimate and	The Environmental Statement (“ES”) (NQ.PA.08) includes a wind microclimate assessment. When considering the Indicative Scheme and

<p>amenity of the application site and the surrounding area</p>	<p>incorporating mitigation measures, the Proposed Development would result in a number of beneficial effects in terms of pedestrian comfort levels, where wind conditions are one category calmer than required, across the Site.</p> <p>In the Indicative Scheme there is the potential for instances of strong winds to occur at two locations once the Proposed Development is complete. Potential mitigation measures include additional localised screens, dense landscaping and scattered hard/soft landscaping which would be implemented and tested as relevant at the RMA stage.</p>
<p>k. demonstrate that the development does not adversely impact on biodiversity and open spaces, including watercourses and water bodies and their hydrology</p>	<p>The Ecological Impact Assessment (NQ.PA.28) concludes that there will be no net loss of biodiversity as a result of the Proposed Development. With additional enhancement features such as biodiverse roof, living roofs, wildlife-friendly landscaping, submerged fish walls, integrated bird/ bat boxes, and invertebrate habitat this will result in a positive impact at a local scale for those species and habitats</p>
<p>l. comply with civil aviation requirements and not interfere to an unacceptable degree with telecommunications, television and radio transmission networks and river radar equipment</p>	<p>The Aviation Safeguarding Assessment (NQ.PA.24) explains that the Site lies beneath flight paths to and from London City Airport in an area subject to aerodrome safeguarding and specific height limits apply at the Site. An assessment of the identified maximum parameters against these aviation height limits has been undertaken and confirms that the OPA complies with these requirements.</p> <p>The Radio and TV Interference Assessment (NQ.PA.25) describes that the Proposed Development would likely create a terrestrial television signal shadow to the north-east of the Site and satellite television signal shadowing to the north-west of the Site. A number of mitigation measures are set out to address these.</p>

Figure 6.4: Assessment of the Proposed Development against Local Plan policy D.DH6 ‘Tall Buildings’

6.76 It can be seen from the analysis above that the Site is wholly appropriate for tall buildings and that the Masterplan has been carefully developed to ensure a robust framework for the future detailed scheme to emerge. This is demonstrated by the Indicative Scheme.

Public Realm and Open Space

6.77 The Public Realm Parameter Plan (NQ-MP-PP-005) demonstrates the significant areas of public realm that will come forward across the Site, acting as focal points that the main north-south and east-west routes will pass through. In line with the North Quay Site Allocation illustrative diagram (Figure 47 of the Local Plan), a public square is located at the centre of the Site, by the dockside. As demonstrated by the Indicative Scheme, the public square will meet the definition set out in the Local Plan glossary:

“A consolidated area of open space primarily used by pedestrians, which should include well-defined edges and active frontages. It should be multifunctional and suitable for gatherings and should be well integrated with the wider movement network. The precise shape/form of the public square will be determined through the development management process.”

6.78 Along with part of the quayside, the public square will deliver over 0.4ha of open space in line with the Site Allocation requirement. Significant further areas of open space (such as Poplar Plaza and the Delta in the Indicative Scheme) as well as public realm are provided across the rest of the Site.

6.79 The design of the public realm also responds positively to the indicative masterplan for South Poplar set out in section 5.4.2 of the IOD OAPF. For example, Delta Junction will be a pedestrian public space and a mixture of hard and soft landscaping will be incorporated. The Indicative Scheme shows how it could be occupied by youth orientated activities and retail entrances face onto it. During pre-application discussions GLA officers welcomed that the Applicant was considering ways of creating a new public space at Delta Junction. The ES (NQ.PA.08) includes in Chapter 9 a site suitability assessment with respect to air quality. This includes a consideration of the area underneath Delta Junction. The assessment concludes that air quality for future residents and users of all areas of the Proposed Development will be acceptable.

6.80 Additionally, a dockside square is proposed that can accommodate bars and cafes as well as temporary events. The Indicative Scheme shows how this space could incorporate:

- A flexible plaza for community gatherings, outdoor cinema, arts and crafts stalls, performances and weekend markets;
- Flexible open lawn spaces for children to play;
- High quality hard landscape materials to reinforce the importance of this space.

6.81 Poplar Plaza has been designed to negotiate the change in levels from the Aspen Way Footbridge. In the Indicative Scheme it is an elevated public space overlooking Quay Square towards Crossrail Place. Poplar Plaza provides an arrival point from Poplar. These terraces include generous spill out spaces adjacent to retail frontages, lawn planting and seating.

6.82 The Proposed Development also incorporates a south facing dock promenade as well as greening to Aspen Way. This allows people to come in close proximity to the water and receives maximum south facing sun exposure. In the Indicative Scheme the Quayside incorporates spill

out spaces for active frontages, lounge areas, seating steps and public artworks influenced by the industrial past.

6.83 During the pre-application process, LBTH officers broadly supported the public realm and landscaping vision for the Site. They also stated that Poplar Plaza would provide a welcoming and generous landing point for the bridge. However, in response to comments, opportunities to introduce further greening into the Indicative Scheme public realm (**Figure 6.5** below) as well as at roof level have been taken, and the scheme strikes an appropriate balance between a more traditional hard landscaped dockside environment and a new soft landscaped environment to serve the many different users of the Proposed Development. As set out in Section 8 of the DAS, the Urban Greening Factor of the Indicative Scheme is 0.22.



Figure 6.5: Indicative Scheme Landscaping

6.84 Overall, the OPA secures a framework for a substantial grid of open spaces with varying character and functionality.

Housing Design

6.85 Given the outline nature of the planning application, there is not a detailed residential scheme to audit against all of the housing design standards set out in the Housing SPG. However, the unit numbers established in the Indicative Scheme are based on meeting minimum unit size and private amenity space requirements. We note that page 251 of the Local Plan acknowledges winter gardens as an appropriate form of private amenity space in the Isle of Dogs and South Poplar sub-area.

6.86 To help secure residential quality at RMA stage, Section 4.3 of the Design Guidelines (NQ.PA.04) sets out a range of Residential Standards, including adherence to the Housing SPG design

standards. Design Guidelines 4.2.1 and 4.2.2 set out how residential buildings should be accessed and the approach to amenity and play space respectively.

6.87 Section 8 and Appendix 1.9 of the DAS (NQ.PA.07) describe how the play space and communal amenity space requirements of the Indicative Scheme can be exceeded through a combination of external and internal spaces as well as a MUGA provided under Poplar Plaza.

6.88 The OPA will ensure high quality residential design should residential uses be brought forward as RMAs in the future.

Blue Ribbon Network

Introduction

6.89 As identified on Map 7.5 of the London Plan, West India North Dock forms part of the Blue Ribbon Network (BRN). Presently however, the Site provides limited public accessibility to this. The Proposed Development seeks to create a deck over a small part of North Dock which will complete the existing pedestrian promenade on the southern edge of the Site (Parameter Plan NQMP-PP-001 - Marine Deck and Proposed Structures). Aligned with the major public spaces proposed on the northern side of North Dock, the Proposed Development will significantly enhance public accessibility and enjoyment of dock.

Planning History and Precedent

6.90 The existing piece of pedestrian promenade on the southwest side of the Site was built as part of the Crossrail works and is limited to a portion of the western side. However, before this the implemented 2007 North Quay Consent established the principle of decking over this part of North Dock with a promenade extending the full width of the Site. **Figure 6.6** illustrates the promenade edge as approved by the 2007 Consent:

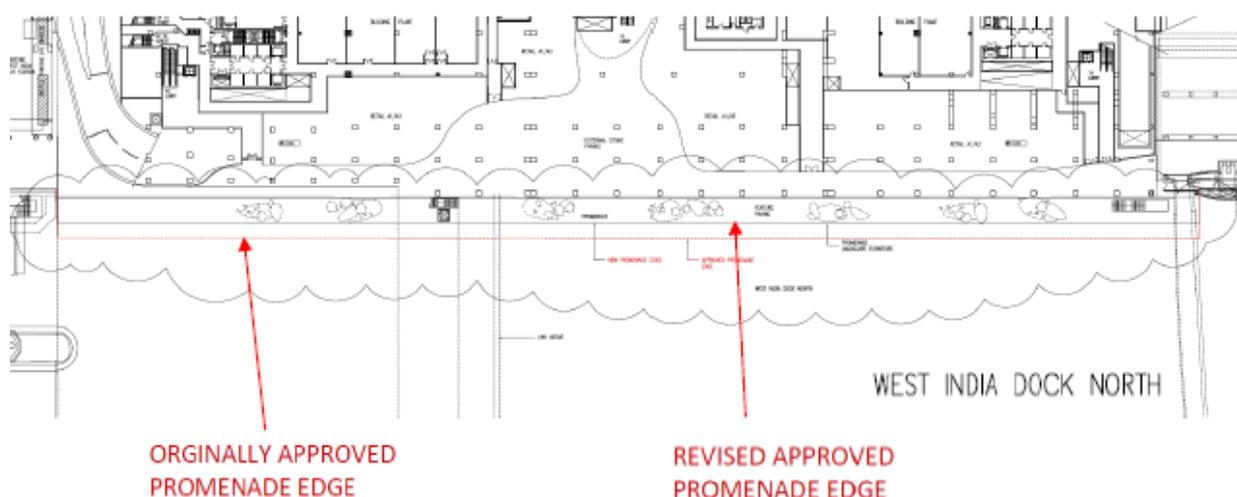


Figure 6.6: Extract of Approved Promenade Drawing (including comparison with previously approved plan)

6.91 As depicted in **Figure 6.6** the originally approved promenade edge was revised through a minor amendment in 2008 to enable a 14m navigational to be achieved. The promenade edge of the Proposed Development will not extend any further than the ‘Revised Approved Promenade Edge’ as shown in **Figure 6.6** above and extends along directly from the existing pedestrian promenade on the southern edge of the Site.

6.92 Any encroachment over the dock is consistent with the implemented and extant planning permission. Furthermore, the Mayor’s Stage 1 Report for the 2007 Consent (dated 9 February 2005) states at paragraph 54:

“Given the ‘fall-back’ position of the implemented and extant schemes, which are significant material considerations, and the benefits to the Blue Ribbon Network that the scheme brings, the small loss of the dock area is not inconsistent with London Plan policies.”

6.93 These considerations of a ‘fall-back’ position and the benefits to the BRN that the scheme brings still stand in the Proposed Development.

6.94 It is also relevant to make reference to the Crossrail Overstation Development (OSD) Planning Permission (LPA ref. PA/08/01666), 1 Bank Street Planning Permission (LPA ref. PA/14/02617), 10 Bank Street Planning Application (LPA ref. PA/16/02956) and the Wood Wharf Planning Application (PA/13/02966) when considering encroachment into the dock. The Committee Report for the Crossrail OSD (dated 4 December 2008) analysed the acceptability of encroaching into the Dock (paragraphs 9.10-9.18) and reasoned as follows

- The Crossrail OSD resulted in the loss of visible water within the Blue Ribbon Network. However the OSD provides replacement open space in the form of a semi open indoor park.
- The 14m navigational channel to the north of the station would be maintained thereby maintaining the navigational route along the docks and thereby the functionality of the waterway for movement of boats.
- High quality of the design of the development is considered to maintain the quality of the amenity of the area. While it is acknowledged that the appearance of the dock and open water is altered by the OSD, the design is of a significantly high standard that it is considered to mitigate any loss of visual amenity within the area caused due to loss of open water area.
- Proposed development maintains the waterway to the north and south sides of the development and would provide for an enhanced interaction with the water area. The development would significantly enhance the public realm and access to the dock side and Blue Ribbon Network.
- As the OSD will maximise the development potential of the site, while providing for the functionality of the dock, navigational requirements, recreational opportunities as well as maintaining the high quality visual amenity of the area, it is therefore considered that on balance, in terms of all aspects of the application, the principle of the development within the Blue Ribbon Network is acceptable in terms of local and regional policies.

6.95 The Committee Reports for 1 and 10 Bank Street (dated 29 January 2015 and 23 March 2017 respectively) also analyse the acceptability of encroaching into the Dock. The Committee Report for 1 Bank Street (paragraphs 8.57-8.62) states that *“the GLA and LBTH officers concluded that on balance and with regard to urban design only, all of the above factors in addition to the commercial provision at the south east corner would result in high levels of activity and public benefit to warrant a further encroachment into the dock of 3.4m.”* Paragraph 8.34 of the Committee Report for 10 Bank Street concludes:

“Overall, on balance, officers consider that the minor harm is justified in planning terms given the public benefits of the scheme including through provision of better public realm, place making, significant employment provision and economic benefits including the contribution to maintaining the strategic role of Canary Wharf as an internationally significant financial and business centre. Any harm to biodiversity would be mitigated with an overall net benefit delivered in the long term”.

6.96 With regard to the Wood Wharf development, the GLA Stage 1 Planning Report (reference: D&P/2208e/01) stated that:

“Whilst there would be an increased water take as a result of the proposal, given the evolution and reconfiguration of the docks that has taken place over time and contribution that the scheme makes in terms of enhancing public access to the water’s edge and overall provision of public open space, there are no strategic concerns regarding the absence of a new canal link or reduction in water space in the current scheme.”

6.97 Again, there are clear parallels between the OSD, 1 and 10 Bank Street, Wood Wharf and the Proposed Development. The Proposed Development provides a significant quantum of high quality publicly accessible open space which is a significantly larger area than the amount of dock that will be covered. The 14m navigational channel to the north of the Crossrail Station will be maintained thereby maintaining the navigational route along the docks and thereby the functionality of the waterway for movement of boats. The proposed high quality design of the proposed promenade will significantly enhance public access, interaction and enjoyment of North Dock and as a result improve the amenity of the area.

Planning Assessment

6.98 Local Plan policy D.OWS4 ‘Water spaces’ sets a number of criteria for development within or adjacent to water spaces. These criteria and the Proposed Development’s response are set out in **Figure 6.7** below.

POLICY D.OWS4 REQUIREMENT	RESPONSE
it does not result in loss or covering of the water space, unless it is a water-related or water-dependent use at appropriate locations and of appropriate scale	<p>Supporting paragraph 13.28 to Local Plan policy S.OWS2 ‘Enhancing the network of water spaces’ states that appropriate infrastructure to support water-dependent uses includes walkways and slipways for pedestrians, boaters and cyclists.</p> <p>The water space will be covered by infrastructure to support a water-dependent use, extending an existing walkway. Under the 2007 consent, planning permission already exists for the extended walkway.</p>
there are no adverse impacts on the existing water spaces network, including navigation, biodiversity, water quality, visual amenity, character and heritage value of the water space, taking into consideration the adjacent land and the amenity of existing surrounding developments	<p>The Proposed Development will maintain the existing navigable channel. The Proposed Development would not preclude the use of the Docks for visiting vessels, for water based recreation or transport purposes.</p> <p>The Ecological Impact Assessment (NQ.PA.28) concludes that there will be no net loss of biodiversity as a result of the Proposed Development. With additional enhancement features such as biodiverse roof, living roofs, wildlife-friendly landscaping, submerged fish walls, integrated bird/ bat boxes, and invertebrate habitat this will result in a positive impact at a local scale for those species and habitats.</p>

POLICY D.OWS4 REQUIREMENT	RESPONSE
	<p>Section 9 of the FRA (NQ.PA.29) explains that as part of the proposed surface water drainage strategy the intention is that where possible surface water runoff should be discharged into the dock. One advantage of this is that clean surface water acts to flush the dock system which benefits water quality in the docks.</p> <p>The Heritage Assessment (NQ.PA.15) concludes that the Proposed Development and public realm enhancements would enhance the local townscape, integrating this large site, which presently makes no positive contribution to the townscape, as a valuable and positive element in terms of use, built form and design within the local area. Additionally, the Proposed Development would preserve the special architectural and historic interest of the listed buildings on or close to the Site, enhancing the setting of the quay walls, copings and buttresses to the Import Dock and Export Dock, the warehouses and general offices at the western end of North Quay, and the Listed Building Group (i) West India Docks. Finally, it would enhance the character and appearance and significance of the West India Docks Conservation Area.</p> <p>In conclusion, the Proposed Development will have no adverse impacts on the existing water spaces network.</p>
<p>there are no unacceptable impacts on the openness of the water space</p>	<p>Planning permission already exists for the extended promenade. However, the proposed quayside and public square as well as the building setbacks (which are controlled via the Design Guidelines, NQ.PA.04) are designed to ensure that the openness of the water space is maintained. Importantly, the Proposed Development will significantly increase access to and enjoyment of the water space.</p>
<p>it enhances the ecological, biodiversity and aesthetic quality of the water space, taking into account the design and landscaping of the adjacent land area, in line with the Tower Hamlets Local Biodiversity Action Plan and the European Union Water Framework Directive</p>	<p>As noted above, the Ecological Impact Assessment (NQ.PA.28) concludes that there will be no net loss of biodiversity as a result of the Proposed Development. With additional enhancement features such as biodiverse roof, living roofs, wildlife-friendly landscaping, submerged fish walls, integrated bird/ bat boxes, and invertebrate habitat this will result in a positive impact at a local scale for those species and habitats.</p>
<p>it does not have an adverse impact on other existing active water uses</p>	<p>The Proposed Development will maintain the existing navigable channel. The Proposed Development would not preclude the use of the Docks for visiting vessels, for water based recreation or transport purposes.</p>
<p>it will provide increased opportunities for continuous public access, use of the water space for water-related uses and sport and recreational activities</p>	<p>The Proposed Development will greatly enhance opportunities for continuous public access to the water space by significantly extending the publicly accessible space adjacent to the dock and changing the focus of the current promenade on the Site from a transitory space to a space to dwell and enjoy with active uses lining the dockside.</p>
<p>it responds positively and sensitively to the setting of water space, while respecting and animating water space to improve usability and safety</p>	
<p>it provides suitable setbacks from water space edges to mitigate flood risk and to allow riverside walkways,</p>	<p>The FRA explains how the proposed promenade levels along the dockside are such that the Proposed Development is adequately protected from fluvial/tidal flood risk. On the north</p>

POLICY D.OWS4 REQUIREMENT	RESPONSE
canal towpaths and cycle paths, where appropriate. Where necessary, development should contribute to the restoration of the river walls and embankments.	side of the Site, the proposed building edge and landscaping will be raised to provide adequate protection in the event of a breach in the Thames Tidal Defences.
Development adjacent to the borough's waterspaces is required to enhance the area's links with the water space and contribute to the delivery of continuous walkways, canal towpaths and cycle paths (e.g. completion of the Thames Path)	The extension of the existing promenade and the Public Realm areas shown on the Public Realm Parameter Plan (NQMP-PP-005) will ensure a continuous walkway along the whole of the southern part of the Site.

