

Appendix 5: ES Interim Review Report Response Document

Aberfeldy Village Masterplan Interim Review Report Response

Aberfeldy Village Masterplan ES Interim Review Report Response


This ES Interim Review Report Response document constitutes the response of the Applicant to the ES Interim Review Report (IRR) received from the London Borough of Tower Hamlets (LBTH) on the 20th January 2022 relating to the EIA for the redevelopment of the Aberfeldy Village Masterplan submitted in supported of the hybrid planning application in October 2021 (Ref. PA/21/02377/A1). The IRR was prepared by Temple on behalf of the LBTH. This document is structured as follows in line with the structure set out within the IRR:

The following documents have been appended to this **ES Interim Review Report Response**:

- **Appendix A:** Air Quality
- **Appendix B:** Wind
- **Appendix C:** Heritage Assets List
- **Appendix D:** Heritage Clarification Note

This report forms an appendix to an ES Addendum submitted to the LBTH which considers an extension to the redline boundary and minor amendments to the Proposed Development. The responses provided below (and associated appendices) relate to the Proposed Development and associated red line boundary as assessed within the October 2021 ES, for consistency and ease of reviewing the responses against the various points of the IRR. For clarity, notes have been added where relevant information has now been superseded by the Amended Proposed Development, as set out in the main body of the ES Addendum report.

Table 1: Response to IRR

IRR Ref.	Clarification or potential Regulation 25 request	Comment Within the Review Report Response	Applicant's EIA Team Response																																																																																				
Site and Proposed Development																																																																																							
Site and Proposed Development IRR Ref:1	Clarification	Given differing construction timescales referenced within the ES, clarification would be welcome as to the correct anticipated timescales.	<p>The expectation of the demolition and construction programme assumed in the October 2021 ES is that it would take approximately 128 months (10 years 8 months). As the works would be expected to begin in Q3 Year 1, the addition of a 10 years and 8 months set out below would project the programme through to Q2 Year 12.</p> <table border="1"> <thead> <tr> <th colspan="4">Indicative Construction Timetable</th> </tr> <tr> <th>Construction Task / Activity</th> <th>Duration</th> <th>Start Date (Quarter and Year)</th> <th>Completion Date (Quarter and Year)</th> </tr> </thead> <tbody> <tr> <td>Phase A Site Establishment/ Demolition</td> <td>5 months</td> <td>Q3 Year 1</td> <td>Q1 Year 2</td> </tr> <tr> <td>Phase A: Building Plot J</td> <td>19 months</td> <td>Q3 Year 1</td> <td>Q1 Year 3</td> </tr> <tr> <td>Phase A: Building Plot F1</td> <td>22 months</td> <td>Q3 Year 1</td> <td>Q3 Year 3</td> </tr> <tr> <td>Phase A: Building Plots H1-H3</td> <td>21 months</td> <td>Q3 Year 1</td> <td>Q3 Year 3</td> </tr> <tr> <td>Phase A: Building Plot I1</td> <td>23 months</td> <td>Q4 Year 1</td> <td>Q4 Year 3</td> </tr> <tr> <td>Phase B Site Establishment/ Demolition</td> <td>5 months</td> <td>Q3 Year 3</td> <td>Q4 Year 3</td> </tr> <tr> <td>Phase B: Building Plot B3</td> <td>33 months</td> <td>Q1 Year 4</td> <td>Q3 Year 6</td> </tr> <tr> <td>Phase B: Building Plots A1-2</td> <td>22 months</td> <td>Q2 Year 4</td> <td>Q1 Year 6</td> </tr> <tr> <td>Phase B: Building Plots B1-2</td> <td>26 months</td> <td>Q3 Year 4</td> <td>Q3 Year 6</td> </tr> <tr> <td>Highways: A12/B125 Junction</td> <td>15 months</td> <td>Q4 Year 3</td> <td>Q4 Year 4</td> </tr> <tr> <td>Highways: Road Construction</td> <td>12 months</td> <td>Q1 Year 5</td> <td>Q4 Year 5</td> </tr> <tr> <td>Highways: Underpass</td> <td>12 months</td> <td>Q1 Year 6</td> <td>Q4 Year 6</td> </tr> <tr> <td>Pedestrianisation</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Phase C/D Site Establishment/ Demolition</td> <td>7 months</td> <td>Q2 Year 6</td> <td>Q4 Year 6</td> </tr> <tr> <td>Phase C: Building Plots C1-4</td> <td>30 months</td> <td>Q1 Year 7</td> <td>Q3 Year 9</td> </tr> <tr> <td>Phase C: Building Plots E1-3</td> <td>21 months</td> <td>Q2 Year 8</td> <td>Q4 Year 9</td> </tr> <tr> <td>Phase D: Construction Site set-up</td> <td>1 month</td> <td>Q3 Year 10</td> <td>Q3 Year 10</td> </tr> <tr> <td>Phase D: Building</td> <td>22 months</td> <td>Q3 Year 10</td> <td>Q2 Year 12</td> </tr> <tr> <td>Public Realm, Landscape and Green space improvements (improvements to Braithwaite Park, Leven Road Open Space be undertaken in Phase A)</td> <td></td> <td colspan="2">Completed in phases to suit building completions</td> </tr> </tbody> </table> <p>Note: A revised Indicative Demolition and Construction Programme has been appended to the ES Addendum (Appendix 4) in light of the Amended Proposed Development, albeit the overall programme remains as per the October 2021 ES and the information that forms the basis of the technical assessments on the demolition and construction phase also remains unchanged.</p>	Indicative Construction Timetable				Construction Task / Activity	Duration	Start Date (Quarter and Year)	Completion Date (Quarter and Year)	Phase A Site Establishment/ Demolition	5 months	Q3 Year 1	Q1 Year 2	Phase A: Building Plot J	19 months	Q3 Year 1	Q1 Year 3	Phase A: Building Plot F1	22 months	Q3 Year 1	Q3 Year 3	Phase A: Building Plots H1-H3	21 months	Q3 Year 1	Q3 Year 3	Phase A: Building Plot I1	23 months	Q4 Year 1	Q4 Year 3	Phase B Site Establishment/ Demolition	5 months	Q3 Year 3	Q4 Year 3	Phase B: Building Plot B3	33 months	Q1 Year 4	Q3 Year 6	Phase B: Building Plots A1-2	22 months	Q2 Year 4	Q1 Year 6	Phase B: Building Plots B1-2	26 months	Q3 Year 4	Q3 Year 6	Highways: A12/B125 Junction	15 months	Q4 Year 3	Q4 Year 4	Highways: Road Construction	12 months	Q1 Year 5	Q4 Year 5	Highways: Underpass	12 months	Q1 Year 6	Q4 Year 6	Pedestrianisation				Phase C/D Site Establishment/ Demolition	7 months	Q2 Year 6	Q4 Year 6	Phase C: Building Plots C1-4	30 months	Q1 Year 7	Q3 Year 9	Phase C: Building Plots E1-3	21 months	Q2 Year 8	Q4 Year 9	Phase D: Construction Site set-up	1 month	Q3 Year 10	Q3 Year 10	Phase D: Building	22 months	Q3 Year 10	Q2 Year 12	Public Realm, Landscape and Green space improvements (improvements to Braithwaite Park, Leven Road Open Space be undertaken in Phase A)		Completed in phases to suit building completions	
Indicative Construction Timetable																																																																																							
Construction Task / Activity	Duration	Start Date (Quarter and Year)	Completion Date (Quarter and Year)																																																																																				
Phase A Site Establishment/ Demolition	5 months	Q3 Year 1	Q1 Year 2																																																																																				
Phase A: Building Plot J	19 months	Q3 Year 1	Q1 Year 3																																																																																				
Phase A: Building Plot F1	22 months	Q3 Year 1	Q3 Year 3																																																																																				
Phase A: Building Plots H1-H3	21 months	Q3 Year 1	Q3 Year 3																																																																																				
Phase A: Building Plot I1	23 months	Q4 Year 1	Q4 Year 3																																																																																				
Phase B Site Establishment/ Demolition	5 months	Q3 Year 3	Q4 Year 3																																																																																				
Phase B: Building Plot B3	33 months	Q1 Year 4	Q3 Year 6																																																																																				
Phase B: Building Plots A1-2	22 months	Q2 Year 4	Q1 Year 6																																																																																				
Phase B: Building Plots B1-2	26 months	Q3 Year 4	Q3 Year 6																																																																																				
Highways: A12/B125 Junction	15 months	Q4 Year 3	Q4 Year 4																																																																																				
Highways: Road Construction	12 months	Q1 Year 5	Q4 Year 5																																																																																				
Highways: Underpass	12 months	Q1 Year 6	Q4 Year 6																																																																																				
Pedestrianisation																																																																																							
Phase C/D Site Establishment/ Demolition	7 months	Q2 Year 6	Q4 Year 6																																																																																				
Phase C: Building Plots C1-4	30 months	Q1 Year 7	Q3 Year 9																																																																																				
Phase C: Building Plots E1-3	21 months	Q2 Year 8	Q4 Year 9																																																																																				
Phase D: Construction Site set-up	1 month	Q3 Year 10	Q3 Year 10																																																																																				
Phase D: Building	22 months	Q3 Year 10	Q2 Year 12																																																																																				
Public Realm, Landscape and Green space improvements (improvements to Braithwaite Park, Leven Road Open Space be undertaken in Phase A)		Completed in phases to suit building completions																																																																																					
Site and Proposed Development IRR Ref:2	Clarification	Further detail is required to clarify whether the site boundary for this application aligns with site boundary for the 2012 OPP extant consent. It is noted that figure 3.1 includes a blue boundary line however no explanation is provided.	<p>The site boundary for this application does not align with the site boundary for the 2012 OPP extant consent. The image below shows the redline boundary for the Proposed Development and the phases of the 2012 OPP overlaid. This application encompasses a greater extent and the extent of what has been delivered to date under the 2012 OPP is set out in Planning Statement.</p>  <p>Note: Subsequent to the planning application and the October 2021 ES, the red line has been updated to include Jolly's Green to the west. This change is considered in the main body of the ES Addendum and associated appendices, where relevant.</p>																																																																																				

