

Emily Leslie
Greater London Authority
City Hall
Kamal Chuncie Way
London
E16 1ZE

02 November 2023

BY EMAIL

Dear Emily,

ABERFELDY NEW VILLAGE - AMENDED PHASING, TRANSPORT AND WASTE REPORTS

This document is a Statement of Conformity (SoC) to the Transport and Waste Reports dated April 2022, September 2022 and January 2023 that have been submitted in support of the Hybrid Application (LBTH Ref: PA/21/02377/A1 and GLA Ref: 2023/0300/S3).

Following a resolution to refuse planning permission by the London Borough of Tower Hamlets (LBTH) Strategic Development Committee (SDC) in February 2023 and the subsequent direction that the Mayor will act as the local planning authority for the purposes of determining the Hybrid Application, the design of the scheme has been amended to accommodate second staircases in all buildings over 18m in height. The purpose of this SOC is to confirm that the impacts of the changes associated with the inclusion of the second staircase do not change the effects previously assessed in terms of Transport and Waste, and the conclusions set out in the submitted reports remain valid.

For the sake of completeness only, it should be noted that the Hybrid Application was previously amended in advance of its consideration by the LBTH SDC in February 2023 to take account of iterative changes to the masterplan. In summary, these previous changes were as follows: the inclusion of Jolly's Green into the red line boundary of the Masterplan, the removal of the previously proposed Block A3 and associated increase in open space and play space, an increase in the number of affordable rent family homes, and the inclusion of second staircases in Plots F & I.

To confirm, the new Description of Development will read as follows:

“Hybrid application seeking detailed planning permission for Phase A and Outline planning permission for future phases, comprising:

Outline planning permission (all matters reserved) for the demolition of all existing structures and redevelopment to include a number of buildings (up to 100m AOD) and up to 140,591 (GEA) of floorspace comprising the following mix of uses: Residential (Class C3); Retail, workspace, food and drink uses (Class E); Car and cycle parking; Formation of new pedestrian route through the conversion and repurposing of the Abbott Road vehicular underpass for pedestrians and cyclists connecting to Jolly's Green; Landscaping including open spaces and public realm, and New means of access, associated infrastructure and highway works.



In Full, for residential (Class C3), retail, food and drink uses and a temporary marketing suite (Class E and Sui Generis), together with access, car and cycle parking, associated landscaping and new public realm, and open space. This application is accompanied by an Environmental Statement.”

Further information is set out within the accompanying Covering Letter (as prepared by DP9 Ltd, dated November 2023) and the updated Planning Statement (as prepared by DP9 Ltd, dated November 2023).

TRANSPORT

The methodology for assessing the trip generation for the site has been agreed with both LBTH and TfL. The trip rates used are based on the overall quantum of dwellings and do not take into account the unit mix.

The small reduction in the number of homes will not materially change the impacts or the conclusions of the reports we have produced; indeed, the reports can be considered to present a robust assessment since they account for development that would generate marginally higher levels of trips in comparison to the revised scheme.

It is also noted that the trip rates used to assess the development trip generation are based on mixed private and affordable housing, and as such, a change in the phased delivery of affordable housing will not impact the trip generation.

The changes to the phasing of the delivery of the existing open spaces will not have a material impact on the construction vehicle traffic as the public open spaces already exist, and the construction traffic related to the upgrades will be minor in comparison to the overall construction in each of the phases.

In summary:

- The trip generation methodology for the proposed development at Aberfeldy New Village has been agreed upon with LBTH and TfL;
- The trip generation is based on the quantum of dwellings and is not affected by the unit mix;
- The small reduction in dwellings is predicted to result in a minor reduction in trip generation; and
- The reduction in the quantum of dwellings and associated trip generation does not change the results of the transport-related reports, which remain valid.

WASTE/PRE-DEMOLITION AUDIT

The changes to the number of homes comprising a reduction of up to 30 dwellings do not materially change the impacts or the conclusions of the Waste Management Strategy report, which is considered to present a robust assessment as it accounts for development that would generate marginally higher levels of waste.

The changes to the scheme or the phased delivery of the existing open spaces do not change the conclusions of the Pre-demolition Audit.

REPORTS

We are pleased to confirm that, in our opinion, the minor alterations that have been made to the masterplan proposals listed above do not require the Transport or Waste related reports to be updated. The transport and waste reports that should be considered by the planning authority when determining the application are listed below:

- Pre-demolition Audit - Version 1.0 (Date: September 2022)



- Transport Assessment - Version 3.1 (Date: April 2022)
- Outline Site Waste Management Plan - Version 1.0 (Date: September 2022)
- Waste Management Strategy -- Version 2.1 (Date: January 2023)

I trust that the above provides you with the reassurance that the reports listed above represent an appropriate assessment of the impact of the development in terms of transport and waste. If you have remaining queries, then please do not hesitate to contact me.

Yours sincerely,



Jonathan Howard
Director, Velocity Transport Planning Ltd