Figure 6.7: Assessment of the Proposed Development against Local Plan Policy D.OWS4 requirements

6.99 In summary, the Proposed Development incorporates a public square on the northern side of North Dock which will spill out into a promenade along the dock edge to improve accessibility and way-finding and maximise opportunities for public use and enjoyment of the dock in line with Local Plan policy S.OWS2 'Enhancing the network of water spaces'. The proposals also successfully satisfy the criteria set out in Local Plan policy D.OWS4 as set out in **Figure 6.7** above.

Heritage and Views

Introduction

6.100 The Heritage Assessment (NQ.PA.15) describes the significance of heritage assets in the area around the Site. It also considers the effect of the Proposed Development on the significance of relevant heritage assets. A summary of the findings of the Heritage Assessment and the Townscape, Visual Impact and Heritage Assessment (NQ.PA.08 – Volume 2) are presented below.

Heritage Assets and Summary of Heritage Assessment

6.101 The main heritage assets considered in the Heritage Assessment (NQ.PA.15) comprise:

- The quay walls, copings and buttresses to the Import Dock and Export Dock – grade I
- The warehouses and general offices at the western end of North Quay – grade I
- Church of St Matthias – grade II*
- The grade II buildings in the West India Docks Conservation Area
- The grade II buildings in the St Matthias Church Poplar Conservation Area
- The West India Conservation Area
- The St Matthias Church, Poplar Conservation Area

6.102 In terms of the setting, the Heritage Assessment (NQ.PA.15) considers the Proposed Development to have the greatest effect on the heritage assets located closest to the Site. These are considered as two groups, each focussed on one of the two closest conservation areas to the Site:

- West India Docks (includes the quay walls, copings and buttresses to the Import Dock and Export Dock (grade I); The warehouse and general offices at the western end of North Quay (grade I); Listed Building Group (i) West India Docks (all grade II); and the West India Docks Conservation Area); and
- St Matthias Church, Poplar (includes Church of St Matthias, Listed Building Group (ii) Poplar High Street (all grade II), and St Matthias Church, Poplar Conservation Area)

Heritage – Planning considerations and policy assessment

6.103 The existing Site currently contains a number of temporary buildings/structures as well as storage and vehicle parking areas. Prior to this, it was used as a temporary car park and contractors yard for a number of years. The existing Site therefore results in an unsightly gap that detracts from the townscape.

6.104 There are no proposed changes to the listed dock wall and it is intended that the end condition of the wall would remain as found today. Listed building consent is sought for works necessary to safeguard the dock wall during construction and any necessary remedial works. As there will be no direct effects on the wall (other than for its repair), the Heritage Assessment (NQ.PA.15) confirms that the significance of the listed dock wall will remain unaffected.

6.105 The Heritage Assessment (NQ.PA.15) concludes that the Proposed Development will not harm the setting of any nearby listed buildings or any listed buildings located within the wider area. The Proposed Development and public realm enhancements will enhance the setting of the listed buildings immediately adjoining and opposite the Site and therefore accords with the relevant statutory duties, in all cases preserving and in some case enhancing the settings of listed buildings.

6.106 The Heritage Assessment (NQ.PA.15) also concludes that the Proposed Development will enhance the character, appearance and significance of the West India Docks Conservation Area and will sustain the significance of other designated heritage assets and is therefore in line with the NPPF, London Plan and local planning policies and relevant SPDs.

Townscape – Planning considerations and policy assessment

6.107 The Proposed Development will contribute to local character and distinctiveness by filling the existing gap in the townscape with a very high quality development.

- 6.108 The Proposed Development will enhance the composition of the wider Isle of Dogs tall building cluster by helping to balance tall development around the central point of One Canada Square - at present tall development is concentrated towards the south of One Canada Square – and help to mark the nexus of public transport stations around the Site.
- 6.109 In long range views, including London View Management Framework views, the Proposed Development will be a relatively minor addition, adding coherently to the character of the Isle of Dogs tall buildings cluster in the distance where seen to any noticeable extent. There would be little visibility from the south, including from the Maritime Greenwich World Heritage Site, due to the scale of intervening development. In views from the east and west, particularly at long and medium range, the Proposed Development will help balance the composition of the Isle of Dogs tall buildings cluster.
- 6.110 In short range views from the west, including along the North Dock, the Development Plots within the Proposed Development will form dramatic, vertically emphasised elements in contrast to the horizontality of the West India Quay warehouses, consistent with the existing contrast formed by buildings such as the Marriott West India Quay Tower. From the east, the Proposed Development will appear as a coherent addition to the Canary Wharf part of the Isle of Dogs cluster and help define the location of the North Dock.
- 6.111 From the north, the Proposed Development will appear in the background of many short and medium range views in a similar manner to the Canary Wharf tall buildings, albeit at a greater apparent height and scale. The varied form and massing of the Proposed Development and the framing of the route towards Canary Wharf by Development Plots NQ.B1 and NQ.D1 will form positive aspects of such views.
- 6.112 The Proposed Development will provide development of a height, scale and form that will be consistent with existing development in Canary Wharf, and that would be commensurate with the townscape importance of the Site. The Proposed Development is consistent with national, regional and local planning policy in respect of townscape and design matters as a result of its high quality architecture and urban design. The Proposed Development will not adversely affect strategic and local views and will enhance the skyline and image of London and make a positive contribution to the existing and emerging skyline in accordance with the policies of the current and Draft London Plan.

Transport

6.113 The accompanying Transport Assessment (TA) (NQ.PA.10) considers all aspects of movement by employees, visitors and residents and servicing and delivery requirements

Car and Cycle parking

6.114 The Proposed Development has been designed to be car-free and in line with Draft London Plan Policy T6.1 'Residential Parking', accessible car parking would be provided for 3% of residential dwellings from the outset. The proposed blue-badge parking provision has been discussed with TfL and significantly exceeds the anticipated level of parking required. As such, it is not proposed to safeguard any further space for accessible parking.

6.115 Long-stay cycle parking provision is proposed in accordance with the minimum standards set out in Draft London Plan Policy T5 'Cycling'. Short-stay cycle parking for all uses except retail will also be provided in accordance with the minimum standards set out in the Draft London Plan.

6.116 The short-stay cycle parking for retail uses has been discussed with TfL and will be provided in accordance with the standards set out within the current London Plan. The lower provision is reflective of the good cycle parking provision throughout the Canary Wharf estate and the high number of linked retail trips within the area. A higher provision of retail short stay cycle parking spaces would reduce useable space on key walking routes within the proposed public realm, cause a detrimental obstruction to pedestrian movements and restrict access to the retail frontage. Accordingly, the proposed provision in accordance with current standards is considered acceptable. Further details are set out in Section 3 of the TA (NQ.PA.10).

6.117 In order to provide sufficient and suitable cycle parking for larger and adapted cycles, as well as cyclists who are not able to use two-tier stands, 5% of the long-stay provision will be in the form of accessible, single tier wider stands, conforming to the London Cycling Design Standards. Short-stay cycle parking will be situated within the public realm in visible, convenient locations which provide step-free access, and will be distributed throughout the Site.

Servicing and waste

6.118 Most of the delivery and servicing activity associated with the Proposed Development will be carried out from the shared basement. In the Indicative Scheme a total of 15 loading bays are proposed within an enclosed and centralised servicing area at basement level B2. The Delivery and Servicing Plan (NQ.PA.13) considers that the provision of fifteen loading bays is likely to be sufficient to accommodate the 'maximum servicing trip generating scheme'. However, the design

of the basement allows more or fewer loading bays to be provided depending on the final form of development brought forward through subsequent RMAs.

6.119 Further details of the waste management strategy proposed are set out within the Site Waste Management Strategy (NQ.PA.22), which has been prepared taking into account the requirements of national, regional and local planning policy. The waste storage and management proposals have been shown to meet the requirements of the Indicative Scheme, ‘maximum residential’ scheme and ‘maximum commercial scheme’.

Network impact – highways

6.120 As explained in Sections 5 and 6 of the TA, multiple trip generation scenarios have been considered to ensure a robust approach to testing the Proposed Development.

6.121 Aspen Way will experience a small increase in two-way link flows as a result of the Proposed Development, with a 3% increase during the AM peak and a 1% increase in the PM peak. This shows that the change in traffic flows on Aspen Way due to the Proposed Development will be relatively minor compared to the predicted traffic levels.

6.122 During the AM peak, Upper Bank Street experiences a 10% increase in two-way vehicle flows, however this should be set in the context of the relatively low predicted flows on this road.

6.123 Hertsmere Road experiences the biggest change in link flows during both peak hours. However, the road has adequate spare capacity to accommodate the additional vehicular demand without detriment to other road users.

Network impact – public transport

6.124 As explained in Sections 5 and 7 of the TA, multiple trip generation scenarios have been considered to ensure a robust approach to testing the Proposed Development.

6.125 The Proposed Development is likely to result in an increase of passenger journeys on all transport corridors. Despite the forecast growth in passenger journeys, especially on the Jubilee Line, Elizabeth Line and the DLR, these services are forecast to operate within capacity in 2031. The Proposed Development will not have significant adverse impacts on the capacity of the services.

6.126 The impacts on the bus network, in terms of additional passengers generated by the Proposed Development are shown in the TA to be negligible.

Network impact – pedestrian movement

- 6.127 The assessment undertaken in the TA shows that under all the scenarios tested, both the Aspen Way Footbridge and Upper Bank Street are expected to be able to accommodate the forecast level of demand whilst maintaining pedestrian flow rates that do not exceed the recommended threshold values.
- 6.128 For the Elizabeth Line footbridge, the results of the London Underground station planning analysis, which is considered to be the most applicable methodology at this location, indicate that the footbridge has sufficient spare capacity.
- 6.129 The results of the stair and lift analysis for the Indicative Scheme for Poplar Plaza indicate that there is anticipated to be sufficient capacity to accommodate the forecast demand.
- 6.130 In Section 8, the TA also considers the capacity of the Aspen Way Footbridge in the event that the DLR, New City College and Workhouse sites come forward for residential development at a future date. The analysis shows that the Aspen Way Footbridge could support over 20,000 further residential units. It therefore has ample existing capacity to cater for these developments.

Energy and Sustainability

- 6.131 The OPA is accompanied by an Energy Statement (NQ.PA.17) which follows the GLA Energy Assessment Guidance (October 2018) as well as emerging draft guidance; and a Sustainability Statement (NQ.PA.16). During the pre-application process with the GLA, discussions focussed on justifying an approach for the Proposed Development that does not include a single energy centre serving the full Site as well as the investigation of opportunities for connection to nearby district heating (DH) networks.

Energy

- 6.132 The phasing of the Proposed Development up to 2029 in 4 phases with mainly commercial buildings makes a single central energy centre challenging to implement. As new heating and cooling technologies are rapidly evolving it is more appropriate for each phase of the Proposed Development to utilise the latest low carbon technology most suitable for the actual building types within each phase. This strategy ensures that the Proposed Development can optimise decarbonisation as it is built out over time and respond to changes in technology, policy and regulation as each phase is implemented. This is a better outcome for achieving the energy policy objectives.

6.133 As the majority of the buildings within the Indicative Scheme are non-domestic, with low heating and hot water requirements compared to their cooling energy needs, very-low or ultra-low temperature Building-Level heating networks incorporating cooling heat recovery are considered the most appropriate strategies for this type of development. Distribution losses are minimised, system performance optimisation more achievable, and billing simpler.

6.134 To comply with Policy SI 3 ‘Energy Infrastructure’ of the Draft London Plan, and as set out in the heating hierarchy of draft GLA Energy Assessment Guidance (2020) it is proposed to use surplus heat rejection from office and retail buildings as a “secondary heat source” to provide heat recovery energy to any residential and serviced apartment buildings. This strategy can potentially reduce the carbon emissions of the residential buildings in the order of 15% and provides site wide connections between appropriate buildings across the Masterplan. All the buildings will be connected together through the secondary heat site wide network.

6.135 The Proposed Development will be future proofed to allow a single point of connection to a wider low carbon low temperature district heat network (“DHN”) if one becomes available in the vicinity of the Site in the future and it is feasible to do so. The secondary heat network connecting the buildings across the Site would become the heat distribution network for such a future DHN connection.

6.136 A renewable energy assessment has been conducted to confirm which renewable energy technologies are considered both practical and viable to serve the Proposed Development. The assessment identified ground and air source heat pumps, photovoltaic panels (PV), and heat from waste as the most appropriate LTZC solutions for the development.

6.137 With regard to carbon emission reduction targets, the Energy Statement explains that how following the ‘Be Green’ stage the project achieves a total cumulative 47% reduction below the baseline for the non-domestic buildings and a 53% reduction below the baseline for the domestic buildings in accordance with Local Plan policy D.ES7 ‘A zero carbon borough’.

Sustainability

6.138 As explained in the Sustainability Statement (NQ.PA.16), the Proposed Development is informed by a comprehensive set of sustainability and wellbeing policies in place as part of the Applicant’s corporate sustainability strategy. Key sustainability priorities for the Proposed Development has been set by the Applicant to include Net Zero Carbon, applying circular economy principles, low embodied carbon materials and developing a site wide health and well-being strategy. The Site is targeting BREEAM Excellent for non-residential developments in accordance with Local Plan policy D.ES7 ‘A zero carbon borough’.

Environmental Effects

Introduction

6.139 Full details of the significant environmental effects of the Proposed Development are set out in the ES (NQ.PA.08). This sub-section will provide a brief summary of the environmental effects for the Completed Development (i.e. following construction stage) as set out in the ES Non-Technical Summary (NQ.PA.09), which are particularly relevant to planning considerations

Air Quality

6.140 The air quality assessment has identified that the Proposed Development will not cause significant air quality impacts once completed and in use. Additionally, the Proposed Development will be air quality neutral.

6.141 The Proposed Development has taken into account the principles of the ‘Air Quality Positive’ approach which includes a number of measures to minimise emissions and exposure of future occupants. Measures include the provision of only blue badge parking spaces (all of which will have electric vehicle charging) and the construction of a green wall along Aspen Way.

6.142 Air quality for future residents and users of all areas of the Proposed Development is deemed to be acceptable.

6.143 It is therefore considered that the Proposed Development complies with Local Plan policy D.ES2 ‘Air Quality’, London Plan policy 7.14 ‘Improving Air Quality’ and Draft London Plan policy SI 1 ‘Improving Air Quality’.

Noise

6.144 Once the Proposed Development is complete and operational, there will be no significant increases in noise levels at all receptors as a result of building services plant noise.

6.145 As a result of increased traffic flows on surrounding roads in the maximum trip generating scenario, there will be a small increase in noise levels (i.e. a not significant effect) at Canary Wharf Marriott Hotel / 1 West India Quay. All other receptors will experience a not significant increase in noise levels as a result of increased traffic.

6.146 The Proposed Development is considered to be suitable for its proposed uses, including outdoor amenity areas.

6.147 It is therefore considered that the Proposed Development complies with Local Plan policy D.ES9 'Noise and vibration', London Plan policy 7.15 'Reducing and Managing Noise' and Draft London Plan policy D14 'Noise'.

Wind Microclimate

6.148 The Maximum Parameters (i.e. where each Development Plot is built out to the maximum) scenario would have conditions which would range from suitable for the intended uses, to some instances of wind speeds that would be unsuitable for the proposed use.

6.149 With the implementation of indicative mitigation measures, the Indicative Scheme assessment shows that the Proposed Development would result in a number of beneficial effects in terms of pedestrian comfort levels.

6.150 There is the potential for instances of strong winds to occur at two locations (thoroughfares along the southeast and southwest corner of Development Plot NQ.D4) once the Proposed Development is complete (significant adverse effect). Strong winds represent a safety concern to cyclists and pedestrians and would therefore require further mitigation measures. Potential mitigation measures include additional localised screens, dense landscaping and scattered hard/soft landscaping which would be implemented and tested as relevant at the RMA stage.

6.151 It is therefore considered that with mitigation the Proposed Development can comply with part h of Local Plan policy S.DH1 'Delivering high quality design' which seeks to ensure that development does not result in unacceptably harmful impacts arising from wind.

Daylight, Sunlight and Overshadowing

6.152 This assessment was based on the maximum development parameters (i.e. where each Development Plot is built out to the maximum) to create an 'extreme site-wide worst-case scenario'. In reality this scenario could not come forward as it would breach the Development Specification (NQ.PA.05) restrictions on maximum floorspace areas as well as Design Guidelines (NQ.PA.04) requirements for building spacing. As such, the Indicative Scheme was also tested and compared with the 2007 Consent, which represents a significantly more realistic scenario.

6.153 With regard to daylight and assessing the maximum development parameters, the majority of the identified receptors would continue to achieve the recommended levels of daylight once the Proposed Development is complete and operational, or experience non-significant reductions in daylight levels. The remainder would however experience significant reductions in daylight levels.

- 6.154 The effects of the Indicative Scheme on daylight are both less wide ranging (with fewer windows breaching guidance) and less significant with those which continue to breach guidance seeing less of a reduction. When compared with the 2007 Consent, the Indicative Scheme performs very similarly and no significant additional daylight effects from the 2007 Consent would be seen.
- 6.155 With regard to sunlight and assessing the maximum development parameters, the majority of the identified receptors would continue to achieve the recommended levels of sunlight once the Proposed Development is complete and operational, or experience nonsignificant reductions in sunlight levels. The remainder would however experience significant reductions in sunlight levels.
- 6.156 The effects of the Indicative Scheme on sunlight show the number of adverse effects significantly reduces as sunlight reaches neighbouring properties between the buildings of the Indicative Scheme. When compared to the 2007 Consent, owing to changes in the exact positioning of buildings within the Proposed Development, some neighbouring properties see improved overall levels of sunlight whilst others see reduced levels but overall, the effect to annual sunlight is considered similar between the 2007 Consent and the Indicative Scheme.
- 6.157 The overshadowing assessment looked at both public and communal amenity areas in addition to private gardens. Any additional shadows cast, as a result of the maximum parameters of the Proposed Development, on the public amenity areas assessed will not be noticeable to the users of these spaces.
- 6.158 In terms of private gardens, 124 gardens were assessed – 115 of which would not experience any noticeable overshadowing effects. The additional shadows cast on the remaining nine private gardens as a result of the Proposed Development are deemed to be significant effects. When compared with the Indicative Scheme, the nine gardens reduces to three, and the levels of sunlight retained are significantly better owing to the gaps now visible between buildings. The Indicative Scheme performs very similarly to the 2007 Consent.
- 6.159 The Internal Daylight, Sunlight and Overshadowing assessment considers that the Proposed Development has the potential to provide residential accommodation and outdoor areas of amenity considered acceptable in terms of daylight, sunlight and overshadowing and the assessment and suggestions within the Internal Daylight, Sunlight and Overshadowing Report can be used to aid future designers of detailed plots in bringing forward designs with optimised levels of natural light. Specific assessments would be carried out at RMA stage.