Aberfeldy Village Masterplan Interim Review Report Response

IRR Ref.	Clarification or potential Regulation 25 request	Comment Within the Review Report Response	Applicant's EIA Team Response
Site and Proposed Development IRR Ref:3	Clarification	Clarification is required as to the existing number of dwellings and area by land use on the site that will be replaced by the proposals.	<p>The number of existing dwellings to be replaced by the Proposed Development is set out in Table 3.1 of ES Volume 1, Chapter 3: Alternatives and Design Evolution (and the Decant Strategy submitted with the planning application). The number of existing dwellings and non-residential uses informs the socio-economic assessment and comprises the following:</p> <ul style="list-style-type: none"> • 330 residential dwellings; and • 22 non residential units (including retail and commercial uses), covering an area of approximately 1,560m². The employment from these units has been taken into account in the calculation of employment generation reported in ES Volume 1, Chapter 6: Socio-economics. <p>Note: Corrections on the breakdown of the units sizes of the homes to be demolished as part of the Proposed Development are provided in the main body of the ES Addendum.</p>
Site and Proposed Development IRR Ref:4	Clarification	Outline proposals (Phase B) require the provision of a new energy centre and states that it will be housed 'within the base of Building A1-A2'. Clarification is required that this does not refer to an additional basement level.	<p>The provision of a new energy centre will be provided within the ground level of Buildings A1-A2 in Phase B. No basement is proposed in these buildings.</p>
Site and Proposed Development IRR Ref:5	Clarification	The Applicant should clarify whether the discrepancy between the indicative unit mix in the Planning Statement and the ES is limited to the presentation of the indicative mix in Chapter 4, and that the relevant assessments in the ES are based on the correct maximum indicative mix.	<p>The ES assessed the maximum indicative mix presented across Table 4.5 and 4.6 within ES Volume 1, Chapter 4: The Proposed Development, for the Detailed Proposals and Outline Proposals respectively. An illustrative scheme housing mix presented in Table 4.13 was used only as the minimum indicative mix for the socio-economic assessment.</p> <p>Following submission of the planning application some very minor anomalies were identified in the existing housing stock within the site, in relation to the size of 3 of the existing units to be demolished. The ES Addendum has provided updated population yield calculations accordingly, which does not alter the conclusions of the assessment given the very minor nature of the anomaly. In addition, within Phase A, a single intermediate 2 bed unit was reported as a private 2 bed unit. However, this does not affect any of the assessments in the ES and this is set out in the ES Addendum.</p>
Site and Proposed Development IRR Ref:6	Clarification	Clarify the anticipated lifespan of the proposals as requested in the Scoping Opinion.	<p>The lifespan of the Proposed Development is at least 70 years.</p>
Site and Proposed Development IRR Ref:7	Clarification	The Applicant should provide a plan of the location of winter gardens, so that these can be secured.	<p>For information purposes, a figure showing the location of the winter gardens is provided within the ES Addendum.</p>
Site and Proposed Development IRR Ref:8	Clarification	Clarification as to why consideration of alternatives did not reference the extant consent and provide comparison of effects.	<p>The local context of the site has changed significantly since the Extant Permission (the '2012 OPP') was granted, with higher density and taller schemes subsequently granted permission in the surrounding area, such as Islay Wharf with building heights of up to 21 storeys and the former Poplar Gas Works site which also has building heights of up to 21 storeys. The maximum of 11 storeys granted for the 2012 OPP no longer optimises the Site.</p> <p>Of the 1,176 dwellings consented by the 2012 OPP, 901 have already been delivered in Phases 1 to 3. Leaving only 275 to be delivered in Phases 4 to 6 which would not make optimal use of the site.</p> <p>For these reasons, the delivery of Phases 4 to 6 of the 2012 OPP was not considered as a 'reasonable alternative'.</p>
ES Format, Presentation and Scope			
ES Format, Presentation and Scope IRR Ref:9	Clarification	The Applicant should consider whether there is the potential for in-combination effects on residential receptors during construction from the loss of amenity due to significant noise, vibration and visual effects. If it is agreed that this in-combination effect would be significant, this should be included in the update to the NTS requested below.	<p>Impacts on residential receptor amenity can relate to among other factors noise disturbance, loss of daylight within a room, exceedances of air quality objectives or dust nuisance, and overshadowing of a residential amenity area. Each of which are considered within the EIA and the potential for effect interactions which could impact residential amenity are considered within ES Volume 1, Chapter 15 Effects Interactions. The potential for in-combination effects on residential receptors during construction as a result of significant noise, vibration and visual effects is considered within ES Volume 1, Chapter 15 Effects Interactions (paragraphs 15.11 – 15.14) and ES Volume 2, TVIHA (Table 2.5) respectively. As stated within the ES chapter, there is a potential for an in-combination effect and effect interaction in relation to noise and vibration effects to residential receptors during demolition and construction works. Throughout the construction phase, when considering a worst-case scenario, receptors immediately adjacent to construction activities will exceed the significant observed adverse effect level threshold for noise, as well as vibration. In addition, the benefit enjoyed from physical external spaces considered as part of the TVIHA determined that viewpoints and Townscape Character Areas (TCA) would experience a range of effects from negligible to moderate to major which would be considered significant. However, it is important to note that these effects could be experienced by residents in proximity to these areas rather than effects experienced within private residential properties. The assessment of residential amenity on individual properties is subjective and is not based on recognised thresholds and significance criteria and as such is not considered as part of EIA.</p> <p>Notwithstanding this, the potential for significant in-combination effects from noise and vibration activities and visual and townscape effects has been considered as part of the EIA and mitigation measures proposed to reduce these effects as far as reasonably possible. Potential noise and vibration effects which could impact residential amenity are based on a worst case scenario in which construction activities occur simultaneously and assumed to be conducted at the closest distance to residential receptors. In reality, this would be unlikely (or short term only) and when taking into consideration the separation distance between these activities and residential receptors, the relocation of noisy activities as the construction programme progresses away from the site boundary as well as the adoption of recommended best practicable means. Procedures will be implemented to control the potential impact of noise and vibration for residential receptors in which consideration will be given to the use of quieter techniques or targeted and specific noise mitigation measures (such as reduced duration of operation, enclosure of equipment etc.) to ensure continued compliance with an agreed criterion limit. In combination with this, the use of construction hoarding where appropriate will reduce potentially significant visual and townscape effects to residential receptors located in proximity to sensitive viewpoints and TCAs as far as possible. As such, these mitigation measures as set out within ES Volume 1, Chapter 17 Mitigation and Monitoring would remain valid for any potentially significant in-combination effects residential receptors could be expected to experience in relation to amenity.</p>
ES Format, Presentation and Scope IRR Ref:10	Potential Regulation 25 request	The NTS should be updated as follows: <ul style="list-style-type: none"> • The effects interaction section should be included 	<p>An updated NTS has been provided as part of the ES Addendum (Appendix 3) which incorporates texts on the points raised, as well as the alterations to the technical assessments as a result of the Amended Proposed Development. The additional/amended text of the updated NTS is included as green text for ease of identifying where these comments have been addressed.</p>

Aberfeldy Village Masterplan Interim Review Report Response

IRR. Ref.	Clarification or potential Regulation 25 request	Comment Within the Review Report Response	Applicant's EIA Team Response
		<ul style="list-style-type: none"> The mitigation and monitoring measures for air quality should be clarified. Significant effects from climate change should be accurately presented. Cumulative effects for wind microclimate should be Summarised. The NTS should present the number of buildings affected by loss of daylight/sunlight, not the number of 'properties', which could be misleading. The NTS should be revised to reflect the cumulative effect assessment of the Proposed Development's daylight and sunlight effects on surrounding committed developments. The NTS should be revised to correct the townscape and visual construction phase effects reports. Any further amendments to the proposed mitigation or residual effects made in response to clarifications and Regulation 25 requests in this IRR should be reflected in the NTS. 	
ES Format, Presentation and Scope IRR Ref:11	Potential Regulation 25 request	Clarification is required as to the absence of 1 Paul Julius Close (Reuters) PA/13/01861/A1 and Stroudley Walk - PA/20/01696 schemes from the cumulative scheme assessment. Insufficient rationale is provided to support the scoping out of Global Switch (PA/21/00986) from the cumulative assessment. Further clarification is required to support this determination. A hybrid planning application for Mulberry Place (PA/21/01304) has been submitted and validated on 30th September 2021. Given this scheme has the potential to be determined prior to the Applicant's proposals a revised cumulative assessment should be provided including PA/21/01304.	Consideration of the cumulative schemes listed is provided within the ES Addendum. The updated ZTV (Appendix 4 of the ES Addendum C) includes those additional cumulative schemes that are not already present within the baseline.
Socio- economics			
Socio-economics IRR Ref 12	Clarification	The Applicant should clarify impacts on childcare as part of the assessment, as well as the baseline information.	The Socio-economic chapter sets out baseline information in relation to early years provision (see paragraphs 6.64 to 6.68 of ES Volume 1, Chapter 6), albeit a detailed breakdown of capacity and vacancies is not available within the latest Child Sufficiency Assessment for Tower Hamlets (2021). The assessment then takes into account potential effects on early years provision in paragraphs 6.116 to 6.118 of ES Volume 1, Chapter 6 for the Detailed Proposals, and paragraphs 6.176 to 6.179 of ES Volume 1, Chapter 6 for the Complete Development.
Socio-economics IRR Ref 13	Clarification	The Applicant should clarify impacts on community facilities (i.e. such as libraries and council-owned leisure centres).	The Socio-economic chapter sets out baseline information in relation to community facilities (see paragraphs 6.92 to 6.93 of ES Volume 1, Chapter 6), which includes leisure centres as well as community centres. There are no existing libraries within the LIA. In the absence of standard benchmarks for provision, the assessment combined quantitative analysis (where available) with qualitative judgement. The assessment then takes into account potential effects on community facilities in paragraphs 6.138 to 6.139 of ES Volume 1, Chapter 6 for the Detailed Proposals, and paragraphs 6.199 to 6.201 of ES Volume 1, Chapter 6 for the Complete Development. In summary, the baseline identifies the current provision of community facilities within the LIA amounts to 1 community centre per 6,000 population with a good range of facilities. The sensitivity of the receptor is assessed as low. Whilst the additional population of 3,285 residents is expected to increase this ratio of population per facility and place additional demand on existing provision, the Proposed Development is expected to provide over 4,400m ² of communal space for residents within the Site boundary together with a residents hub. On this basis, the magnitude of impact at the LIA is therefore assessed as low. The significance of effect was considered Negligible (Not Significant). Note: the main body of the ES Addendum considers the Amended Proposed Development as well as the corrections to the homes to be demolished and the accommodation schedules presented within Chapter 4 of the October 2021 ES, and confirms no change to the conclusions of the socio-economic assessment.

Aberfeldy Village Masterplan Interim Review Report Response

IRR. Ref.	Clarification or potential Regulation 25 request	Comment Within the Review Report Response	Applicant's EIA Team Response																								
Socio-economics IRR Ref 14	Clarification	Clarification into whether the Applicant has consulted any of these existing businesses (currently on the Application Site) about future relocation support or strategies.	Consultation with existing businesses has been undertaken by the Applicant. Relocation options and settlement discussions have been provided to businesses and the process is currently on-going. The impact on existing businesses has been assessed and net additionality has been taken into account in the employment assessment section of ES Volume 1, Chapter 6: Socio-economics.																								