7. Planning Obligations and Community Infrastructure Levy

Introduction

- 7.1 This Section provides a summary of the main legislation, policy and guidance relating to planning obligations and Community Infrastructure Levy (CIL). **Appendix 3** provides a Draft Heads of Terms for proposed Planning Obligations.

National Legislation and Policy

Community Infrastructure Levy Regulations 2010 (as amended)

- 7.2 Regulation 122 (Limitation on use of planning obligations) states that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:
- (a) necessary to make the development acceptable in planning terms;
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development.

NPPF

- 7.3 The tests set out in paragraph 7.2 above are also set out in paragraph 56 of the NPPF. The NPPF states in paragraph 54 that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.
- 7.4 Paragraph 55 states planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.

NPPG

- 7.5 The NPPG provides guidance on CIL. Paragraph 129 Reference ID: 25-129-20190901 relates to phased development and states a planning permission for a development can be subdivided into 'phases' for the purposes of the levy. This is expected to be especially useful for large scale development, which is an essential element of increasing housing supply.

- 7.6 The paragraph goes on to state that large scale developments which are delivered over a number of years face particular issues in relation to cashflow and the delivery of on-site infrastructure. The CIL Regulations allow for both detailed and outline permissions to be treated as phased developments for the purposes of the levy. Each phase of a phased planning permission is a separate chargeable development for CIL purposes and therefore would be liable for separate payments for each phase.
- 7.7 Finally, the paragraph states that the principle of phased delivery must be expressly set out in the planning permission. Local authorities should work positively with developers to allow such developments to be delivered in phases.
- 7.8 As set out in Section 4 of this Planning Statement, it is anticipated that the Proposed Development will be delivered in a series of phases, broadly working west to east across the Site. An indicative phasing plan is provided in Appendix 1 of the DAS (NQ.PA.07). It is therefore proposed that any planning permission would be phased for CIL purposes and the Applicant will look to agree a suitable condition with LBTH during the determination of the OPA.

Mayor of London Policy and Guidance

London Plan

- 7.9 Policy 6.5 'Funding Crossrail and other Strategically Important Transport Infrastructure' states that contributions will be sought from developments likely to add to, or create, congestion on London's rail network that Crossrail is intended to mitigate. This will be through planning obligations.
- 7.10 London Plan policy 8.2: 'Planning Obligations' states that when considering planning applications of strategic importance, the Mayor will take into account, among other issues including economic viability of each development concerned, the existence and content of planning obligations. Affordable housing; supporting the funding of Crossrail; and other public transport improvements will be given the highest importance.
- 7.11 London Plan policy 8.3 relates to CIL. In February 2019 the Mayor adopted a new charging schedule – Mayor of London Community Infrastructure Levy 2 Charging Schedule (January 2019) ("MCIL2"). MCIL2 came into effect on 1 April 2019. LBTH lies within MCIL2 Charging Band 2 where the rate is £60 per m² for all development aside from health and education uses. In addition, Table 2 of MCIL2 sets separate charging rates for office, retail and hotel uses in Central London and the Isle of Dogs. These are set out in **Figure 7.1** below.

Table 2: MCIL2 charging rates for office, retail and hotel in Central London and Isle of Dogs ²	
Land use	MCIL2 rate from April 2019 (£ per sq m)
Office	185
Retail	165
Hotel	140

² Office is defined as any office use including offices that fall within Class B1 Business of the Town and Country Planning (Use Classes) Order 1987 as amended, or any other order altering, amending or varying that Order. Uses that are analogous to offices which are sui generis, such as embassies, will be treated as offices.

Retail is defined as all uses that fall within Classes A1, A2, A3, A4 and A5 of the Town and Country Planning (Use Classes) Order 1987 as amended, or any other order altering, amending or varying that Order, and related sui generis uses including retail warehouse clubs, car showrooms, launderette.

Hotel means any hotel use including apart-hotels uses that fall within Class C1 Hotel of the Town and Country Planning (Use Classes) Order 1987 as amended.

Figure 7.1: MCIL2 Table 2

Local Policy and Guidance

Local Plan

7.12 Part 1 of policy D.SG5 ‘Developer Contributions’ states that development will be expected to (1) pay CIL charges; (2) enter into Section 106 agreements to provide affordable housing and make provision to mitigate the impacts of the development where necessary or appropriate; and (3) submit a financial viability assessment as part of the planning application, where required.

7.13 Part 2 of policy D.SG5 states that for site allocations, the policies set out in this plan may be applied flexibly to ensure that the sites are viable and deliverable.

CIL Charging Schedule

7.14 LBTH adopted their CIL Charging Schedule in January 2020 (“LBTH CIL Charging Schedule”). For the area the Site is located the CIL rates are as follows:

- Residential - £200 per m²
- Offices - £100 per m²
- Retail - £100 per m²
- Hotel - £190 per m²
- Student Housing Let at Market Rents - £450 per m²

7.15 LBTH’s Regulation 123 List (September 2016) sets out those types of infrastructure projects to be wholly or partly funded by CIL, these include:

- Community Facilities

- Employment and training facilities
- Flood defences
- Health and social care facilities
- Leisure facilities (sports, libraries)
- Open space, parks and tree planting
- Public art provision
- Public education facilities
- Roads and other transport facilities

Planning Obligations SPD (September 2016)

7.16 LBTH's Planning Obligations SPD provides guidance on the use of s106 planning obligations alongside CIL. The SPD sets out priority areas for s106 Agreements and notes (para. 2.2) that contributions may be financial or 'in kind'. Where 'in kind' provision is made within developments, this will be credited to the scheme and would off-set financial contributions that may otherwise be sought.

7.17 Section 5 of the SPD sets out topics from which planning obligations will be sought, these comprise a mixture of onsite/'in kind' contributions and tariffed financial contributions. The Draft Heads of Terms at **Appendix 3** sets out the proposed obligations against the SPD topics.

Aspen Way Footbridge

7.18 One of the Delivery Considerations of the Local Plan North Quay Site Allocation is that development should support the aspirations for enhanced and/or new bridge(s) over Aspen Way to better connect Poplar and Canary Wharf.

7.19 As described in Section 3 of this Planning Statement, during pre-application discussions the GLA stated that improving connections across Aspen Way is a fundamental strategic objective and whilst the proposed public space at the bridge landing on the North Quay side was welcomed, the footbridge had to be seen as a project in itself that should be brought forward with neighbouring landowners (New City College/TfL and LBTH) to improve the entire footbridge and both landings. Clarity on who is delivering what, when and why on the Aspen Way Footbridge was absolutely vital to ensure the coherent development of the area. The images presented of the footbridge improvements and landing on the south side were encouraging and dimensions seemed sufficient – which has been demonstrated by the analysis in the OPA TA (NQ.PA.10) and summarised in Section 6 of this Planning Statement.

- 7.20 The GLA also stated they welcomed that the Applicant had aspirations to upgrade the Aspen Way Footbridge and that the Applicant’s commitments to improve the landing to the south on the Site. It was acknowledged that the bridge falls outside the OPA red line boundary and as such should be secured as part of any future planning application on land outside of the OPA boundary.
- 7.21 The Applicant agrees that the delivery of improvements to the route between Poplar High Street and the Site falls to a number of different parties and should be coordinated through LBTH. Section 7 of the DAS (NQ.PA.07) provides potential options for the enhancement of the existing Aspen Way Footbridge. Following engagement with the New City College team and gaining an understanding of their proposals for the route from Poplar High Street to the northern side of the Aspen Way Footbridge, two potential options for the landing and route on the northern side of the footbridge are also included in the DAS.
- 7.22 In order to play their part in making improvements to the link, the Applicant is committed to making a financial contribution towards improvements to the Aspen Way Footbridge through a planning obligation. It is expected that further discussions on the level and timing of this contribution will take place during the determination of the OPA.

8. Conclusions

- 8.1 The Proposed Development will provide a highly sustainable mixed-use scheme that addresses the key objectives for the Site as set out in **Figure 1.1**.
- 8.2 The Site is supported at all levels of planning policy as suitable for significant redevelopment. It is a key Site Allocation within the Isle of Dogs and South Poplar and the location of the Site within an Opportunity Area, the CAZ, an emerging Metropolitan Town Centre, a Tall Building Zone and on top of a Crossrail and DLR station; mean that policy development outputs should be optimised and the Site is suitable for tall buildings at the highest densities. All of the North Quay Site Local Plan Allocation requirements are met.
- 8.3 The proposed building heights and overall quantum of development are comparable with those of the implemented 2007 Consent, however, in recognition of how the planning policy context has changed since 2007, a much broader range of uses and types of building are now proposed. Given the history of the previous planning applications on the Site, it is also crucial for the delivery of development that any planning consent can be flexible enough to respond to rapidly changing circumstances as different development demands arise. This is a key driver behind the flexible approach to the OPA and enabling the Site to respond very quickly to market signals and offer a more diverse development mix will help it stand out against competing locations in London as well as the rest of Europe. The Applicant's Wood Wharf development is an excellent example of how a flexible approach can be successful when it comes to delivering development on sites that are able to accommodate multiple buildings.
- 8.4 There has been a robust testing and analysis of the OPA, both looking at the maximum development parameters as well as the Indicative Scheme to ensure that all of the impacts are understood and can be addressed. The design of the Proposed Development has responded to comments made during pre-application discussions, especially the approach to building heights, landscaping design and how the Aspen Way Footbridge connects into the Site.
- 8.5 The Proposed Development will 'place-make' and successfully transform the existing vacant Site into a location that will integrate South Poplar and Canary Wharf through improved physical connections; a wide range of uses; jobs at varying entry levels; and public spaces and activities that can be enjoyed by all.
- 8.6 There are no proposed changes to the listed dock wall and it is intended that the end condition of the wall would remain as found today. Listed building consent is sought for works necessary to safeguard the dock wall during construction and any necessary remedial works. As there will be

no direct effects on the wall (other than for its repair), the Heritage Assessment (NQ.PA.15) confirms that the significance of the listed dock wall will remain unaffected.

8.7 The scheme benefits are wide ranging and substantial, they include:

- c. £50 million payment for LBTH CIL, which will provide monies for local infrastructure;
- c. £50 million payment for Mayoral CIL towards Crossrail;
- Up to 18,795 new jobs across a range of sectors that will help diversify the employment base at Canary Wharf as well as construction and end-user training initiatives (up to new 13,380 jobs in the Indicative Scheme);
- The increase in employment would make a significant economic contribution, in terms of Gross Value Added, the net increase in employment represents an impact of up to £1.4 billion per annum (up to £1 billion per annum in the Indicative Scheme). The new jobs accommodated by the commercial floorspace could generate up to £43.8 million per year of spend in the local area around the Site (up to £32.2 million per year in the Indicative Scheme). The business rate revenue could be up to £58 million per year (up to £37 million per year in the Indicative Scheme);
- Up to 1,264 new homes across a range of tenures, including affordable homes, to help address LBTH's minimum housing targets (702 new homes in the Indicative Scheme);
- The new residential population would bring additional household spending of up to £19 million per year which will include spending locally (£10.6 million per year in the Indicative Scheme);
- A quantum and mix of retail development to support Canary Wharf's re-designation as a Metropolitan Town Centre;
- A new public square, dockside and other publicly accessible open space which will transform the enjoyment of North Dock in this location and which includes spaces to host events;
- Direct physical improvements to the north-south route between Canary Wharf and South Poplar to significantly enhance the ease and experience of the journey;
- Modifications to Upper Bank Street/Aspen Way junction including enhanced east-west signalled pedestrian crossings; and provision of new east-west pedestrian and cycle routes between West India Quay DLR station and Upper Bank Street.

Appendix 1 - Abbreviations

Canary Wharf (North Quay) Ltd	The Applicant
North Quay, Aspen Way, London, E14	The Site
LBTH	London Borough of Tower Hamlets
GLA	Greater London Authority
TfL	Transport for London
EA	Environment Agency
HE	Historic England
CRT	Canal and River Trust
MHCLG	Ministry of Housing, Communities and Local Government
LCA	London City Airport
DLR	Docklands Light Railway
CADAP	LBTH Conservation and Design Advisory Design Panel
MP	Metropolitan Police (Secure by Design)
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance (first published March 2014)
The London Plan	The London Plan- The Spatial Development Strategy for London Consolidated with Alterations since 2011 (March 2016)
Draft London Plan	The Draft London Plan – Intend to Publish version (December 2019)
IOD OAPF	Isle of Dogs and South Poplar Opportunity Area Planning Framework (September 2019)
Housing SPG	Housing Supplementary Planning Guidance (March 2016)
London View Management Framework SPG	London View Management Framework Supplementary Planning Guidance (March 2012)
CAZ SPG	Central Activities Zone Supplementary Planning Guidance (March 2016)
Crossrail Funding SPG	Crossrail Funding – Use of Planning Obligations and the Mayoral Community Infrastructure Levy Supplementary Planning Guidance (Updated March 2016)
Town Centres SPG	Town Centres Supplementary Planning Guidance (July 2014)

Dust and Emissions SPG	The Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance (July 2014)
Sustainable Design and Construction SPG	Sustainable Design and Construction Supplementary Planning Guidance (April 2014)
Play and Informal Recreation SPG	Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance (September 2012)
Land for Industry and Transport SPG	Land for Industry and Transport Supplementary Planning Guidance (September 2012)
All London Green Grid SPG	Green Infrastructure and Open Environments: The All London Green Grid Supplementary Planning Guidance (March 2012)
Social Infrastructure SPG	Social Infrastructure Supplementary Guidance (May 2015)
Character and Context SPG	Character and Context Supplementary Planning Guidance (June 2014)
London Planning Statement SPG	London Planning Statement Supplementary Planning Guidance (May 2014)
WHS SPG	London's World Heritage Sites – Guidance on Settings Supplementary Planning Guidance (May 2014)
Equality and Diversity SPG	Planning for Equality and Diversity in London Supplementary Planning Guidance (November 2017)
London's Foundations SPG	London's Foundations: Protecting the Geodiversity of the Capital Supplementary Planning Guidance (SPG)
Culture and night-time economy SPG	Culture and the Night-Time Economy Supplementary Planning Guidance (SPG) (November 2017)
Affordable Housing and Viability SPG	Homes for Londoners: Affordable Housing and Viability Supplementary Planning Guidance 2017 (August 2017)
Mayor's CIL Charging Schedule 2	MCIL2 Charging Schedule – Mayor of London Community Infrastructure Levy 2 Charging Schedule (January 2019)
Mayor's Energy Assessment Guidance	Mayor of London Energy Assessment Guidance – Greater London Authority guidance on preparing energy assessments as part of planning applications (October 2018)
Local Plan	LB Tower Hamlets Local Plan 2031: Managing growth and sharing the benefits (Adopted January 2020)
Policies Map	LB Tower Hamlets Local Plan 2031 – Adopted Policies Map (January 2020)
LBTH CIL Charging Schedule	LB Tower Hamlets Community Infrastructure Levy (CIL) Charging Schedule (January 2020)
LBTH Planning Obligations SPD	LB Tower Hamlets Planning Obligations Supplementary Planning Document
Development Viability SPD	Development Viability Supplementary Planning Document

Tall Buildings Advice	Tall Buildings: Historic England Advice Note 4 (December 2015)
Setting of Heritage Assets	The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning 3 (Second Edition (December 2017))

Appendix 2 – Planning Policy Summary

1. Introduction

- 1.1.1 A summary of the most relevant national, regional and local planning policies and guidance to the Proposed Development is set out below. The summary is structured in a topic-based format.
- 1.1.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise. In this instance, the Development Plan for the Site comprises the London Plan – the Spatial Development Strategy for London Consolidated with Alterations since 2011 (March 2016) (“London Plan”) and the LBTH Local Plan 2031: Managing growth and sharing the benefits (Adopted January 2020) (“Local Plan”).
- 1.1.3 The GLA are currently preparing a new London Plan, which once adopted, will replace the current London Plan. The Draft London Plan – Intend to Publish version (December 2019) (“Draft London Plan”) was published with the intention of adopting the document in early 2020. However, in March 2020 the Secretary of State (SoS) directed the Mayor of London not to adopt the Draft London Plan until it has been updated to reflect a series of proposed Directions. The Directions include changes to Policy D3 (‘Optimising site capacity through the design-led approach’) and the general approach to density. In April 2020, the Mayor of London responded to the SoS which confirmed he has instructed his officials to engage positively and constructively to find a form of wording that can be acceptable to all.
- 1.1.4 The National Planning Policy Framework (NPPF) (June 2019) sets out the government’s planning policies for England and how these should be applied. The document is a material consideration in the determination of planning applications.

1.2 Principle of Development

National Planning Policy

National Planning Policy Framework (‘NPPF’) (2019)

- 1.2.1 Paragraph 7 and 8 of the NPPF state that the purpose of the planning system is to contribute to the achievement of sustainable development and that there are three dimensions to sustainable development: economic, social and environmental.

“an economic role – contributing to building a strong, responsive and competitive economy...”

a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations...

an environmental role – contributing to protecting and enhancing our natural, built and historic environment...”

- 1.2.2 Paragraph 11 of the NPPF sets out a presumption in favour of sustainable development. For decision makers, this means:

“approving development proposals that accord with an up-to-date development plan without delay; and

where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:

any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or

specific policies in this Framework indicate development should be restricted.”

- 1.2.3 Paragraph 80 of the NPPF states that significant weight should be placed on the need to support economic growth and productivity through the planning system, which include creating jobs and prosperity.