Socio-economics IRR Ref 15	Potential Regulation 25 request	Consider site-specific measures or financial contributions to mitigate the Proposed Development's impact on the future local playspace provision.	In addition to the provision of the new play space, the Phase A proposals also include the improvements to the existing Braithwaite Park and Leven Road Open Space, which comprises an additional 3,049m ² of dedicated play space. An additional 255m ² temporary play space will also be provided at the location of Kilbrennen House (until works on Phase C commence in 2027, at which point further play space will have been provided through Phase B). It is noted that based solely on the output of the LBTH play space calculator, it may seem that there is a deficiency of play space within the Phase A proposals, but the calculator does not take account of these enhancements which are a direct benefit to the future population of the Proposed Development and also the residents of the surrounding neighbourhood and should therefore not be discounted. As set out in ES Volume 1, Chapter 3: Alternatives and Design Evolution, and the clarification provided above in response to IRR point 2, the Proposed Development in part replaces the 2012 OPP. Phases 1-3 of the 2012 OPP have been built out and based on the units and play space that have been provided within these phases of the 2012 OPP, there is an over provision of play space of 1,068m ² which more than adequately addresses the apparent short fall in provision for the Detailed Proposals (Phase A) of the Proposed Development. Following completion of the Outline Proposals of the Proposed Development, the play space demand from the overall child yield will have been met, in addition to the enhancements of the existing areas of open/play space. Given the temporary nature of the under provision of the Phase A play space, the over provision within Phases 1-3 of the 2012 OPP and the benefits afforded by the enhancements to the existing areas of play/open space, there should be no further requirement for temporary mitigation or financial contributions.																								
Socio-economics IRR Ref 16	Potential Regulation 25 request	The Applicant should provide further information how much play space provision that they will be providing, as part of the outline proposal, so this can be adequately assessed. A play space plan should be provided for approval.	As stated in the ES, the final provision of play space will be based on the final housing mix to be delivered across the phases of the Proposed Development, which is appropriate given the scale of the housing being provided and the duration of the construction programme. However, the Illustrative Masterplan, which encompasses the Detailed Proposals of the Proposed Development in combination with a deliverable scheme that could come forward within the parameters sought for approval in the Outline Proposals, demonstrates how the play space requirements could be achieved. The tables below, taken from the Design and Access Statement sets out how the Illustrative Scheme provides play space in excess of the LBTH requirements: <table border="1"> <thead> <tr> <th>Age Profile (Play Typology)</th> <th>Scheme Requirement (sqm)</th> <th>Illustrative Scheme Provision (up to sqm)</th> </tr> </thead> <tbody> <tr> <td>Under 5 years (Doorstep Play)</td> <td>2,483</td> <td>2,405</td> </tr> <tr> <td>5 – 11 years (Local Play)</td> <td>2,009</td> <td>2,009</td> </tr> <tr> <td>12 – 18 years (Neighbourhood Play)</td> <td>1,896</td> <td>1,902</td> </tr> <tr> <td>TOTAL</td> <td>6,388</td> <td>up to 6,406</td> </tr> </tbody> </table> Braithwaite Park, Leven Road Open Space and Jolly's Green: <table border="1"> <thead> <tr> <th>Play Typology</th> <th>Scheme Requirement (sqm)</th> <th>Illustrative Scheme Provision (up to sqm)</th> </tr> </thead> <tbody> <tr> <td>Illustrative Dedicated Play (All Ages)</td> <td>n/a</td> <td>4,075</td> </tr> <tr> <td>Difference of Proposed - Existing (All Ages)</td> <td>n/a</td> <td>2,522</td> </tr> </tbody> </table> Note: The above tables are taken from the updated DAS which now incorporates Jolly's Green into the Amended Proposed Development, as asset out in the main body of the ES Addendum. A Phase A Play Space plan is provided in the ES Addendum (Appendix 4) and has been submitted to the LBTH as a planning drawing for approval.	Age Profile (Play Typology)	Scheme Requirement (sqm)	Illustrative Scheme Provision (up to sqm)	Under 5 years (Doorstep Play)	2,483	2,405	5 – 11 years (Local Play)	2,009	2,009	12 – 18 years (Neighbourhood Play)	1,896	1,902	TOTAL	6,388	up to 6,406	Play Typology	Scheme Requirement (sqm)	Illustrative Scheme Provision (up to sqm)	Illustrative Dedicated Play (All Ages)	n/a	4,075	Difference of Proposed - Existing (All Ages)	n/a	2,522
Age Profile (Play Typology)	Scheme Requirement (sqm)	Illustrative Scheme Provision (up to sqm)																									
Under 5 years (Doorstep Play)	2,483	2,405																									
5 – 11 years (Local Play)	2,009	2,009																									
12 – 18 years (Neighbourhood Play)	1,896	1,902																									
TOTAL	6,388	up to 6,406																									
Play Typology	Scheme Requirement (sqm)	Illustrative Scheme Provision (up to sqm)																									
Illustrative Dedicated Play (All Ages)	n/a	4,075																									
Difference of Proposed - Existing (All Ages)	n/a	2,522																									
Traffic and Transport																											
Traffic and Transport IRR Ref 17	Clarification	Confirmation on how the existing vehicular traffic from the site has been taken into consideration in the assessment.	The existing vehicular traffic from the site is included in the traffic surveys that were used to develop the existing baseline. To assess the change in vehicle traffic, TRICS has been used to understand the existing and proposed level of vehicle trips and this confirmed that there would be no change in vehicle traffic from residents and only a minor increase in overall vehicle traffic due to deliveries and servicing.																								
Traffic and Transport IRR Ref 18	Clarification	Further justification should be provided for using a 2033 future baseline for the comparison of peak construction 5 years earlier, in 2026.	As agreed with TfL and LBTH, the future baseline has been based on traffic included in TfL's LoHAM model for London. The future baseline in LoHAM is for the year 2031. Background traffic is unlikely to change between 2026 and 2031/2033 as the local highway network is near or at its capacity. This has been agreed with TfL. The committed traffic which has been added to the future base includes developments that will have come forward by 2026. Construction traffic flows for relevant nearby committed development expected to be under construction in 2026 has also been included in the cumulative assessment (see Table 7.22 of the ES Volume 1, Chapter 7).																								