Regional Planning Policy

The London Plan (2016)

- 1.2.4 London Plan Policy 1.1: ‘Delivering the Strategic Vision and Objectives for London’ states that the development of east London will be a particular priority to address existing need for development, regeneration and promotion of social and economic convergence with other parts of London and as the location of the largest opportunities for new homes and jobs.
- 1.2.5 London Plan Policy 2.10: ‘Central Activities Zone (CAZ) – Strategic Priorities’ includes the priorities to:
- Sustain and enhance the City of London and, although formally outside the CAZ the Isle of Dogs as strategically important, globally-oriented financial and business services centres; and
 - In appropriate parts of the CAZ and the related area in the north of the Isle of Dogs, ensure that development of office provision is not strategically constrained and that provision is made for a range of occupiers especially the strategically important financial and business services.
- 1.2.6 Paragraph 2.55 stipulates that due to the northern part of the Isle of Dogs fulfilling some of the same functions, particularly in supporting a globally-oriented financial and business service cluster as the CAZ, the same general planning policy direction for offices should be taken.
- 1.2.7 London Plan Policy 2.11: ‘Central Activities Zone – Strategic Functions’ seeks to:
- Ensure that development proposals to increase office floorspace within the CAZ and the north of the Isle of Dogs Opportunity Area include a mix of uses including housing, unless such a mix would demonstrably conflict with other policies of the plan (such as Policies 3.4 and 4.3); and

- Seek solutions to constraints on office provision and other commercial development imposed by heritage designations without compromising local environmental quality, including through high quality design to complement these designations.

1.2.8 London Plan Policy 2.13: ‘Opportunity Areas and Intensification Areas’ states that development proposals within Opportunity Areas (OAs) should:

- Seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses;
- Contribute towards meeting (or where appropriate, exceeding) the minimum guidelines for housing and/or indicative estimates for employment capacity;
- Realise scope for intensification associated with existing or proposed improvements in public transport accessibility, such as Crossrail, making better use of existing infrastructure and promote inclusive access including cycling and walking; and
- Support wider regeneration and integrate development proposals to the surrounding areas especially areas for regeneration.

1.2.9 Annex 1 of the London Plan provides indicative estimates of employment capacity and housing guidelines up to 2031 for each of the Opportunity Areas (OAs). The Isle of Dogs OA covers a total area of 410ha, has an indicative employment capacity of 110,000 jobs and a minimum new home number of 10,000. The strategic policy direction for the OA states inter alia:

“The north of the Isle of Dogs forms a strategically significant part of London’s world city offer for financial, media and business services and is recognised as part of the Central Activities Zone for office policy purposes, with Canary Wharf also functioning as a Major town centre for its workers and more local communities. Proposed transport investment including Crossrail 1 should allow it to accommodate an additional 110,000 jobs by 2031 focused on the area with particularly good and improving public transport accessibility and capacity in and around Canary Wharf. To address barriers to the delivery of development, consideration is being given to refining this framework. This will focus on realising local benefits arising from improvements in public transport across London; a reappraisal of the balance between housing and employment in light of changing commercial occupier requirements; the scope to extend the area covered by the framework further north to open up employment and housing opportunities, for example towards Poplar”.

Draft London Plan – Intend to Publish (December 2019)

- 1.2.10 The concept of Good Growth, “*growth that is socially and economically inclusive and environmentally sustainable*” (Paragraph 0.0.18), underpins the Draft London Plan and ensures that it is focused on sustainable development.
- 1.2.11 Policy GG2 (‘Making best use of land’) states to create sustainable mixed-use places that make the best use of land, development must:
- Enable the development of brownfield land, particularly in Opportunity Areas and sites on the edge of town centres;
 - Prioritise sites that are well-connected to existing or planned public transport;
 - Proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development in locations that are well-connected to jobs, services, infrastructure and amenities;
 - Apply a design-led approach to determine the optimum development capacity of sites;
 - Understand the value of existing places and use this as a catalyst for growth to strengthen the distinct and varied character;
 - Protect and enhance open spaces;
 - Plan for walking, cycling and public transport connections to support the strategic target of 80% of all journeys to be made using sustainable travel; and
 - Maximise opportunities to use infrastructure assets for more than one purpose.
- 1.2.12 Although formally located outside of the CAZ, the northern part of the Isle of Dogs is recognised as a satellite location for world city office functions and is treated as part of the CAZ in Draft London Plan Policy. Policy SD4 (‘The Central Activities Zone’) states that the unique international, national and London-wide roles of Central Activity Zone (CAZ) should be promoted. Nationally and internationally significant office functions should be supported and enhanced, including the intensification and provision of sufficient space to meet demand for various types of occupiers.
- 1.2.13 Supporting paragraph 2.4.6 states that whilst housing, social infrastructure and community uses are not strategic functions of the CAZ, these uses play an important role, character and function of the Zone as a vibrant mixed-use area. New residential development should be complementary and not compromise the strategic functions of the CAZ.
- 1.2.14 Supporting paragraph 2.4.12 states that the vitality and viability of the international shopping centres and other CAZ retail clusters should be enhanced and their adaptation and diversification supported.
- 1.2.15 Policy SD5 (‘Offices, other strategic functions and residential development in the CAZ’) states that new residential development should not compromise the strategic functions of the CAZ and is not appropriate in defined parts of the Northern Isle of Dogs (areas identified in LBTH Development Plan). Part C states that offices and other CAZ strategic functions are to be given greater weight relative to new residential development in all other areas of the CAZ except within wholly residential streets and neighbourhoods.

1.2.16 Policy SD1 ('Opportunity Areas') states that Opportunity Areas ('OAs') should maximise the delivery of affordable housing and contribute to regeneration objectives such as tackling spatial inequalities and environmental, economic and social barriers. Boroughs should support development which creates wider employment opportunities, wider regeneration and ensure that development proposals integrate into surrounding areas.

1.2.17 Supporting Table 2.1 ('Opportunity Area Indicative capacity for new homes and jobs') states that the Isle of Dogs has capacity to accommodate up to 29,000 new homes and 110,000 jobs.

Isle of Dogs and South Poplar Opportunity Areas Planning Framework (OAPF) (2019)

1.2.18 The Isle of Dogs and South Poplar Opportunity Area Planning Framework ("IOD OAPF") provides a framework for managing future growth in the area.

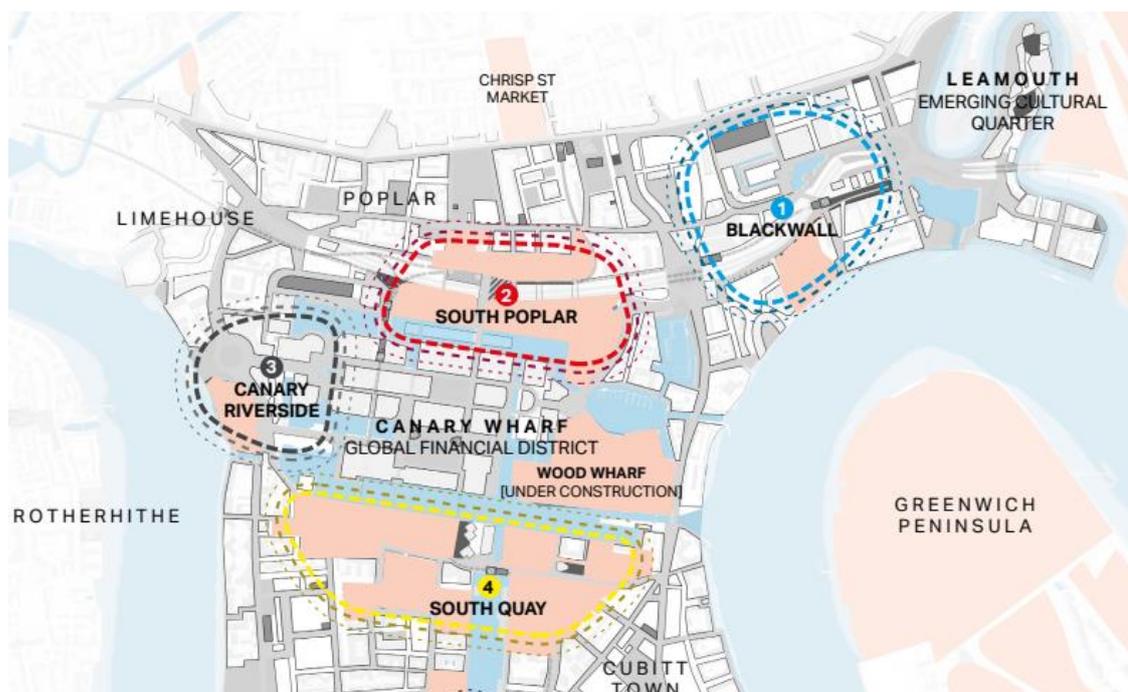
1.2.19 Section 1.3 of the IOD OAPF identifies opportunities for growth in the Isle of Dogs and South Poplar Opportunity Area. This includes optimising opportunities for a range of new homes, providing a strategic reserve of office employment floorspace, upgrading Canary Wharf to a Metropolitan Centre by expanding the range of services and retail floorspace on offer, addressing barriers between the Isle of Dogs and South Poplar, capitalising on the benefits of the new Elizabeth Line station and enhancing environmental quality. The area is expected to deliver a minimum of 31,000 new homes and 110,000 additional jobs.

1.2.20 Figure 2.2 of the IOD OAPF shows that the Site is located within the 'CAZ category B equivalent Strategic area', which is envisaged to become an employment led mixed use area that transitions to the surrounding residential context. The Site is also located within the 'Canary Wharf tall building cluster, including super tall buildings', as shown in Figure 3.2 of the document.

1.2.21 South Poplar is envisaged to become connected and integrated into the new gateway to the Docklands. Sites north and south of Aspen Way will work together to create a series links, which will provide an extension of the green open space

1.2.22 Section 5.3 identifies the Site within South Poplar as an emerging area of change.

Figure 1) Area of Change (Extract of Fig 5.3 of the Isle of Dogs and South Poplar OAPF)



Local Planning Policy and Guidance

Tower Hamlets Local Plan 2031 (January 2020)

- 1.2.23 Policy S.SG1 ('Areas of Growth and Opportunity within Tower Hamlets') states that new development will be directed towards the OAs and highly accessible locations that have good links to public transport, walking and cycling networks and local services. The policy states that the majority of new housing and employment within the Borough will be focused within the Isle of Dogs and South Poplar OA and that the continued growth of Canary Wharf will be promoted to support its strategic role as a metropolitan centre with the adjoining areas around Poplar and the Isle of Dogs.
- 1.2.24 Policy S.SG2 ('Delivering Sustainable Growth in Tower Hamlets') supports development which delivers managed growth through good design, preserves the character and setting of the area, does not result in unacceptable impacts on the historic environment, transport capacity and infrastructure. It also states that development should share the benefits of growth such as creating mixed and balanced communities and contributing to healthy environments.
- 1.2.25 Section 4 of the Local Plan identifies the Site within Sub Area 4 (Isle of Dogs and South Poplar) and sets out the vision for delivering sustainable development in the area. It states that by 2031, the Isle of Dogs and South Poplar area will have a cohesive mix of housing, employment and leisure uses within distinctive, inclusive and vibrant neighbourhoods.
- 1.2.26 In line with Policy S.SG1, development within Sub-Area 4 should seek to: create attractive and distinctive places; meeting housing needs; deliver economic growth; revitalise town centres;

protect and manage environment; enhance open and water spaces; and improve connectivity and travel choice.

1.2.27 North Quay comprises Local Plan Site Allocation 4.9:

4.9: North Quay

Design principles

Development will be expected to:

- a. respond positively to the existing character of the surrounding built environment and its dockside location
- b. improve strategic links from Canary Wharf to Poplar High Street through the provision of enhanced north-south links
- c. protect or enhance the waterside setting, ensuring public accessibility along the entire waterfront
- d. address noise mitigation measures in areas bordering Aspen Way with a green buffer and/or alternative measures
- e. provide active frontages and access along the dockside to create a series of interconnected spaces in accordance with the green grid
- f. improve biodiversity and ecology along the water edges and within open spaces
- g. create a positive sense of place through the delivery of an active public square connecting the Canary Wharf Elizabeth line station and the dockside promenade to Poplar DLR station and Poplar High Street
- h. accommodate a new east-to-west pedestrian route through the site which facilitates connections to the wider movement network and the DLR and underground stations adjoining the site, and
- i. address the barrier of Aspen Way and integrate the site with Poplar High Street to the north, and the Canary Wharf Elizabeth line station and the Canary Wharf estate to the south. These routes should align with the existing urban grain to support permeability and legibility.

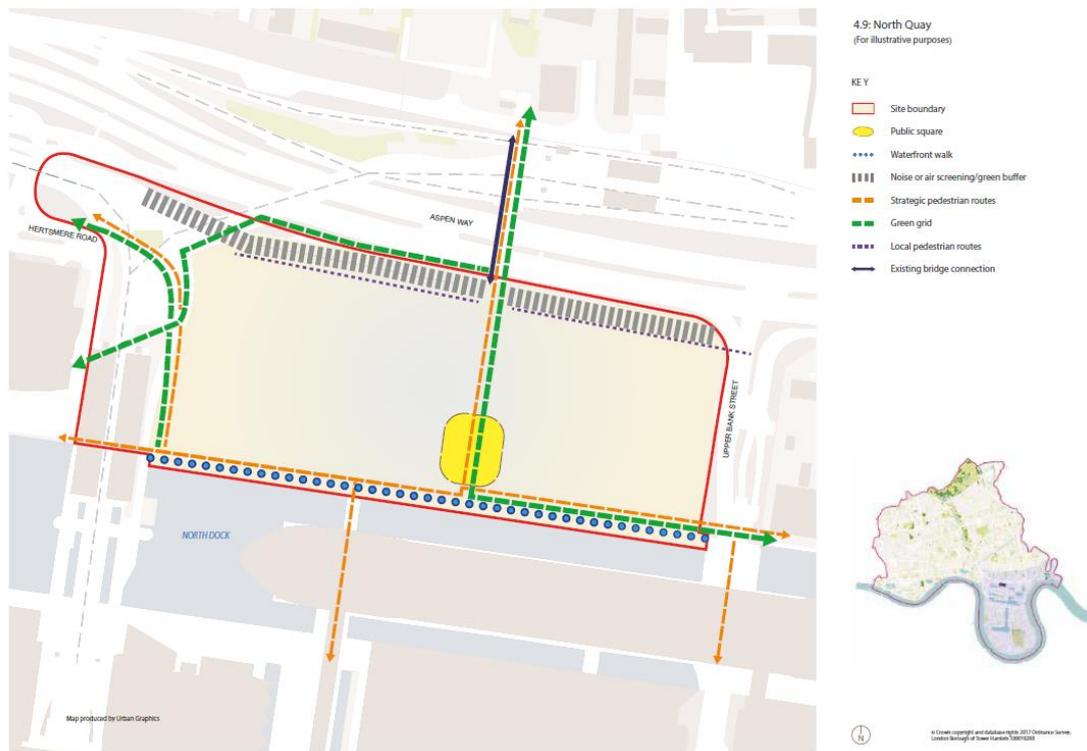
Delivery considerations

- a. Development should support the aspirations for enhanced and/or new bridge(s) over Aspen Way to better connect Poplar and Canary Wharf.
- b. Landowners within the Aspen Way, North Quay and Billingsgate site allocations are strongly encouraged to work together (ideally through a masterplan) to better connect Poplar and Canary Wharf and positively address the social, economic and environmental disparities between the areas.
- c. Development should accord with any flood mitigation and adaptation measures stated within the borough’s Strategic Flood Risk Assessment and the sequential test.
- d. Development of the site allocation provides a unique opportunity to positively address the social, economic and environmental disparities between Poplar and Canary Wharf.

Address	Upper Bank Street
Size (hectares)	3.27
Public transport accessibility levels	5-6a (2021)*, 6a (by 2031)
Flood zone(s)	2-3a
Land use requirements	<ul style="list-style-type: none"> ● Employment: Preferred office location (secondary) with ancillary supporting uses such as gyms, hotels, restaurants and retail. ● Housing
Infrastructure requirements	<ul style="list-style-type: none"> ● Small open space (minimum of 0.4 hectares) ● Improvement and enhancement of existing pedestrian bridge over Aspen Way and routes to it

*the year 2021 has been used due to the arrival of the Elizabeth line at Canary Wharf

Figure 47: North Quay



1.3 Office Use

National Planning Policy

National Planning Policy Framework ('NPPF') (2019)

- 1.3.1 Section 6 of the NPPF 'Building a strong competitive economy' states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity. Paragraph 81 states that planning decisions should recognise the specific locational requirements of different sectors.
- 1.3.2 Paragraph 86 promotes the management and growth of town centres.

Regional Planning Policy

The London Plan (2016)

- 1.3.3 The policy approach with regard to commercial development on the northern part of the Isle of Dogs is summarised in Section 1.2 above.
- 1.3.4 Policy 4.1 'Developing London's Economy' promotes and enables the continued development of a strong, sustainable and increasingly diverse economy. Policy 4.2 'Offices' notes that the Mayor will, and boroughs should (inter alia):
- support the mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of the Plan, including enhancing its varied attractions for businesses of different types and sizes including small and medium sized enterprises;
 - recognise and address strategic as well as local differences in implementing the policy to:
 - a. meet the distinct needs of the central London office market, including the north of the Isle of Dogs, by sustaining and developing its unique and dynamic clusters of 'world city' and other specialist functions and business environments.
 - encourage renewal and modernisation of the existing office stock in viable locations to improve its quality and flexibility; and
 - seek increases in the current stock where there is authoritative, strategic and local evidence of sustained demand for office-based activities in the context of policies 2.7, 2.9, 2.13 and 2.15–2.17.
- 1.3.5 The supporting text notes that in the CAZ and Isle of Dogs there remains strong long-term office demand, and a substantial development pipeline which is partly subject to the implementation of Crossrail and other significant investments in transport capacity. Supporting paragraph 4.17 notes that within the CAZ and the north of the Isle of Dogs OA, strategically important office development should include other uses, including housing, and as a general principle, housing and other uses should be required onsite or nearby to create mixed use neighbourhoods. It goes on to note that exceptions to this should only be permitted where mixed uses might compromise

broader objectives such as sustaining important clusters of business activity, for example in the north of the Isle of Dogs.

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- 1.3.6 Policy SD4 ‘The Central Activities Zone’ Part A states that the unique international, national and London-wide roles of the CAZ, based on an agglomeration and rich mix of strategic functions and local uses, should be promoted and enhanced. In relation to commercial uses, Part B states that the nationally and internationally significant office functions of the CAZ should be supported and enhanced by all stakeholders, including the intensification and provision of sufficient space to meet demand for a range of types and sizes of occupier and rental values.
- 1.3.7 Policy SD5 ‘Offices, other strategic functions and residential development in the CAZ’, states that new residential development should not compromise the strategic functions of the CAZ. Part C states that offices and other CAZ strategic functions are to be given greater weight relative to new residential development in all areas of the CAZ except where specified and within wholly residential streets or predominately residential neighbourhoods. In areas where offices and CAZ strategic functions are given greater or equal weight relative to new residential development (as defined in Part C), mixed-use office/residential proposals should be supported where there is an equivalent or net increase in office floorspace.
- 1.3.8 Policy E1 ‘Offices’ notes that improvements to the quality, flexibility and adaptability of office space of different sizes (for micro, small, medium-sized and larger enterprises) should be supported by new office provision, refurbishment and mixed-use development. Parts B and C of Policy E1 support the increase in the current stock of offices in the CAZ, including the North of the Isle of Dogs. Increases in office stock should be supported by improvements to walking, cycling and public transport connectivity and capacity. Development proposals related to new offices should take into account the need for a range of suitable workspace including lower cost and affordable workspace.
- 1.3.9 Policy E2 (‘Providing suitable business space’) states that development of B use class business uses should ensure that the space is fit for purpose having regard to the type and use of the space. Proposals for new B Use Class business floorspace greater than 2,500 sq.m (GEA) or a locally determined lower threshold should consider providing a proportion of flexible workspace or small units suitable for micro, small and medium-sized enterprises.

Central Activities Zone Supplementary Planning Guidance (2016)

- 1.3.10 The CAZ Supplementary Planning Guidance (SPG) provides guidance on the implementation of the London Plan policies related to the CAZ and, where relevant, the North of the Isle of Dogs. Paragraph 1.3.7 reflects London Plan Policies 2.11Aa, 4.3Aa and paragraph 4.17 in noting that residential development is considered inappropriate in the commercial core areas of the north of the Isle of Dogs. It also reiterates that office and other CAZ strategic functions should be given greater weight relative to new residential development in areas set out in the Table 1.1.

1.3.11 Table 1.1 of the SPG provides guidance on balancing the priorities attached to housing relative to offices and other strategic functions in the CAZ and the north of the Isle of Dogs. Part A of the table notes that residential development is not appropriate in the commercial core of the north of the Isle of Dogs, whilst part B of the table notes that offices and other CAZ strategic functions should be given greater weight relative to new residential in other parts of the north of the Isle of Dogs (outside the core areas defined in part A).

Local Planning Policy

Tower Hamlets Local Plan 2031 (January 2020)

1.3.12 Policy S.EMP1: ‘Creating investment and jobs’ states that the Council will maximise and deliver investment and job creation in the borough by:

- *“Supporting and promoting the competitiveness, vibrancy and creativity of the Tower Hamlets economy;*
- *Protecting the borough’s global, national, regional and local economic roles in delivering jobs and supporting businesses*
- *Ensuring a range of job opportunities are provided throughout the borough, particularly within designated employment locations, the CAZ, Tower Hamlets Activity Areas and Major, District and Neighbourhood Centres; and*
- *Ensuring the borough’s residents have access to education and skills that will enable them to benefit from local employment and enterprise opportunities.”*

1.3.13 Policy S.EMP1 also states that proposals that promote a sustainable, diversified and balanced economy will be supported through ensuring availability of a range of workshops and unit sizes, co working space, start-up space etc. and working with affordable and shared workspace providers.

1.3.14 Policy S.EMP1 states Secondary Preferred Office Locations (POL) contain, or could provide, significant office floorspace and that greater weight is given to office and other strategic CAZ uses within these areas as a first priority. Residential uses can be accommodated within Secondary POLs but should not exceed 25% of the site area floorspace provided. Where residential floorspace thresholds set out in Part 1 are exceeded, applicants must robustly demonstrate why it is not viable to deliver the required CAZ strategic uses and that the supply of sufficient employment capacity to meet future need is not being compromised.

1.3.15 Policy D.EMP2 states that within major commercial and mixed-use development schemes at least 10% of new employment floorspace should be provided as affordable workspace.

1.3.16 Policy D.EMP4 requires redevelopment proposals within the Secondary POL to be employment led and deliver the maximum viable level of office floorspace or other non-residential strategic functions within the CAZ.

1.3.17 Policy S.TC1 ‘Supporting the network and hierarchy of centres’ identifies Canary Wharf as an important major centre, which should be maintained and enhanced, improving its local

accessibility and supporting its continued growth. Development should continue to support its role as a key global employment centre and a designated Metropolitan Centre in the London Plan.

1.4 Housing

National Planning Policy

National Planning Policy Framework ('NPPF') (2019)

- 1.4.1 Section 5 of the NPPF identifies the Government's objective of significantly boosting the supply of homes and ensuring that a sufficient amount and variety of land can come forward.

Regional Planning Policy

The London Plan (2016)

- 1.4.2 Policy 3.3 'Increasing Housing Supply' highlights the pressing need for more homes in London. It states that the Mayor will seek to ensure housing need is met with at least an annual average of 42,000 net additional homes across London.
- 1.4.3 Policy 3.4 'optimising Housing Potential' reflects that development should optimise housing output for different types of location within the relevant density range shown in table 3.2 (below). Planning decisions must take into account local context and character, the design principles of the London Plan and public transport capacity. Supporting paragraph 3.28 states that it is not appropriate to apply table 3.2 mechanistically.
- 1.4.4 Policy 3.5 'Quality and Design of Housing Developments' explains that housing developments should be designed of the highest quality internally, externally and in relation to their context and to the wider environment. The design of all new housing development should enhance the quality of local places, taking into account physical context, local character, density, tenure and land use mix and relationships with open spaces. Developments should incorporate requirements for accessibility and adaptability and must conform to the minimum space standards provided in Table 3.3 of the Plan (as copied below).

Figure 2) – Minimum space standards for new dwellings (Extract Table 3.3 of the London Plan)**Table 3.3 Minimum space standards for new dwellings⁵⁷**

Number of bedrooms	Number of bed spaces	Minimum GIA (m2)			Built-in storage (m2)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0

- 1.4.5 Policy 3.8 ‘Housing Choice’ ensures that there is a genuine choice of homes that are affordable and meet the requirements of different groups and sectors to provide different sizes and types of dwellings in the highest quality environments.
- 1.4.6 Policy 3.9 ‘Mixed and Balance Communities’ promotes communities which are mixed and balanced by tenure and household income, in order to foster social diversity, redress social exclusion and strengthen communities’ sense of responsibility.
- 1.4.7 Policy 3.12 ‘Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes’ encourages the maximum reasonable amount of affordable housing to be sought when negotiating on individual private residential and mixed use schemes, having regard to:
- Affordable housing targets set out in the London Plan;
 - The need to encourage rather than restrain residential development;
 - The need to promote mixed and balanced communities; and
 - The specific circumstances of individual sites.
- 1.4.8 Policy 3.12 further explains that negotiations on sites should take into account their individual circumstances including development viability, the availability of public subsidiary, the implications of phased development including provisions for re-appraising the viability of schemes prior to implementation, and other scheme requirements.
- 1.4.9 Policy 3.6 ‘Children and Young People’s Play and Informal Recreation Facilities’ seeks to ensure that all children and young people have safe access to good quality, well designed, secure and

stimulating play and informal recreation provision, incorporating trees and greenery wherever possible. The Mayor's Supplementary Planning Guidance 'Providing for Children and Young People's Play and Informal Recreation' (2012) sets out guidance to assist in this process, which includes a benchmark standard of a minimum of 10sqm of dedicated play space per child.

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- 1.4.10 Table 4.1 sets a new 10-year housing target (2019/20 – 2028/29) for LBTH of 34,730, equating to 3,473 dwellings per annum.
- 1.4.11 Policy H1 'Increasing Housing Supply' states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, especially sites with existing or planned public transport access levels (PTALs) 3-6 or which are located within 800m of a Tube station, rail station or town centre boundary. On sites that are allocated for mixed-use or residential development, proposals should be designed to include a mix of uses in order to make the best use of land available. Boroughs should enable the delivery of housing capacity identified in Opportunity Areas.
- 1.4.12 Policy H4 'Delivering Affordable Housing' identifies a strategic target for 50% of all new homes delivered across London to be genuinely affordable.
- 1.4.13 Policy H5 'Threshold approach to applications' states that the threshold level of affordable housing on gross residential development is set at a minimum of 35% (50% for public sector land with no portfolio agreement and for Strategic Industrial Locations, Locally Significant Industrial Sites and Non-Designated Industrial sites). To follow the Fast Track Route of the threshold approach applications must meet all the following criteria:
- Meet/exceed the relevant threshold level of affordable housing on site without public subsidy;
 - Be consistent with the relevant tenure split;
 - Meet other relevant policy requirements and obligations; and
 - Demonstrate that account has been taken of the 50% strategic target in Policy H4 and have sought grant to increase the level of affordable housing.
- 1.4.14 Fast tracked applications are not required to provide a viability assessment at application stage. Where an application does not meet the above requirements, it must follow the Viability Tested Route. This requires detailed supporting viability evidence to be submitted in a standardised and accessible format as part of the application. Viability tested schemes will be subject to an Early Stage Review if an agreed level of progress on implementation is not made within two years, a late stage viability review triggered when 75% of the units in a scheme are sold or let; and mid-term reviews prior to implementation of phases for larger phased schemes.
- 1.4.15 Policy H6 'Affordable housing tenure' outlines the required split of affordable housing products to be applied to residential development. A minimum of 30% of affordable housing should be low cost rented homes (either London Affordable Rent or Social Rent), a minimum of 30% should be

intermediate products which meet the definition of genuinely affordable housing; and the remaining 40% to be determined by the borough as low cost rented homes or intermediate products based on identified need.

- 1.4.16 Policy H6 requires residential development proposals to consist of a range of unit sizes. Applicants should have regard to robust local evidence where available (or the London Strategic Housing Market Assessment if no local evidence is available); the requirement to deliver mixed and inclusive neighbourhoods; the need to deliver a range of unit types; the mix of uses and tenures in the scheme; the nature and location of the site (with a higher proportion of one and two bed units generally more appropriate around town centres, stations or with higher public transport access and connectivity); the aim to optimise housing potential on sites; and the role of one and two bed units in freeing up family housing.
- 1.4.17 Policy H16 relates to large-scale purpose built shared living accommodation. Proposals for such development must be of a good quality design; contribute to mixed and inclusive neighbourhoods, be located in an area well connected to local services and employment by walking, cycling and public transport; be under single management; ensure all of the units provided are for rent with minimum tenancy lengths of at least 3 months; and provide communal facilities and services that are sufficient to meet the requirements of the intended number of residents. Such proposals should also ensure that the private units provide adequate functional living space and layout and are not self-contained homes or capable of being used as self-contained homes; provide a management plan with the application; and deliver a cash in lieu contribution towards conventional C3 affordable housing. Developments are expected to provide a contribution that is equivalent to 35% of the units (50% where the development is on public sector land or industrial land appropriate for residential use). All large-scale purpose built shared living schemes will be subject to the Viability Tested Route.
- 1.4.18 Policy S4 'Play and informal recreation' seeks to ensure that development proposals include at least 10 sqm per child of suitable play provision.
- 1.4.19 Policy D3 'Optimising site capacity through the design-led approach' seeks to ensure that development proposals make the best use of land by following a design led approach that optimises the capacity of sites.
- 1.4.20 The Directions issued by the Secretary of State in March 2020 regarding the Draft London Plan require amendments to be made to the wording of Policy D3. These include clarifying that the design of a development must optimise site capacity; higher density developments should be promoted in areas that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling; and where there are existing clusters of high density buildings, expansion of these clusters should be positively considered.
- 1.4.21 Policy D6 'Housing quality and standards' states that housing development should be of high-quality design and provide adequately sized rooms in line with the space standards in Table 3.1.

The standards set out within Table 3.1 replicate those included within Table 3.3 of the current London Plan (2016).

- 1.4.22 Policy D6 also requires housing development to maximise the provision of dual aspect units and avoid the provision of single aspect dwellings. The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space. Development should also be designed with adequate and easily accessible storage space for the separate collection of recyclables.
- 1.4.23 Part D of Draft London Plan Policy D4 provides the following internal and private external space standards:

Figure 3) Draft New London Plan Policy D4 Internal and External Design Quality and Standards

No.	Standard
Private Internal Space Standards	
1	Dwellings must provide at least the gross internal floor area and built-in storage area set out in Table 3.1.
2	A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide.
3	A one bedspace single bedroom must have a floor area of at least 7.5 sqm and be at least 2.15m wide.
4	A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sqm
5	Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 sqm within the Gross Internal Area).
6	Any other area that is used solely for storage and has a headroom of 0.9- 1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.
7	A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 sqm in a double bedroom and 0.36 sqm in a single bedroom counts towards the built-in storage requirement.
8	The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.
Private Outside Space Standards	
9	Where there are no higher local standards in the borough development plan documents, a minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m. This does not count towards the minimum Gross Internal Area space standards required in Table 3.1

1.4.24 Table 3.2 of the draft London Plan sets out a range of qualitative design aspects to be addressed in residential developments. These design aspects relate to layout, orientation and form; outside space; and usability and ongoing maintenance.

1.4.25 Policy D7 ('Accessible housing') states that residential development should provide 10% of housing in accordance with Building Regulation requirement M4(3), with all remaining housing provided to Building Regulation requirement M4(2).

Mayor's Housing SPG (2016)

1.4.26 The Mayor's Housing SPG sets out guidance to supplement the housing policies in the London Plan. It includes design standards for housing developments.

1.4.27 The Mayor is committed to promoting a real choice of homes for Londoners. Central to this is encouraging the delivery of a range of tenures, including different types of affordable housing and providing for groups with distinct housing requirements as discussed in Paragraph 3.1.0 of the SPG.

1.4.28 The SPG sets out the minimum level of quality and design that new homes should meet and the extent to which proposed developments depart from the standards should be taken into account in planning decisions. Application of standards through the planning system provides some flexibility. Consideration should be given to these standards alongside achievement of other policies of the London Plan. In particular, regard should be had on the one hand to overall viability and the need to ensure an appropriate level of housing supply in changing economic circumstances as stated in Paragraph 2.1.17 of the SPG.

1.4.29 The SPG is clear that whilst a failure to meet one standard would not necessarily lead to an issue of compliance with the London Plan, a combination of failures would cause concern. In most cases, departures from the standards will require a clear and robust justification. London Plan Policy 3.5 provides flexibility in this respect where development proposals meet specific, identified needs and demonstrate exemplary design quality, for example through an appropriate design review process.

Affordable Housing & Viability SPG (2017)

1.4.30 The SPG explains the threshold approach to viability as set out within Policy H6 of the Draft London Plan.

Local Planning Policy

Tower Hamlets Local Plan 2031 (January 2020)

1.4.31 Policy S.H1 'Meeting Housing Needs' seeks to deliver at least 58,965 new homes (equating to at least 3,931 new homes per year) within the borough between 2016 and 2031. The policy states this will be achieved by focusing the majority of housing in the opportunity areas and site allocations.

1.4.32 Policy S.H1 also aims to ensure that development contributes to the creation of socially balanced and inclusive communities by offering housing choice reflecting the Council’s priorities for affordable and family homes. This policy includes an overall strategic target for affordable homes of 50%, which will be achieved by:

- Requiring a minimum of 35% affordable homes on sites providing 10 or more new residential units (subject to viability);
- Securing affordable homes from a range of council-led initiatives; and
- Requiring a mix of rented and intermediate affordable tenures to meet local need on all sites providing new housing.

1.4.33 Policy S.H1 outlines that development should provide a mix of unit sizes and tenures and support a variety of housing products in the market and affordable tenures which meet local need. All housing must be well-designed.

1.4.34 Policy D.H2 (‘Affordable housing and housing mix’) requires development to maximise the provision of affordable housing in accordance with a 70% rented and 30% intermediate tenure split. Development should maximise the delivery of affordable housing on-site.

1.4.35 Policy D.H2 also states that development is required to provide a mix of unit sizes in accordance with local housing need, as outlined in the table below:

Figure 6) Extract of LBTH target housing mix table

	Market	Intermediate	Affordable rented
1 bed	30%	15%	25%
2 bed	50%	40%	30%
3 bed	20%	45%	30%
4 bed			15%

1.4.36 Policy D.H3 (‘Housing standards and quality’) requires development to demonstrate that, as a minimum, it meets with the most up-to-date London Plan space and accessibility standards; in particular:

- It provides a minimum of 2.5 metres floor-to-ceiling heights; and
- At least 10% of dwellings are built to the ‘wheelchair user dwellings’ accessible housing standard M4 (3) and the remainder of dwellings are built to the ‘accessible and adaptable dwellings’ accessible housing standard m4 (2) of the building regulations. Where units which meet the wheelchair user dwellings standards M4 (3) (2) (b) are to be delivered above the ground floor, access to a second lift must be provided. In exceptional circumstances, where units which meet the wheelchair user dwellings standards m4 (3) (2) (b) cannot be accommodated on site, contributions in-lieu will be accepted.

1.4.37 Policy D.H3 states that affordable housing should not be externally distinguishable in quality from private housing and developments must use hard wearing, durable materials for the affordable housing elements. The policy also requires development to protect or re-provide existing amenity space. The net loss of existing amenity space will be resisted.

1.4.38 Policy D.H3 states that developments will need to demonstrate how they will meet the following minimum amenity space (private, communal and child play space) standards on site:

- Minimum of five square metres of private outdoor space should be provided for 1-2 person dwellings and an extra one square metres should be provided for each additional occupant.
- Balconies and other private external spaces should have a minimum width and depth of 1500 mm.
- For developments with 10 or more residential units, the minimum communal amenity space (excluding circulation areas, access routes and waste or bike storage) should be 50 square metres for the first 10 units plus a further one square metres for every additional unit thereafter
- Major developments should provide a minimum of 10 square metres of high quality play space for each child.
- The child yield calculator should be used to determine child numbers in a development.

1.5 Student Housing

Regional Planning Policy

The London Plan (2016)

1.5.1 In addressing the need for specialist student housing, a more dispersed distribution of future provision will be encouraged taking into account development and regeneration potential in accessible locations away from the areas of greatest concentration in central London.