Aberfeldy Village Masterplan Interim Review Report Response

IRR. Ref.	Clarification or potential Regulation 25 request	Comment Within the Review Report Response	Applicant's EIA Team Response
Traffic and Transport IRR Ref 19	Clarification	Justification for downgrading the magnitude of impact from medium to low for severance along Lochnagar Street should be provided.	Although Lochnagar Street experiences larger volumes of HGV traffic in 2026 than Bromley Hall Road it is still relatively small, as is the overall traffic volume. The justification for downgrading the magnitude of impact for severance is the same as for Bromley Hall Road, i.e. "During construction Lochnagar Street would experience an increase of 13 HGV movements an hour or one HGV movement every four minutes. While this is significant, the total traffic flow on Bromley Hall Road equates to approximately one vehicle per 30 seconds."
Traffic and Transport IRR Ref 20	Clarification	The trip generation used in the assessment should be provided.	The trip generation for the Proposed Development is presented in the Transport Assessment (TA) (as stated in the Introduction table of the chapter, it should be read in conjunction with the TA). Tables 6-9 to 6-20 in the Transport Assessment set out the trip generation methodology and calculations. Table 6-19 and Table 6-20 set out the net change in travel demand. However, as agreed with TfL and LBTH, due to the significant reduction in parking ratio as part of the Proposed Development compared to the existing dwellings on-site, there will be no net change in traffic on the surrounding highway network as a result of the Proposed Development. Therefore, the trips associated with the Proposed Development are inherently included in the 2033 base.
Traffic and Transport IRR Ref 21	Clarification	Further consideration should be given to the effects of the underpass being pedestrianised on the occupants of Phase A.	Occupants of Phase A will reside at Lochnagar Street, Blair Street, Aberfeldy High Street and on the corner of Aberfeldy High Street and Dee Street. Therefore they are located close to the existing Dee Street subway and the Lochnagar Street crossing options, which can be used while the underpass is not yet pedestrianised. All of the occupants of the Site (including those in Phase A) have been included in the assessment of the construction phase, as per the receptors set out. Once the underpass becomes pedestrianised, this is expected to have a positive effect on the whole development, including Phase A. The impact of pedestrianising the underpass for occupants at Phase A has been included in the impact assessment on the Completed Development.
Traffic and Transport IRR Ref 22	Potential Regulation 25 request	Consideration needs to be given to the severance and delay and any other associated effects on school transport as a result of the underpass closure.	Although not explicitly stated in the Traffic and Transport chapter of the ES, school transport covers walking, cycling, public transport users and private transport (either cars or privately organised transport such as coaches and taxis). The effect on private transport is therefore addressed in ES Volume 1, Chapter 7 through the assessment on car passengers. The impact of the Proposed Development on these modes of transport (including while they're being used to transport pupils to school) is included in the ES chapter. For clarification: <ul style="list-style-type: none"> The Proposed Development's effect on severance is captured in Table 7.16 of ES Volume 1, Chapter 7. This concludes major beneficial effects to pedestrians and cyclist severance, a moderate beneficial effect to bus severance and minor beneficial to minor adverse effects on vehicle severance. The effect of the Proposed Development on delay is set out in Table 7.18 of ES Volume 1, Chapter 7. This concludes minor beneficial effects to pedestrians and cyclist delay and negligible to minor adverse effects to bus and vehicle delay. The Proposed Development does not meet the thresholds for assessing fear and intimidation as set out in Table 7.19 of ES Volume 1, Chapter 7. The effect of the Proposed Development on accidents and safety is set out in paragraph 7.141 of ES Volume 1, Chapter 7. This comprises a point of clarification and no further information is required to be submitted to understand the potential effect on severance and delay.
Air Quality			
Air Quality IRR Ref: 23	Clarification	The Applicant should clarify why baseline modelling at existing receptors was not undertaken.	Baseline modelling at existing receptors was undertaken for the future year scenarios (2026 and 2031), and reported in Tables 8.16, 8.17, 8.18, 8.20, 8.21 and 8.22 of ES Volume 1, Chapter 8.
Air Quality IRR Ref: 24	Clarification	The Applicant should clarify what year the background concentrations and emissions factors have come from that were used in 2026 scenarios.	Background concentrations from 2019 and emissions factors from 2026 were used in the 2026 modelling scenarios, as set out in paragraphs 8.29 and 8.31 of ES Volume 1, Chapter 8.
Air Quality IRR Ref: 25	Clarification	Since the Proposed Development is not proposed to be open in one phase, the Applicant should clarify why the detailed risk assessment has not been undertaken for each phase, where appropriate (qualitative or quantitative).	The assessment of demolition and construction dust impacts presented in paragraphs 8.81 to 8.87 and Table 8.15 of ES Volume 1, Chapter 8, is applicable to the overall Proposed Development, i.e. all phases (and not Phase A alone). Therefore, no further assessment of construction dust is required as the dust impacts of each phase is represented by that presented in the October 2021 ES. Assessing each phase would be repetitious.
Air Quality IRR Ref: 26	Clarification	Clarification regarding there are no inlets to any mechanical ventilation system near sources of pollution, including the stack discharging from the energy centre.	Inlets will not be located close to sources of pollution. This could be controlled through an appropriately worded planning condition for the detailed design of the outline phases (through the RMA stages).
Air Quality IRR Ref: 27	Clarification	The applicant should clarify mitigation measures to ensure that receptors predicted to have higher (36 µg/m ³ or more) NO ₂ concentrations are not reliant on openable windows. Air quality at facades above level 3 should be provided.	Mechanical ventilation is proposed for the Proposed Development. NO ₂ concentrations for facades above level 3 are provided as Appendix A to this report.
Climate Change			
Climate Change IRR Ref: 28	Clarification	The Applicant should provide clarity on the national, regional, and local policies & legislation that have been considered for the chapter	The Chapter was prepared in accordance with all relevant policy and legislation including the: <ul style="list-style-type: none"> UK Climate Change Act (2008) and 2019 Amendment National Planning Policy Framework London Plan (2021) Tower Hamlets Local Plan 2031 (adopted 2020)