1.5.2 Supporting paragraph 3.53B states that where there is not an undertaking with a specified academic institution, providers should, subject to viability, deliver an element of student accommodation that is affordable for students in the context of average student incomes and rents for broadly comparable accommodation provided by London universities.

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1.5.3 Policy H15 of the states that boroughs should seek to ensure that local strategic need for purpose-built student accommodation is addressed. Development should contribute to a mixed and inclusive neighbourhood.

1.5.4 Policy H15 states that the maximum level of accommodation should be secured as affordable student accommodation as defined through the London Plan and associated guidance. Policy H15 also requires that student housing should provide adequate functional living space and layout.

1.5.5 Part B of Policy H15 encourages Boroughs, student accommodation providers and higher education providers to develop student accommodation in locations well-connected to local services by walking, cycling and public transport, as part of mixed-use redevelopment schemes.

Local Planning Policy

Tower Hamlets Local Plan 2031 (adopted January 2020)

- 1.5.6 Policy D.H6 of the Local Plan seeks to direct new purpose-built student accommodation to locations within close proximity to the borough's higher education institutions or in highly accessible locations. Proposals must not compromise the supply of land for self-contained homes; have an undertaking in place to provide housing for students at one or more specific education institutions, or otherwise provide an element of affordable student accommodation; respect existing residential amenity; and provide 5% of student rooms as wheelchair accessible, including access to a wheelchair-accessible shower room for independent use.

1.6 Retail and Town Centres

National Planning Policy

National Planning Policy Framework ('NPPF') (2019)

- 1.6.1 NPPF paragraph 85 states that planning policies and decisions should support the role that town centres play at the heart of local communities by taking a positive approach to their growth, management and adaptation.

Regional Planning Policy

The London Plan (2016)

- 1.6.2 Policy 2.10 'CAZ Strategic Priorities' notes that the retail offer of CAZ for residents, workers and visitors should be supported and improved.
- 1.6.3 Policy 4.7 'Retail and Town Centre Development' supports the need to bring forward capacity for retail, commercial, culture and leisure development in town centres.
- 1.6.4 Furthermore, Policy 4.8 'Supporting a Successful and Diverse Retail Sector and Related Facilities and Services' supports a successful, competitive and diverse retail sector which promotes sustainable access to the goods and services that Londoners need. When planning for retail and related facilities and services, the following relevant criterion should be applied:
- Bring forward capacity for additional comparison goods retailing particularly in International, Metropolitan and Major centres.

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- 1.6.5 Policy SD4 ('The Central Activities Zone'), states that the vitality, viability, adaptation and diversification of retail clusters within the CAZ should be supported.
- 1.6.6 Policy SD6 ('Town Centres and high streets') states that the vitality and viability of town centres should be promoted and enhanced by:
- Encouraging strong, accessible and inclusive hubs with a diverse range of uses, including main town centre uses, night-time economy, civic, community, social and residential uses

- Delivering sustainable access to a competitive range of services and activities by walking, cycling and public transport
 - Strengthening the role of town centres as a focus for Londoners sense of place and local identity
 - Ensuring town centres are the primary locations for commercial activity beyond the CAZ
 - Supporting the role of town centres in building healthy neighbourhoods
- 1.6.7 Policy SD6 also confirms that the potential for new housing within and on the edge of town centres should be realised through mixed-use or residential development and that the suitability of town centres to accommodate a diverse range of housing, including Build to Rent and student accommodation, should be considered. The management of vibrant daytime, evening and night-time activities should be promoted to enhance town centre vitality and viability, having regard to the role of individual centres. Tourist infrastructure and hotels in town centre locations should be enhanced and promoted.
- 1.6.8 Policy SD8 '(Town Centre network)' states that International, Metropolitan and Major town centres should be the focus for the majority of higher order comparison goods retailing, whilst securing opportunities for higher density employment, leisure and residential development in a high-quality environment.

Local Planning Policy

Tower Hamlets Local Plan 2031 (January 2020)

- 1.6.9 Policy S.TC1 ('Supporting the network and hierarchy of centres') requires development to support the role and function of the borough's town centre hierarchy. The policy states that the London Plan's approach to development within the CAZ will be applied in the Central Activities Zone. Canary Wharf is identified as a Major Centre and will provide a high proportion of comparison retail compared to convenience along with leisure and civic uses. Development within Canary Wharf will continue to support its role as a global employment centre and improve local accessibility.
- 1.6.10 New development within the CAZ and Canary Wharf Major Centre will be expected to support the delivery of new retail and leisure floorspace and contribute positively to the centre's function, vitality and viability. The scale and type of development should reflect the character, scale and role of each centre.
- 1.6.11 Policy S.TC1 also promotes mixed-use and multi-purpose town centres with a mix of unit sizes and types. Development should ensure town centres are accessible, active, well-used and safe and contribute to inclusiveness, economic vitality and viability and complement existing activities.
- 1.6.12 Policy D.TC5 ('Food, drink, entertainment and the night-time economy') supports cafes, restaurants and drinking establishments within the CAZ and Canary Wharf Major Centre provided that it can be demonstrated that the overall vitality and viability of the town centre would be enhanced.

1.7 Hotels and serviced apartments

Regional Planning Policy

The London Plan (2016)

- 1.7.1 Policy 4.5(A) sets out an intention for a net additional 40,000 hotel bedrooms to be delivered in London by 2036. At least 10% of these net additional bedrooms should be wheelchair accessible.
- 1.7.2 Policy 4.5 also requires new visitor accommodation to be provided in appropriate locations. Beyond the CAZ, it should be focussed in town centres and opportunity and intensification areas. Within the CAZ, strategically important hotel provision should be focussed on its opportunity areas, with smaller scale provision in CAZ fringe locations with good public transport. The Mayor will also support provision for business visitors, including high quality, large scale convention facilities in or around the CAZ, and the need for apart-hotels.

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- 1.7.3 Paragraph 2.4.4 of the draft London Plan identifies tourism facilities including hotels and conference centres as one of the strategic functions of the CAZ.
- 1.7.4 Policy E10 of the draft London Plan states that a sufficient supply and range of serviced accommodation should be maintained. The provision of high-quality convention facilities in town centres and in and around the CAZ should also be supported.
- 1.7.5 Part F of Policy E10 states that within the CAZ, strategically important serviced accommodation should be promoted in Opportunity Areas. Intensification of the provision of serviced accommodation should be resisted where this compromises local amenity or the balance of local land uses.
- 1.7.6 Paragraph 2.4.4 of the draft new London Plan identifies tourism facilities including hotels and conference centres as one of the strategic functions of the CAZ.
- 1.7.7 Supporting text paragraph 10.6.22 states that hotels should be located in accessible locations to encourage walking, cycling and public transport use.

Local Planning Policy

Tower Hamlets Local Plan 2031 (January 2020)

- 1.7.8 Policy D.TC6 supports in principle the development of visitor accommodation in locations within the CAZ and Canary Wharf Major Centre. Proposals will be supported provided that the size, scale and nature of the proposal is proportionate to its location; it does not create an over-concentration of such accommodation in the local area (taking account of other proposals and unimplemented consents); it does not compromise the supply of land for new homes or jobs; and the applicant can demonstrate adequate access and servicing arrangements appropriate to the scale, nature and location of the proposal.

- 1.7.9 Policy D.TC6 also states that applications for serviced apartments must demonstrate that they meet the criteria above and will be managed appropriately as short-term accommodation (up to 90 days).

1.8 Community Facilities

National Planning Policy

National Planning Policy Framework ('NPPF') (2019)

- 1.8.1 Paragraph 92 of the NPPF states that planning decisions should plan positively for the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities. Local Planning Authorities should ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Regional Planning Policy

The London Plan (2016)

- 1.8.2 Policy 3.16 'Protection and enhancement of social infrastructure' states that development proposals that provide high quality social infrastructure needs assessments. Facilities should be accessible to all sections of the community and be located within easy reach by walking, cycling and public transport.

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- 1.8.3 Policy S1 states that high quality and inclusive social infrastructure that addresses a local or strategic need will be supported. New facilities should be easily accessible by a range of sustainable transport modes.

Local Planning Policy

Tower Hamlets Local Plan 2031 (January 2020)

- 1.8.4 Policy S.CF1 requires development to maximise opportunities for the provision of high quality community facilities to serve a wide range of users. New community facilities will be directed towards the borough's centres in accordance with the town centre hierarchy and/or to locations which are accessible to their catchments depending on the nature and scale of the proposal.
- 1.8.5 Policy D.CF3 states that community facilities within larger developments should be easily accessible to people who live and work outside of the host development.

1.9 Heritage

National Planning Policy

National Planning Policy Framework ('NPPF') (2019)

- 1.9.1 Paragraph 189 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.
- 1.9.2 Paragraph 192 states that in determining planning applications, local planning authorities should take account of:
- *“The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
 - *The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
 - *The desirability of new development making a positive contribution to local character and distinctiveness.”*
- 1.9.3 Paragraph 193 states that when considering the impact of a proposed development 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).

Regional Planning Policy

The London Plan (2016)

- 1.9.4 London Plan Policy 7.8 relates to Heritage Assets and states that development should identify, value, conserve, restore, reuse and incorporate heritage assets where appropriate. It also emphasises that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural details.
- 1.9.5 Policy 7.9 notes that the significance of heritage assets should be assessed when development is proposed and schemes designed so that the heritage significance is recognised. It goes on to state that wherever possible heritage assets should be repaired, restored and put to a suitable and viable use that is consistent with their conservation.
- 1.9.6 Policy 7.10 ‘World Heritage Sites’ states that development in World Heritage Sites (WHS) and their settings, including any buffer zones, should conserve, promote, make sustainable use of and enhance their authenticity, integrity and significance and Outstanding Universal Value. The policy states that development should not cause adverse impacts on WHS or their settings (including any buffer zone). In particular, it should not compromise a viewer’s ability to appreciate its Outstanding Universal Value, integrity, authenticity or significance. The supporting text acknowledges that development in the setting of WHSs should provide opportunities to enhance their setting.

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- 1.9.7 Policy HC1 ‘Heritage Conservation and growth’ requires development proposals affecting heritage assets, and their settings, to conserve their significance by being sympathetic to the assets’ significance and appreciation with their surroundings including through cumulative impacts of developments.
- 1.9.8 Policy HC2 states that development proposals in WHS and their settings, including any buffer zones, should conserve, promote, make sustainable use of and enhance the authenticity, integrity and significance and Outstanding Universal Value of the WHS. Development should not cause adverse impacts on WHS or their settings (including any buffer zone). In particular, proposals should not compromise a viewer’s ability to appreciate its Outstanding Universal Value, integrity, authenticity or significance. The supporting text acknowledges that surrounding areas should be allowed to change and evolve whilst ensuring that the attributes of WHS are conserved and enhanced.

Local Planning Policy

Tower Hamlets Local Plan 2031 (January 2020)

- 1.9.9 Policy S.DH3 ‘Heritage and the historic environment’ states that proposals must preserve or where appropriate enhance the borough’s historic designated and non-designated assets in a manner appropriate to their significance. It states that applications to alter a heritage asset that would affect the setting of that asset will only be permitted where:
- They safeguard the significance of the heritage asset, including its character, fabric or identity;
 - They are appropriate in terms of design, scale, form, detailing and materials in its local context; and
 - They enhance or better reveals the significance of the asset or its setting.
- 1.9.10 Applications affecting the significance of a heritage asset will be required to provide sufficient information to demonstrate how the proposal would contribute to the asset’s conservation. Any harm to the significance of a heritage asset must be justified having regard to the public benefits of the proposal.
- 1.9.11 Policy S.DH.5 (‘World heritage sites’) relates to World Heritage Sites, and states that development needs to ensure it safeguards and does not have a detrimental effect on the Outstanding Universal Value of the Tower of London or Maritime Greenwich or their settings and buffer zones. Proposals affecting the wider setting of the Tower of London and Maritime Greenwich or those impinging upon strategic or other significant views to or from these sites are required to demonstrate how they will conserve and enhance the Outstanding Universal Value of the world heritage sites.

1.10 Tall buildings

Regional Planning Policy

The London Plan (2016)

- 1.10.1 The location and design of tall and large buildings is considered by Policy 7.7 'Location and design of tall and large buildings', which states that these buildings should be part of a plan led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. It also notes that tall and large buildings should not have an unacceptably harmful impact on their surroundings.
- 1.10.2 The policy includes the provision for proposals for tall buildings to include an urban design analysis demonstrating that the development will meet the criteria below:
- Generally be limited to sites in the CAZ, opportunity areas, areas of intensification or town centres that have good access to public transport;
 - Only be considered in areas whose character would not be affected adversely by the scale, mass or bulk of a tall or larger building;
 - Relate well to form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level;
 - Individually or as a group, improve the legibility of an area, by emphasising a point of civic or visual significance where appropriate, and enhance the skyline and image of London;
 - Incorporate the highest standards of architecture and materials, including sustainable design and construction practices;
 - Have ground floor activities that provide a positive relationship to the surrounding streets;
 - Contribute to improving accessible areas on the upper floors, where appropriate; and
 - Make a significant contribution to local regeneration
- 1.10.3 Part D of Policy 7.7 further emphasises that tall buildings:
- Should not adversely affect their surroundings in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference; and
 - Should not impact on local or strategic views adversely.

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- 1.10.4 Policy D9 'Tall Buildings' considers that the location of tall buildings should be led by local plans, taking account of the visual, functional, environmental and cumulative impacts of the buildings, as well as their contribution to new homes, economic growth and regeneration.
- 1.10.5 Part C ('impacts') sets out criteria for the assessment of impacts of proposals for tall buildings. These include:
- 1) Visual impacts

- a) The views of buildings from different distances:
 - i) Long-range views – these require attention to be paid to the design of the top of the building. It should make a positive contribution to the existing and emerging skyline and not adversely affect local or strategic views
 - ii) Mid-range views from the surrounding neighbourhood – particular attention should be paid to the form and proportions of the building. It should make a positive contribution to the local townscape in terms of legibility, proportions and materiality
 - iii) Immediate views from the surrounding streets – attention should be paid to the base of the building. It should have a direct relationship with the street, maintaining the pedestrian scale, character and vitality of the street. Where the edges of the site are adjacent to buildings of significantly lower height or parks and other open spaces there should be an appropriate transition in scale between the tall building and its surrounding context to protect amenity or privacy
 - b) Whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding
 - c) Architectural quality and materials should be of exemplary standard
 - d) Proposals should take account of, and avoid harm to, the significance of London's heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm. The buildings should positively contribute to the character of the area
 - e) Buildings in the setting of a World Heritage Site must preserve and not harm the Outstanding Universal Value of the World Heritage Site, and the ability to appreciate it
 - f) Buildings near the River Thames, particularly in the Thames Policy Area, should protect and enhance the open quality of the river and the riverside public realm, including views, and not contribute to a canyon effect along the river
 - g) Buildings should not cause adverse reflected glare
 - h) Buildings should be designed to minimise light pollution
- 2) Functional impacts
 - a) The internal and external design, including construction detailing, building materials and emergency exit routes, must ensure the safety of all occupants
 - b) Buildings should be served, maintained and managed in a manner that will preserve their safety and quality and not cause disturbance to surrounding public realm

- c) Entrances, access routes and ground floor uses should be designed and placed to allow for peak time use and to ensure there is no unacceptable overcrowding or isolation in surrounding areas
 - d) It must be demonstrated that the capacity of the area and its transport network is capable of accommodating the quantum of development in terms of access to facilities, services, walking and cycling networks, and public transport for people living or working in the building
 - e) The design of the building should be informed by the jobs, facilities and economic activity that will be provided by the development so that it maximises the benefits these could bring to the area
 - f) Buildings, including their construction, should not interfere with aviation, navigation or telecommunication, and should avoid a significant detrimental effect on solar energy generation on adjoining buildings
- 3) Environmental impact
- a) Wind, daylight, sunlight penetration and temperature conditions around the building(s) and neighbourhood must be carefully considered and not compromise comfort and the enjoyment of open spaces around the building
 - b) Air movement affected by the buildings should support the effective dispersion of pollutants but not adversely affect street level conditions
 - c) Noise created by air movements around the building(s), servicing machinery, or building uses, should not detract from the comfort and enjoyment of open spaces around the building
- 4) Cumulative impacts
- a) The cumulative visual, functional and environmental impacts of the proposed, consented and planned tall buildings in area must be considered when assessing tall building proposals. Mitigation measures should be identified and designed into the buildings as integral features from the outset.

1.10.6 Part D of the policy states that free to enter publicly accessible areas should be incorporated into tall buildings where appropriate.

Local Planning Policy

Tower Hamlets Local Plan 2031 (January 2020)

1.10.7 Policy D.DH6 ('Tall buildings') states that tall buildings must demonstrate they will:

- *“Be of a height and scale, mass and volume that are proportionate to their role, function and importance of the location in the local, borough-wide and London context; and take account of the character of the immediate context and of their surroundings;*

- *Achieve exceptional architectural quality and innovative and sustainable building design, using robust and durable materials throughout the building;*
- *Enhance the character and distinctiveness of an area without adversely affecting designated townscapes and landscapes (including building/roof lines) or detracting from important landmarks, heritage assets, key views and other historic skylines, and their settings;*
- *Provide a positive contribution to the skyline during both the day and night time;*
- *Not prejudice future development potential of adjacent/neighbouring buildings or plots;*
- *Maintain adequate distance between buildings to ensure a high quality ground floor experience and enhanced residential environment;*
- *Demonstrate consideration of public safety requirements as part of the overall design, including the provision of evacuation routes;*
- *Present a human scale of development at street level and comprise an attractive and legible streetscape that takes into account the use of the public realm for a variety of users and includes active uses at ground floor level;*
- *Provide high quality private and communal open space, play areas and the public realm (where residential uses are proposed) for occupants of the building and where appropriate provide shared facilities at the ground floor level to encourage social cohesion;*
- *Demonstrate that the development does not adversely impact on the microclimate and amenity of the application site and the surrounding area;*
- *Demonstrate that the development does not adversely impact on biodiversity and open spaces, including watercourses and water bodies and their hydrology; and*
- *Comply with Civil Aviation requirements and not interfere to an unacceptable degree with telecommunications, television and radio transmission networks and river radar equipment.”*

1.10.8 Part 2 of Policy D.DH6 requires development of tall buildings to be directed towards designated tall building zones. Within Canary Wharf (Isle of Dogs), development is expected to positively contribute to the skyline of strategic importance and maintain the iconic image and character of Canary Wharf as a world financial and business centre. Individual buildings should be integrated into urban super blocks set in the public realm.

1.11 Views

Regional Planning Policy

The London Plan (2016)

1.11.1 Policy 7.11 ‘London View Management Framework’ refers to the list of designated strategic views, which the Mayor will keep under review. These views are seen from places that are publicly accessible and well used and include significant buildings or urban landscapes that help to define London at a strategic level. Development proposals will be assessed for their impact on the designated view if it falls within the foreground, middle ground or background of that view.

1.11.2 The policy states that the Mayor will protect aspects of views that contribute to a viewer’s ability to recognise and appreciate a WHS’s authenticity, integrity, significance and OUV.

1.11.3 Further context is provided by Policy 7.12 ‘Implementing the London View Management Framework, which stipulates that new development should not harm, and where possible make a positive contribution to, the characteristics and composition of the strategic views and their landmark elements. The Site is in the background the to London Panorama from Greenwich Park and will be required to comply with the following:

“London Panoramas – should be managed so that development fits within the prevailing pattern of buildings and spaces and should not detract from the panorama as a whole. The management of views containing strategically important landmarks should afford them an appropriate setting and prevent a canyon effect from new buildings crowding in too close to the strategically important landmark in the foreground, middle ground or background where appropriate”.

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1.11.4 Policy HC3 (‘Strategic and Local views’) states that development proposals must be assessed for their impact on a designated view if they fall within the foreground, middle ground or background of that view.

1.11.5 Policy HC4 (London View Management Framework’) states that development proposals should not harm and should make a positive contribution to the characteristics and composition of Strategic Views and their landmark elements. For developments in designated views including London Panoramas, proposals should be managed so that development fits within the prevailing pattern of buildings and spaces and should not detract from the panorama as a whole.

1.11.6 Part C states that the development should assess the impact in the foreground, middle ground or background of the view or the setting of a Strategically-Important Landmark, taking into account the effects of distance and atmospheric or seasonal changes.

London View Management Framework SPG (2012)

1.11.7 The London View Management Framework SPG seeks to designate, protect and manage twenty-seven views of London and some of its major landmarks. Canary Wharf can be identified within a number of these views, including ‘London Panoramas’ and ‘River prospects’.

1.11.8 The Site falls within the ‘London Panorama: Greenwich Park’ – Assessment Points 5A.1 and 5A.2 which include the tall buildings on the Isle of Dogs. St Paul’s Cathedral (I) is also a strategically important landmark located within the foreground and middle ground of this view.

1.11.9 The Site is located in the background of the view and is subject to the Visual Management Guidance, which considers that the composition of the view would benefit from further, incremental consolidation of the clusters of taller buildings on the Isle of Dogs. However, any consolidation of clustering of taller buildings on the Isle of Dogs needs to consider how the

significance of the axis view from the Royal Observatory towards Queen Mary’s House could be appreciated.

Local Planning Policy

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1.11.10 Policy D.DH4 (‘Shaping and managing views’) requires development to positively contribute to views and skylines that are components of the character of Tower Hamlets. Intrusive elements in the foreground, middle ground and backdrop of such views will be resisted. Development will be required to demonstrate how it:

- Complies with the requirements of the London View Management Framework and World Heritage Site Management Plans
- Positively contributes to the skyline of strategic importance
- Preserve or enhance the prominence of borough-designated landmarks and the skyline of strategic importance in the borough-designated views
- Preserve or enhance local views
- Preserve or enhance visual connection of the public realm with water spaces; and
- Preserve or enhance townscape and views to and from the site that are important to local identity and character

1.12 Design

National Planning Policy

National Planning Policy Framework (‘NPPF’) (2019)

1.12.1 Section 12 of the NPPF is entitled ‘Achieving well-designed places’. Paragraph 124 states:

“The creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”

1.12.2 The NPPF states that the Government attaches great importance to the design of the built environment and that good design is indivisible from good planning (Paragraph 124). Paragraph 127 states that planning decisions should aim to ensure that developments:

“will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

- 1.12.3 Paragraph 123 part c) states that when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).
- 1.12.4 Paragraph 131 states that “*In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings*”.

Regional Planning Policy

The London Plan (2016)

- 1.12.5 Policy 7.6 ‘Architecture’ requires buildings and structures to be of the highest architectural quality and describes a number of criteria that developments should meet, which include details and materials that complement, but not necessarily replicate, the local architectural character and optimising the potential of sites. Factors such as privacy, overshadowing, wind and microclimate are particularly important for tall buildings. The policy encourages contemporary architecture but considers it should be respectful and sympathetic to other architectural styles that have preceded it in the locality.
- 1.12.6 ‘Local Character’ and ‘Public Realm’ are considered by Policies 7.4 and 7.5 respectively, and require buildings to be informed by the surrounding historic environment and public realm to use gateways, focal points and landmarks as appropriate to help people find their way.
- 1.12.7 Policy 7.1 ‘Building London’s Neighbourhoods and Communities’ refers to the design of development insofar as the layout, tenure, and mix of uses interface with surrounding land and improves people’s access to facilities. Additionally, the design of new buildings and the spaces created should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood.
- 1.12.8 Accessibility considerations are contained mainly in Policy 7.2 ‘An Inclusive Environment’, which seeks to ensure that all new development achieves the highest standards of accessible and inclusive design. Design and access statements should explain how, following engagement with

relevant user groups, the principles of inclusive design have been integrated into the proposed development, that standards have been complied with, and how inclusion will be maintained and managed.

- 1.12.9 Development should reduce opportunities for criminal behaviour through the provision of features such as legible routes and spaces, natural surveillance and night time activities as noted in Policy 7.3 ‘Designing out Crime.’

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- 1.12.10 Policy D4 ‘Delivering good design’ states that Masterplans and design codes should be used to help bring forward development and ensure it delivers high quality design and placemaking. Design and Access statements must demonstrate that the design of a development meets the design requirements of the London Plan. Maximum detail appropriate for the design stage should be provided.
- 1.12.11 Policy D5 ‘Inclusive Design’ states that development proposals should achieve high quality standards of accessible and inclusive design. Proposals should take into account London’s diverse population and facilitate social interaction and inclusion. Development should also be convenient and welcoming with no disabling barriers, be able to be entered, used and exited safely, easily and with dignity for all and be designed to incorporate safe and dignified emergency evacuation for all building users.

Local Planning Policy

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- 1.12.12 Policy S.DH1 ‘Delivering high quality design’ requires development to meet the highest standard of design, layout and construction which respects and positively responds to its context, townscape, landscape and public realm. To achieve this development must:
- *“Be of an appropriate scale, height, mass, bulk and form in its site and context;*
 - *Represent good urban design: provide coherent building lines, roof lines and setbacks, complement streetscape rhythm and associated landscapes (including boundary treatment) in its context and ensure optimal plot coverages to avoid over-development;*
 - *Ensure the architectural language: scale, composition and articulation of building form, design of detailings, elements and materials applied on elevations, have regard to their immediate and wider surroundings;*
 - *Protect important views of and from landmark buildings and vistas;*
 - *Use high quality design, materials and finishes to ensure buildings are robust, efficient and fit for the life of the development*
 - *Create well-connected, inclusive and integrated spaces and buildings which can be easily adaptable to different uses and the changing needs of users;*
 - *Incorporate features of positive biodiversity value within the site, where possible;*

- *Use design and construction techniques to ensure that the development does not result in unacceptably harmful impacts arising from overheating, wind, air pollution, light pollution and noise pollution and the loss of sunlight and daylight, while optimising energy and waste efficiency; and*
- *Provide a mix and range of publicly accessible open spaces and water spaces that promote biodiversity, health and well-being.”*

1.12.13 Policy D.DH2 ‘Attractive streets, spaces and public realm’ requires development to contribute to improving and enhancing connectivity, permeability and legibility across the borough, ensuring a well-connected, joined-up and easily accessible street network and wider network of public spaces. This will be achieved through:

- Improving connectivity to public transport hubs, town centres, open spaces, water spaces, social and community facilities and surrounding areas
- Maintaining existing public routes or appropriately re-providing access routes during the construction phases of new development; and
- Incorporating ‘secure by design’ principles to improve safety and perception of safety for pedestrians and other users

1.12.14 Development is also required to positively contribute to the public realm through:

- Optimising active frontages towards public streets and spaces
- Providing clear definitions and enclosure through building frontage and massing, and connection and continuity of pedestrian desire lines and street activities, at a human scale
- Providing a range of public spaces that can function as places for social gatherings and other recreational uses
- Reducing visual clutter and obstacles in the public realm of the scheme and the adjacent area
- Integrating refuse and recycling facilities within the building envelope
- Integrating high quality public art into the public realm
- Maximising soft landscape
- Creating opportunities for natural surveillance, particularly at ground floor level
- Creating clear sightlines and improving legibility and lighting of the surrounding area at all times of the day and night

1.12.15 Policy D.DH7 ‘Density’ states that where residential development exceeds the density levels set out in the London Plan, it must demonstrate that the cumulative impacts have been considered and any negative impacts can be mitigated as far as possible.

1.12.16 Policy D.DH8 ‘Amenity’ requires development to protect and where possible enhance or increase the extent of the amenity of the new and existing buildings and their occupants, as well as the amenity of the surrounding public realm. Development must maintain good levels of privacy and avoid an unreasonable level of overlooking or unacceptable increase in the sense of enclosure, ensure new and existing habitable rooms have an acceptable outlook; ensure adequate levels of daylight and sunlight for new residential developments; not result in an unacceptable material

deterioration of the sunlight and daylight conditions of surrounding development or unacceptable levels of overshadowing to surrounding open space and private outdoor space; and not create unacceptable levels of artificial light, odour, noise, fume or dust pollution.

1.13 Transport

National Planning Policy

National Planning Policy Framework ('NPPF') (2019)

- 1.13.1 Paragraph 103 supports a pattern of development which facilitates the use of sustainable modes of transport.
- 1.13.2 Paragraph 109 of the NPPF states that decisions should take account of whether safe and suitable access to the site can be achieved for all people and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of a development are severe.
- 1.13.3 Paragraph 110 seeks that developments should:
- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Regional Planning Policy

The London Plan (2016)

- 1.13.4 Policy 6.1 'Strategic Approach' encourages closer integration of transport and development by encouraging patterns and nodes of development that reduce the need to travel, supporting development that generates high levels of trips at locations with high levels of public accessibility and promoting walking by ensuring an improved urban realm. The policy also states that boroughs should use the maximum vehicular parking standards and minimum cycle parking standards set out in Tables 6.2 and 6.3 in the Parking Addendum to Chapter 6.
- 1.13.5 The London Plan requires Transport Assessments and workplace and/or residential Travel Plans for major planning applications, which should be co-ordinated with construction logistics plans

and delivery servicing plans according to Policy 6.3 ‘Assessing Effects of Development on Transport Capacity’.

- 1.13.6 Policy 6.9 ‘Cycling’ states that developments should provide secure, integrated and accessible cycle parking facilities and provide on-site changing facilities and showers for cyclists, with larger developments needed to address both long stay (staff, residents) and short stay (visitor) cyclists.
- 1.13.7 Parking standards are set out in Policy 6.13 ‘Parking’ and include the requirement for 1 in 5 spaces to provide an electrical charging point.

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- 1.13.8 Policy T1 (‘Strategic approach to transport’) states that development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.
- 1.13.9 Policy T2 (‘Healthy Streets’) requires development proposals to demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance; reduce the dominance of vehicles on London’s streets whether; and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.
- 1.13.10 Table 10.2 of the draft London Plan sets out revised minimum cycle parking standards development proposals are expected to comply with.
- 1.13.11 Policy T6 (‘Car parking’) states that all new developments should be car-free in places that are well-connected by public transport. Development within the CAZ, Inner London Opportunity Areas, Metropolitan and Major Town Centres, all areas of PTAL 5-6 and Inner London PTAL 4 should be car free, whereby no general parking is provided but an appropriate level of wheelchair accessible parking should be proposed in accordance with policies T6.1 and T6.5. For residential development, as a minimum at least one designated disabled persons parking bay per dwelling must be made available from the outset for three percent of dwellings. Applicants should also demonstrate how an additional seven percent of dwellings could be provided with one designated disabled persons parking space per dwelling in the future. Disabled parking requirements for non-residential uses are set out within Table 10.6 of the draft new London Plan.

Local Planning Policy

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- 1.13.12 Policy S.TR1 (‘Sustainable travel’) sets out the intention to improve travel choice and sustainable travel within Tower Hamlets and beyond. Development will be therefore be expected to:
- Prioritise the needs of pedestrians and cyclists as well as access to public transport before vehicular modes of transport
 - Be integrated effectively alongside public transport, walking and cycling routes to maximise sustainable travel across the borough

- Be focussed within areas with high levels of public transport accessibility and the town centre hierarchy, in respect of developments generating significant levels of trips
- Not adversely impact the capacity, quality, accessibility and safety of the transport network

1.13.13 Policy D.TR2 ‘Impacts on the transport network’ requires proposals for major development and any development that is likely to have a significant impact on the transport network to include a transport assessment or transport statement as part of the planning application. Development that will have an adverse impact on traffic congestion on the highway network and/or the operation of public transport (including crowding levels) will be required to contribute and deliver appropriate transport infrastructure and/or effective mitigation measures.

1.13.14 The policy also requires residential development to be permit-free in terms of on-street car parking. All parking associated with a development will be required to be located off-street. Development is required to prioritise sustainable approaches to parking through ensuring priority is given to space for cycle parking; the allocation of car-club spaces; providing sufficient electric charging points; ensuring any car parking spaces are distributed across all tenure types with priority given to family homes and accessible properties; and where suitable, publicly-accessible shared cycle hire scheme docking stations are provided as part of the development through a financial contribution.

1.13.15 Policy D.TR4 ‘Sustainable delivery and servicing’ states that development that generates a significant number of vehicle trips for goods or materials during its construction and operational phases is required to demonstrate how:

- Impact to the transport network and amenity will be avoided, remedied or mitigated through transport assessments, construction management and logistics plans, and delivery and servicing plans
- Delivery of goods and servicing will be provided within the sites to encourage shared arrangements and timing of deliveries, unless it can be demonstrated that it can take place on-street without affecting highway safety or traffic flow
- Movement by water and/or rail; and the use of low emission vehicles, electric vehicles, bicycles and freight consolidation facilities have been prioritised
- Deliveries to sites will be reduced through suitable accommodation and management

1.13.16 Development adjacent to safeguarded wharves is required to ensure it does not compromise their operation.

1.13.17 The objectives for the Isle of Dogs and South Poplar sub-area, as set out within Section 4 of the Local Plan, include supporting the delivery of high quality interconnected places, addressing severance across the area through connectivity enhancements; and improving the transport network. The design principles for the North Quay site (set out within Site Allocation 4.9) also state that development will be expected to create a new east-to-west pedestrian/cycle route through the site; address the barrier of Aspen Way and integrate the site with Poplar High Street and the Canary Wharf Elizabeth line station and Canary Wharf estate.

1.14 Environment and Flood Risk

National Planning Policy

National Planning Policy Framework ('NPPF') (2019)

- 1.14.1 Paragraph 148 states that the planning system should support the transition to a low carbon future. It should help to shape places in ways to contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the re-use of existing resources and support renewable and low carbon energy and associated infrastructure.
- 1.14.2 Paragraph 155 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate (para 165).
- 1.14.3 Paragraph 170 notes that the planning system should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains biodiversity, including by establishing coherent ecological networks.

Regional Planning Policy

The London Plan (2016)

- 1.14.4 Policies 7.19 and 7.21 consider 'Biodiversity and Access to Nature' and 'Trees and Woodlands' respectively. They consider that, where possible, development should make a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 1.14.5 Policy 7.21 states that where appropriate, the planting of additional trees should be included in new developments.
- 1.14.6 Policy 2.18 relates to green infrastructure and states that development should incorporate elements of green infrastructure that are integrated into the wider network.
- 1.14.7 Policy 5.12 'Flood Risk Management' requires development proposals to comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical guidance on flood risk over the lifetime of the development. Development should also have regard to the measures proposed in Thames Estuary 2100 and Catchment Flood Management Plans.
- 1.14.8 Policy 5.13 'Sustainable Drainage' requires development to utilise sustainable urban drainage systems unless there are practical reasons for not doing so. Development should aim to achieve greenfield run-off rates and ensure that surface water runoff is managed as close to its source as possible in line with the following drainage hierarchy:
- Store rainwater for later use
 - Use infiltration techniques, such as porous surfaces in non-clay areas
 - Attenuate rainwater in ponds or open water features for gradual release
 - Attenuate rainwater by storing in tanks or sealed water features for gradual release
 - Discharge rainwater direct to a watercourse

- Discharge rainwater to a surface water sewer/drain
- Discharge rainwater to the combined sewer

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- 1.14.9 Policy G5 ‘Urban greening’ states that major development proposals should contribute to the greening of London by incorporating measures such as high quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. Policy G6 ‘Biodiversity and access to nature’ considers that development should seek to achieve net biodiversity gain, whilst Policy G7 ‘Trees and Woodlands’ states that the planting of additional trees should generally be included in new development.
- 1.14.10 Policy SI 12 ‘Flood risk management’ states that developments should ensure that flood risk is minimised and mitigated, and that residual risk is addressed.
- 1.14.11 Policy SI 13 ‘Sustainable drainage’ states that developments should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.