Aberfeldy Village Masterplan Interim Review Report Response

IRR. Ref.	Clarification or potential Regulation 25 request	Comment Within the Review Report Response	Applicant's EIA Team Response
Climate Change IRR Ref: 29	Clarification	The Applicant should clarify why the assessment has not considered future carbon budgets in order to assess the significance of GHG emissions, opposed to using emissions from LBTH that have already occurred.	Future carbon budgets were not considered as part of the Climate Change assessment given that: <ul style="list-style-type: none"> There are no breakdowns of future carbon budgets at the local level for LBTH; and Comparison to UK carbon budgets was considered somewhat limited and meaningless to the proposed development given the small scale of project compared to the UK. This approach is considered justified given that the IEMA Greenhouse Gas emissions Guidance identifies that there is no universal method to assess the scale of emissions, so long as all emissions are considered significant.
Climate Change IRR Ref: 30	Clarification	The Applicant should clarify how the assessment of operational traffic can be both non-significant and significant.	The reason for the effects being considered both significant and not significant is due to the classification of the effect being negligible to minor beneficial. The justification for classifying the effect as not significant to significant is set out in paragraph 9.45 of ES Volume 1, Chapter 9: 'The GHG impact of operational transport was identified as Negligible to Minor Positive given that both scenarios are considered likely based on information provided by the project transport consultants, Velocity. As identified in the Climate Change ES Chapter, Velocity have identified that the Proposed Development is likely to have a net decrease in vehicle trips compared to the existing site as a result of the proposed low residential parking ratio (suggesting a Minor Positive impact). However, as a worst-case scenario, Velocity have undertaken strategic modelling which assumed that there would be no change in traffic volume on the strategic network suggesting a potential Negligible impact.' As the significant effect is positive the 'worse case' scenario would be a 'not significant' effect. Note: A review of the climate change assessment has been undertaken in consideration of the February 2022 IEMA Guidance ¹ and is reported in the ES Addendum.
Noise and Vibration			
Noise and vibration IRR Ref 31	Clarification	Please confirm whether consideration of construction noise (and traffic noise) and vibration has been given to early completed proposed residential properties.	Effects have been considered for the point where Phase A is occupied whilst Phase B is under construction. This is presented within the methodology, but please refer to paras 10.6 and 10.80 of ES Volume 1, Chapter 10.
Noise and vibration IRR Ref 32	Clarification	Given that the overheating risk assessment has identified a number of locations to be in the high risk category, please confirm what the proposal is for overheating mitigation and what the internal noise levels are predicted to be during its use.	Mechanical ventilation is proposed across the Proposed Development. The exact specification will be identified by the Overheating Consultant during the course of detailed MEP design. Ventilation will be designed with the intention that internal noise levels remain below 30 dB L _{Aeq,T} in bedrooms, and other rooms below 35 dB L _{Aeq,T} . In accordance with BS 8233, systems that are specified to fall below these levels would be sufficient.
Archaeology			
Archaeology IRR Ref 33	Clarification	Consider the likely impact of past and current development upon the potential underlying archaeological resource within the Site boundaries.	This has been taken into account in the updated Archaeology ES Chapter submitted as part of the ES Addendum.
Archaeology IRR Ref 34	Clarification	Consider the potential impacts of other enabling and construction activities (e.g. topsoil stripping, installation of utilities) upon the potential archaeological resource.	This has been taken into account in the updated Archaeology ES Chapter submitted as part of the ES Addendum.
Archaeology IRR Ref 35	Potential Regulation 25 request	The Applicant should provide a geoarchaeological model of the site prepared by a recognised geoarchaeological specialist, to inform the assessment of the impact of the Proposed Development in the ES Chapter. The Applicant should then further confirm with GLAAS whether any predetermination surveys are required.	An updated ES Chapter and DBA, and a geoarchaeological model report have been submitted as part of the ES Addendum.
Water Resources and Flood Risk			
Water Resources and Flood Risk IRR Ref 36	Clarification	The Applicant should provide further justification of the low risk from groundwater flooding.	An updated FRA is provided with the ES Addendum. Section 4.9 of the updated FRA provides further justification of the low risk from groundwater flooding, based on the Strategic FRA and data available from the BGS website.
Water Resources and Flood Risk IRR Ref 37	Clarification	The Applicant should clarify whether effects of flood risk on local residents and site occupants are significant or not significant, as text in the ES contradicts Table 12.5.	These residual effects are significant. Table 12.5 in the updated chapter in the ES Addendum has been updated accordingly.

¹. IEMA (2022), Assessing Greenhouse Gas Emissions and Evaluating their Significance, 2nd Ed.

Aberfeldy Village Masterplan Interim Review Report Response

IRR. Ref.	Clarification or potential Regulation 25 request	Comment Within the Review Report Response	Applicant's EIA Team Response
Water Resources and Flood Risk IRR Ref 38	Potential Regulation 25 request	The Applicant should provide an updated FRA/Drainage Strategy (including proforma) to address its deficiencies, such as: <ul style="list-style-type: none"> Lack of exception and sequential tests Lack of comment on potential flooding from sewers and surety on ground floor uses in accordance with EA consultation response Lack of flood evacuation plan for the detailed element of the application Lack of information on the origin, seasonality and location of the data on groundwater, with concomitant impact on reliability of groundwater flooding assessment Lack of adherence to the EA drainage hierarchy, given the availability of 1ha of greenspace in which SUDS could be incorporated. Clarification required as to why the drainage strategy appears to have been based on 50% of the actual proposed impermeable area. Lack of documentary evidence of the EA's agreement to scope out flood risk from the River Lea from the FRA. 	An updated Water Resources ES chapter, FRA and Drainage Strategy are provided as part of the ES Addendum (see Appendix 2) and addresses these points where relevant, as follows: <ul style="list-style-type: none"> Lack of exception and sequential tests – Section 6 of the updated FRA. Flooding from sewers – Section 4.6 of the updated FRA Lack of flood evacuation plan – covered by section 5.5 of the updated FRA. Detailed FEP to be conditioned. Lack of information on the origin, seasonality and location of the data on groundwater - the FRA groundwater maps are provided by the Environment Agency and are considered sufficiently robust and dependable to assess the risk of ground water flooding at pre-planning stage. Adherence to the EA drainage hierarchy – Section 2.1.3 of the updated Drainage Strategy. Clarification required as to why the drainage strategy appears to have been based on 50% of the actual proposed impermeable area – see Page 4 of the updated Drainage Strategy. Lack of documentary evidence of the EA's agreement to scope out flood risk from the River Lea from the FRA - Regarding flood risk from River Lea it is assessed by the Environment Agency and they confirmed that the maximum flood water levels are significantly higher for the scenario they have provided (Thames Tidal Upriver Breach Inundation Modelling 2017) therefore the River Lea flood modelling results are not presented in the detailed flood risk assessment provided within EA's detailed flood risk information included in Appendix C.
Water Resources and Flood Risk IRR Ref 39	Potential Regulation 25 request	The affects from piling need to be properly assessed prior to mitigation.	This is provided in the updated ES chapter provided in the ES Addendum.
Water Resources and Flood Risk IRR Ref 40	Potential Regulation 25 request	Cumulative effects from surrounding developments should be assessed for effects on groundwater quality and flow.	This is provided in the updated ES chapter provided in the ES Addendum.
Wind Microclimate			
Wind Microclimate IRR Ref 41	Clarification	Target wind profiles' and 'measured profiles', showing how the wind tunnel configuration adequately represents full-scale variation of approach wind speed and turbulence intensity with height, has not been provided. It is requested that this is provided.	These profiles are provided in Appendix B, Annex A of this document.
Wind Microclimate IRR Ref 42	Clarification	It is stated in the Technical Appendix to the ES that a 360-metre radius was adopted. Using two proximity models to cover the extended area, it is unclear if a 360-metre radius was adopted, with the study area and spread of buildings within the development seeming to require in excess of a 500 metre radius. It is requested that this is clarified.	The two boards adopted were 450m in radius and would include the entirety of the Proposed Development, the only difference is that one board would be offset to the north-west to incorporate Building I1 and its surrounds more appropriately (see figures showing the Board Comparison in Appendix B, Annex C of this document). The results presented for Plots A-H and Plot J are based on those obtained from Board 1 and the results presented for Plot I1 are based on those obtained from Board 2. Note: Consideration to the inclusion of Jolly's Green within the site, in addition to the additional/changes to the cumulative schemes, in relation to the wind environment is considered within the ES Addendum (Appendix 4). The information provided within this report and Appendix B of this document relate to the proposals as assessed within the October 2021 ES.
Wind Microclimate IRR Ref 43	Clarification	A plan showing the intended uses of the Application Site, requested by LBTH, is not presented. It is requested that this be provided.	Figures showing the intended usage across the Proposed Site Development are provided in Appendix B, Annex D of this document.
Wind Microclimate IRR Ref 44	Clarification	A plan showing what conditions are being targeted, requested by LBTH, is not presented. It is requested that this be provided.	Figures showing the target conditions across the Proposed Development are provided in Appendix B, Annex D of this document.