Local Planning Policy

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- 1.14.12 Policy S.ES1 ‘Protecting and enhancing our environment’ states that proposals that minimise the use of natural resources and proactively protect and enhance the natural environment will be supported. Development should contribute towards delivering the objectives of the Tower Hamlets Air Quality Action Plan; protect and enhance biodiversity, reduce water uses, follow the energy hierarchy (be lean, be clean and be green), maximise climate change adaption measures and improve water and land quality.
- 1.14.13 Policy D.ES3 ‘Urban greening and biodiversity’ requires development to protect and enhance biodiversity through:
- Maximising the provision of ‘living building’ elements;
 - Retaining existing habitats and features of biodiversity value or, where this isn’t possible, replacing them within the development, as well as incorporating additional measures to enhance biodiversity proportionate to the development proposed; and
 - Protecting and increasing the provision of trees
- 1.14.14 Major development is required to submit an ecology assessment demonstrating biodiversity enhancements that contributes to the objectives of the Council’s Local Biodiversity Action Plan and the Thames River Basin Management Plan. Planting and landscaping around developments must not include ‘potentially invasive non-native species’.
- 1.14.15 Policy D.ES4 ‘Flood Risk’ states that development is required to be located in areas suitable for the vulnerability level of the proposed uses. Development in flood zones 2 or 3 is required to provide a flood risk assessment and include a sequential test

- 1.14.16 Policy D.ES4 also states that the most vulnerable uses within development proposals should be directed to areas of the site with lowest flood risk and incorporate flood resilience and/or resistances measures. Development should protect and, where possible, increase the capacity of existing water spaces and flood storage areas to retain water.
- 1.14.17 Policy D.ES5 ‘Sustainable drainage’ requires development to reduce the risk of surface water flooding, through demonstrating how it reduces the amount of water run-off and discharge from the site through the use of appropriate water reuse and sustainable drainage systems techniques. Major development should demonstrate that surface water will be controlled as near as possible to its source. Development is required to achieve a greenfield run-off rate and volume leaving the site. Where this is not possible the minimum expectation is to achieve at least 50% attenuation of the site’s surface water run-off at peak times prior to redevelopment.
- 1.14.18 Policy S.OWS1 ‘Creating a network of open spaces’ requires development to provide or contribute to the delivery of an improved accessible, well-connected and sustainable network of open spaces. Development will be required to deliver an improved network of green grid links to enhance access to key destination points and to and along water spaces, as well as provide ecological corridors for wildlife. Opportunities to create publicly accessible open space should be maximised.
- 1.14.19 Policy D.OWS3 ‘Open space and green grid networks’ states that strategic development should contribute to the delivery of new publicly accessible open space on-site. The open space should be visible and accessible from the public realm surrounding the site; be of a high quality and inclusive design and provide facilities to promote active recreation and healthy lifestyles; be well-connected and way-marked to other open spaces; contribute towards meeting the demand that they generate through the provision of on-site sport facilities or providing additional capacity off-site; incorporate soft landscaping and sustainable urban drainage systems; and enhance biodiversity. Development adjacent to or in close proximity of the green grid network is required to demonstrate that it will not have adverse impacts on the access, design, usability, biodiversity and recreational value of the network. Proposals should also contribute to the expansion and enhancement of green grid links.

1.15 Blue Ribbon

Regional Planning Policy

The London Plan (2016)

- 1.15.1 Map 7.5 of the London Plan illustrates the Blue Ribbon Network. West India North Dock forms part of this network. An extract of the Map is included in Figure 7 below.

Figure 7) Extract of London Plan Map 7.5



- 1.15.2 Policy 7.28 'Restoration of the Blue Ribbon Network' states that development proposals should restore and enhance the Blue Ribbon Network through increasing habitat value, protecting the open character of the network and preventing development and structures into the water space unless it serves a water related purpose.
- 1.15.3 Policy 7.30 'London's canals and other rivers and waterspaces' seeks to ensure that development within or alongside London's Docks should protect and promote vitality, attractiveness and historical interest of London's remaining dock areas by:
- Preventing their partial or complete in-filling;
 - Promoting their use for mooring visiting cruise ships and other vessels;
 - Encouraging the sensitive use of natural landscaping and materials in and around dock waters;
 - Promoting their use for water recreation; and
 - Promoting their use for transport.

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- 1.15.4 Policy SI16 states that development proposals should protect and enhance waterway infrastructure. Development proposals along waterways should protect and enhance inclusive public access to and along the waterway front and explore opportunities for new, extended, improved and inclusive access infrastructure to/from the waterways.

Local Planning Policy

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- 1.15.5 Policy S.OWS2 'Enhancing the network of water spaces' requires development proposals to support the creation of a network of high quality, useable and accessible water spaces network by protecting the integrity of the borough's water spaces, maximising opportunities for enhancing the aesthetic, ecological and biodiversity values of the borough's water spaces and water quality, improving accessibility and way-finding to and along water spaces to maximise opportunities for

public use and enjoyment; and promote water spaces for cultural, recreational and leisure activities. Development should also support the aims of the European Union Water Framework Directive, Thames River Basin Management Plan, Thames Estuary 2100 Plan, Thames Vision, and any relevant Marine Plans.

1.15.6 Policy D.OWS4 'Water spaces' states that development within or adjacent to the borough's water spaces is required to demonstrate that:

- *“It does not result in loss or covering of the water space, unless it is a water-related or water-dependent use at appropriate locations and of appropriate scale*
- *There are no adverse impacts on the existing water spaces network, including navigation, biodiversity, water quality, visual amenity, character and heritage value of the water space, taking into consideration the adjacent land and the amenity of existing surrounding developments*
- *There are no unacceptable impacts on the openness of the water space*
- *It enhances the ecological, biodiversity and aesthetic quality of the water space, taking into account the design and landscaping of the adjacent land area*
- *It does not have an adverse impact on other existing active water uses*
- *It will provide increased opportunities for continuous public access, use of the water space for water-related used, sport and recreational activities*
- *Responds positively and sensitively to the setting of the water space*
- *Provides suitable setbacks from water space edges to mitigate flood risk and to allow riverside walkways, canal towpaths and cycle paths where appropriate. Where necessary, development should contribute to the restoration of the river walls and embankments.”*

1.15.7 Policy D.OWS4 also requires development adjacent to the borough's waterspaces to enhance the area's links with the water space and contribute to the delivery of continuous walkways, canal towpaths and cycle paths.

1.15.8 Objectives for the Isle of Dogs and South Poplar sub-area are set out within Section 4 of the Local Plan and include delivering new and improved open and water spaces, which are accessible and well integrated into new development.

1.16 Energy, Sustainability and Environmental Effects

National Planning Policy

National Planning Policy Framework ('NPPF') (2019)

1.16.1 Paragraph 153 of the NPPF makes reference to new development complying with requirements for decentralised energy supplies and taking account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

- 1.16.2 Paragraph 180 considers that planning decisions should ensure that development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development.
- 1.16.3 Paragraph 181 seeks that planning decisions for new development in Air Quality Management Areas are consistent with the local air quality action plan.

National Planning Practice Guidance ('NPPG') – Air Quality (July 2019)

- 1.16.4 The NPPG considers whether or not air quality is relevant to a planning decision will depend on the proposed development and its location. Relevant factors include: the baseline local air quality, including what would happen to air quality in the absence of the development; whether the proposed development could significantly change air quality during the construction and operational phases (and the consequences of this for public health and biodiversity); and whether occupiers or users of the development could experience poor living conditions or health due to poor air quality. Where mitigation measures are required, these can be secured through planning condition or obligation if the relevant tests are met (Paragraph: 005 Reference ID:32-005-20191101).

Regional Planning Policy

The London Plan (2016)

- 1.16.5 Policy 5.2 'Minimising Carbon Dioxide Emissions' sets out an energy hierarchy of:
- (1) Use less energy;
 - (2) Supply energy efficiently; and
 - (3) Use renewable energy
- 1.16.6 The policy also sets targets for carbon dioxide emissions reductions in buildings for major developments. Targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the Building Regulations. As of 2016 (residential) and 2019 (non-domestic) all buildings are expected to be Zero Carbon.
- 1.16.7 Carbon dioxide reduction targets should be met on-site. Where it is clearly demonstrated that specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through a cash in lieu contribution to secure delivery of carbon dioxide savings elsewhere.
- 1.16.8 Development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation (Policy 5.3 'Sustainable Design and Construction').

- 1.16.9 Policy 5.8 ‘Decentralised Energy Development Proposals’ encourages development proposals to evaluate the feasibility of Combined Heat and Power (CHP). Major development proposals should select energy systems in accordance with the following hierarchy: (1) connection to existing heating or cooling networks; (2) site wide CHP network; and (3) communal heating and cooling.
- 1.16.10 Policy 5.7 ‘Renewable Energy’ considers that within their framework of the energy hierarchy, major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible. Paragraph 5.42 states that there is a presumption that all major development proposals will seek to reduce carbon dioxide emissions by at least 20% through the use of on-site renewable energy generation.
- 1.16.11 Other sustainability measures identified in London Plan policies that affect major development proposals include reducing potential overheating and reliance on air conditioning systems (Policy 5.9 ‘overheating and cooling’); the provision of green infrastructure such as tree planting (Policy 5.10 ‘Urban Greening’) and the provision of green roofs, walls and site planting/landscaping (Policy 5.11 ‘Green roofs and development site environs’).
- 1.16.12 Paragraph 5.28 recognises that the financial and technical viability of sustainability measures are a relevant consideration to ensure that requirements are not imposed on development that could lead to uneconomic costs to occupiers.
- 1.16.13 Other policies within the London Plan refer to water and waste considerations. Development proposals must ensure that adequate wastewater infrastructure capacity is available (Policy 5.14 ‘Water quality and wastewater infrastructure’) and minimise the use of mains water by incorporating water saving measures and equipment. Residential development should be designed so that mains water consumption would meet a target of less than 105 litres per head per day. Suitable waste and recycling storage facilities are required in all new developments (Policy 5.17 ‘Waste capacity’).
- 1.16.14 Policy 7.14 ‘Improving Air Quality’ includes a range of provisions for developments to comply with and states that development proposals should be at least ‘air quality neutral’.
- 1.16.15 Policy 7.15 ‘Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes’ sets out considerations for managing noise. The policy emphasises that development should seek to manage noise through a range of measures including: avoiding significant adverse noise impacts on health and quality of life as a result of new development; mitigating and minimising existing and potential adverse impacts of noise on, within or from a new development, separating noise sensitive development from major noise sources and promoting new technologies to reduce noise at source.

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- 1.16.16 Policy SI 2 (‘Minimising greenhouse gas emissions’) states that major developments should be net zero-carbon and be in accordance with the following energy hierarchy:
- Be lean: use less energy and manage demand during operation

- Be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
- Be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
- Be seen: monitor, verify and report on energy performance.

1.16.17 A minimum on-site reduction of at least 35 percent beyond Building Regulations is required for major development. Residential development should achieve 10%, and non-residential 15% percent, through energy efficiency measures. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided through a cash in lieu contribution to the borough's carbon offset fund or off-site (provided that an alternative proposal is identified and delivery is certain. The policy also states that development proposals referable to the Mayor should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

1.16.18 Policy SI 3 ('Energy Infrastructure') requires major development proposals within Heat Network Priority Areas to have a communal low temperature heating system. Policy SI 4 requires development proposals to minimise impacts on the urban heat island and demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the specified cooling hierarchy.

1.16.19 Policy SI 1 ('Improving air quality') states that development proposals should not: lead to further deterioration of existing poor air quality; create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits; and not create unacceptable risk of high levels of exposure to poor air quality. To meet these requirements, as a minimum, developments must at least be air quality neutral, use design solutions to prevent or minimise increased exposure to existing air pollution and include an Air Quality Assessment within their planning application submission.

1.16.20 Other policies within the draft London Plan include requirements relating to Water infrastructure (Policy SI 5), reducing waste and supporting the circular economy ('Policy SI 7) and noise (Policies D13 and D14).

Local Planning Policy

Tower Hamlets Local Plan 2031 (January 2020)

1.16.21 Policy D.ES7 'A zero carbon borough' states that residential development between 2016 and 2031 is required to be Zero Carbon (to be achieved through a minimum 45% reduction in regulated carbon dioxide emissions on-site and the remaining regulated carbon dioxide emissions to 100% to be off-set through a cash in-lieu contribution). Post 2019, non-residential development is also expected to be Zero Carbon.

- 1.16.22 Policy D.ES7 also requires development to maximise energy efficiency. All new non-residential development (over 500 sq.m) is expected to meet or exceed BREEAM 'excellent' rating. Planning applications for major development must be accompanied by an Energy Assessment that demonstrates how the development has been designed in accordance with the energy hierarchy and how it will maximise energy efficiency; outline the feasibility of low nitrogen dioxide decentralised energy; and seek to provide up to 20% reduction of carbon dioxide emissions through on-site renewable energy generation.
- 1.16.23 Policy D.ES2 'Air quality' requires development to meet or exceed the 'air quality neutral' standard, including promoting the use of low or zero emission transport and reducing the reliance on private motor vehicles. Development will be resisted where an air quality assessment indicates that a development will cause harm to air quality or where end users could be exposed to poor air quality unless mitigation measures are adopted to reduce the impact to acceptable levels. New build developments which proposed to provide any private, communal, publicly accessible open space or child play space in areas of sub-standard air quality should demonstrate that they have considered the positioning and design of the open space to reduce exposure to air pollution.
- 1.16.24 Policy D.ES6 'Sustainable water and wastewater management' requires development to reduce water consumption. New residential development must achieve a maximum water use of 105 litres per person per day. Major development is also required to demonstrate that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve the development, taking into consideration the cumulative impact of current and proposed development.
- 1.16.25 Policy D.ES9 'Noise and vibration' relates to noise and vibration and requires development to use the most appropriate layout, orientation, design and use of buildings to minimise noise and vibration impacts; identify mitigation measures to manage noise and vibration from new development (including during construction), separate noise-sensitive development from existing operational noise; and provide a noise assessment where noise-generating development or noise-sensitive development is proposed. Where new noise-sensitive land uses are proposed close to existing noise-generating uses, development is required to robustly demonstrate how conflict with existing uses will be avoided. Proposals will also be required to demonstrate that the level of noise emitted from any new heating or ventilation plant will be below the background level by at least 10 dBA.
- 1.16.26 Policy D.ES10 'Overheating' requires new development to ensure that buildings (internally and externally) and the spaces around them are designed to avoid overheating and excessive heat generation, while minimising the need for internal air conditioning systems.
- 1.16.27 Policy D.MW3 'Waste collection facilities in new development' states that all new development must include sufficient accessible space to separate and store dry recyclables, organics and residual waste for collection, both within individual units and for the building as a whole. New major residential development must incorporate high quality on-site waste collection systems that

do not include traditional methods of storage and collection are compatible with the Council's waste collection methods. Where this is not possible, evidence must be submitted to demonstrate so.

Appendix 3 – Developer Contributions

Introduction

1.1 This Appendix sets out the proposed Developer Contributions for the Proposed Development at North Quay, Aspen Way, London and comprises a Draft Heads of Terms. The tables below describe the Applicant's proposed position on financial and other obligations having regard to LBTH's Planning Obligations SPD (September 2016) and GLA Guidance where required.

1.2 Details of the Applicant's Solicitors are as follows:

Clifford Chance LLP
10 Upper Bank Street, London, E14 5JJ
+ 44 (0)20 7006 1000
www.cliffordchance.com

1.3 Direct contact details will be provided under separate cover.

Community Infrastructure Levy

1.4 Based on the Indicative Scheme, the Community Infrastructure Levy (CIL) liability for the Proposed Development will be in the region of £101million, comprising both LBTH CIL Contributions and Mayoral CIL Contributions (including Social Housing Relief and Indexation).

1.5 As set out in Section 4 of this Planning Statement, it is anticipated that the Proposed Development will be delivered in a series of phases, broadly working west to east across the Site. An indicative phasing plan is provided in Appendix 1 of the DAS (NQ.PA.07). It is therefore proposed that any planning permission would be phased for CIL purposes and the Applicant will look to agree a suitable condition with LBTH during the determination of the planning application.

Obligations Proposed

1.6 In addition the Applicant is proposing the following financial and other obligations. This section should be read in conjunction with Section 7 of this Planning Statement.

Financial Obligations

CONTRIBUTIONS	COMMENT
Construction Phase Skills and Training	The LBTH Planning Obligations SPD sets out a requirement to provide £4 per sqm of new GIA floorspace. In line with SPD, prior to contribution amount being finalised, utilisation of Applicant's in-house training opportunities and initiatives to be reviewed.
End User Phase Skills and Training	The LBTH Planning Obligations SPD sets out a requirement to provide a contribution towards end user skills training calculated on the basis of employee yield. Prior to contribution amount being

CONTRIBUTIONS	COMMENT
	finalised, utilisation of Applicant's in-house training opportunities and initiatives to be reviewed.
Carbon Off-setting	To address any shortfall in the CO ₂ on site savings. Further details are set out in the Energy Statement (NQ.PA.17) where the Indicative Scheme is used as a benchmark. Cash in lieu payment or the purchase of verified emission reductions from carbon offset projects.
Aspen Way Footbridge Contribution	Financial contribution or in-kind work towards improvements to the Aspen Way Footbridge.
Monitoring	In accordance with the LBTH Planning Obligations SPD.

Figure A.3.1: North Quay Proposed Financial Obligations

Other obligations

OTHER OBLIGATIONS (works comprised in the proposed development)	COMMENT
Affordable Housing	Local Plan policy S.H1: 'Meeting housing needs' requires the provision of a minimum of 35% affordable housing on sites providing 10 or more new residential units. This is however subject to viability. The Applicant has undertaken a Viability Assessment (NQ.PA.19) to evidence the maximum reasonable level of affordable housing in accordance with policy. As a result of the viability assessment the Applicant is proposing 20% affordable housing in the OPA. The affordable housing tenure split is proposed to be 70% rented (of which 50% is proposed to be London Affordable Rent and 50% is LBTH Living Rent) and 30% intermediate.
Affordable Workspace	10% of the new employment floorspace is provided as affordable workspace.
Job Brokerage	Best practice and to maximise job opportunities
Apprenticeships and work placements	The Applicant will work with LBTH to agree a suitable Apprenticeship and Work Placement Strategy.
Transport and Highways Works: Modifications to Upper Bank Street/Aspen Way junction including enhanced east-west signalled pedestrian crossings Provision of new east-west pedestrian route between West India Quay DLR station and Upper Bank Street	Further details set out in the Transport Assessment (NQ.PA.10).
Space safeguarded on Site for Cycle Hire Docking Station.	Space safeguarded in the Delta. Further details set out in the Transport Assessment (NQ.PA.10).
Electric Vehicle Charging	20% of the spaces are proposed to be provided with Electric Vehicle Charging Points ("EVCPs"). Passive provision will be made to extend

OTHER OBLIGATIONS (works comprised in the proposed development)	COMMENT
	EVCPs to all car parking spaces, if evidenced by demand. Further details are set out in the Transport Assessment (NQ.PA.10).
Travel Plan	Refer to Framework Travel Plan and Residential Travel Plan (NQ.PA.11 and NQ.PA.12)
Public Access	Refer to Parameter Plans (NQ.PA.03) and Design and Access Statement (NQ.PA.10).

Figure A.3.2: North Quay Proposed Other Obligations