Aberfeldy Village Masterplan Interim Review Report Response

IRR. Ref.	Clarification or potential Regulation 25 request	Comment Within the Review Report Response	Applicant's EIA Team Response
Wind Microclimate IRR Ref 45	Clarification	The Technical Appendix to the ES presents soft landscaping proposals (Figure 35) and wind mitigation measures (Figure 36). However, it is difficult to differentiate between what are soft landscaping proposals, and what is mitigation. It is requested that, unless other clarification can be provided, that separate figures be provided to differentiate between soft landscaping proposals and wind mitigation measures additionally required, and it is additionally requested that application drawings showing all such measures be provided for review.	Figures showing the soft landscaping proposals and wind mitigation measures are provided in Appendix B, Annex B of this document. Figure 35 of the Technical Appendix to the Wind chapter shows the proposed mitigation for the Illustrative Masterplan, developed in conjunction with the design team. The purpose of testing the Illustrative Scheme was to demonstrate that the required wind conditions could be met within a scheme that is built out under the maximum parameters of the Outline Proposals of the Proposed Development. As such, the application drawings do not include for all of these wind mitigation measures and further wind testing will be undertaken at the reserved matters stage (to be implemented through a planning condition) to inform the detailed design and identify any required wind mitigation measures.
Wind Microclimate IRR Ref 46	Clarification	LBTH note in the Scoping Opinion that any dining areas should meet the City Lawson Criteria for frequent sitting i.e. 2.5m/s. The ES and technical appendices do not reference this criterion. This would presumably be because there are no outdoor dining areas within the development, though given its size and the potential that such spaces could quite possibly exist or come forward, it is requested that this be clarified, and if any such areas should be assessed using frequent sitting, it is requested that the assessment be updated	As set out in the EIA Scoping Opinion Response provided in ES Volume 3, Appendix: Methodology, Annex 3, the CoL Wind Microclimate Guidelines (developed by RWDI, the Wind Consultants for the Proposed Development), including the criteria that are applied, are derived specifically for the street-scapes and uses of public realm within the City of London. This may be applicable to a certain extent in areas of LBTH such as Canary Wharf (i.e., predominantly office uses with small street patterns), however the Aberfeldy Estate has a very different environment. It was therefore considered that the standard LDCC variant of the Lawson Comfort criteria, which already contains an appropriate threshold criteria for sitting use should be utilized. From a technical perspective, a number of the minimum technical requirements of the CoL guidelines are already considered in RWDI's wind tunnel methodology. However, an additional analysis was conducted to establish which probe locations would be suitable for frequent sitting should the City of London Criteria be used. As such, the following locations would be suitable for Frequent Sitting (i.e. outdoor dining) use during the summer season: 40, 41, 43, 44, 50, 51, 52, 54, 58, 59, 63, 65, 70, 80, 82, 91, 121, 158, 199, 200, 203, 205, 206, 222, 223, 224, 231, 232, 233, 249, 251, 296, 298, 323, 330, 363, 366, 370, 374, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 409, 411, 413.
Wind Microclimate IRR Ref 47	Clarification	No close-up photos of the proposed development are provided making it difficult to appreciate the difference between maximum parameters and the illustrative scheme. It is requested that these be provided or images of a 3D model be provided as an alternative.	Images showing the comparison between the Maximum Parameters model and the Illustrative Scheme model are provided in Appendix B, Annex C of this document.
Wind Microclimate IRR Ref 48	Clarification	No photos of mitigation measures are provided making it difficult to verify that the modelling adopted is acceptable. It is requested that comprehensive photographs be provided.	The figures showing the soft landscaping proposals and wind mitigation measures provided in Appendix B (Annex B) of this document include photos of the proposed mitigation measures for clarity.
Wind Microclimate IRR Ref 49	Clarification	Paragraph 13.52 notes that "localised occurrences of walking conditions may be acceptable in areas with limited footfall, or service areas, as long as the strong wind criteria (see section 'Strong Winds') is not exceeded." The CoL guidelines do not permit the presence of walking conditions, thus it is requested that this statement be clarified.	This assessment is based on the Lawson Comfort Criteria as outlined in the scoping report and the EIA Scoping Opinion Response provided in ES Volume 3, Appendix: Methodology, Annex 3. See above response to point 46 in relation to the use of the CoL guidelines. Walking use conditions would occur at probe locations 177 and 274 during the windiest season. These areas fall within the illustrative proposals and as such qualitative mitigation measures were recommended in the form of additional trees 6m tall localised at two sides of the north-western corner of Plots C1 and B3 as discussed in Table 13.7 of ES Volume 1, Chapter 13: Wind Microclimate. The specific mitigation measures required for the outline/illustrative proposals that will be implemented will be determined and tested at the reserve matters application stage and secured by an appropriately worded planning conditions as suggested in Paragraph 13.219 of ES Volume 1, Chapter 13: Wind Microclimate.
Wind Microclimate IRR Ref 50	Clarification	Figure 13.23 indicates that locations 416 and 418 are roof terrace locations suitable only for strolling during summer. This remains the case in Figure 13.30, and it is unclear whether or not these conditions are suitable. Table 13.7 notes that residual effects in elevated spaces are negligible. It is requested this be clarified, and if unsuitable, what mitigation measures would be proposed.	As these terraces are within the illustrative/outline proposals it is unclear at this stage whether they will be used for amenity, although they have been assessed as such. Should they come forward at the reserved matters/detailed design stage as roof top amenity spaces, populating the terrace with trees and low dense planting to break-up the open space has been recommended as a wind mitigation measure in Paragraph 13.218 of ES Volume 1, Chapter 13: Wind Microclimate.
Wind Microclimate IRR Ref 51	Clarification	Table 13.7 references a bus shelter to be included as mitigation. This does not appear to be present in a drawing, presumably it should be.	This is an existing bus stop shelter that was not modelled in the wind tunnel assessment. It is expected that with the inclusion of such bus shelter, wind conditions would improve to be suitable for the intended use.
Wind Microclimate IRR Ref 52	Clarification	Poplar Business Park (PA/11/03375) is presented as development number 21 in the cumulative developments table and is 21 is marked in Figure C1 just south of the Proposed Development. This appears to be an error in the cumulative list / map, with the area highlighted on the map being earlier phases of the Aberfeldy Village assessment that are now largely constructed. It is assumed therefore, that this area has been modelled correctly, though it is requested that this be	On the cumulative schemes figure provided in ES Volume 3, Appendix: Methodology, Annex 4, the number of the scheme shown at location 21 should be '22' (Land at Blackwall Yard) and the number of the scheme shown at location 22 should be '21' (Poplar Business Park). Importantly, the only technical assessment that considers the specific location and built form of these schemes (given their distance from the Site) is the townscape and visual analysis, which is based on the correct information as shown on the planning drawings associated for each of these planning applications. The cumulative list provided in both paragraphs 13.43 and 13.222 of ES Volume 1, Chapter 13: Wind Microclimate are partially correct. The cumulative schemes included in the assessment are as follows: <ul style="list-style-type: none"> Boards 1&2: Leven Road Gasworks (Planning Ref: PA/18/02803/A1); Boards 2: London Docklands Travelodge Hotel (Planning Ref: PA/18/03088/A1); Boards 1&2: Ailsa Wharf (Planning Ref: PA/16/02692 & PA/18/03461);

Aberfeldy Village Masterplan Interim Review Report Response

IRR. Ref.	Clarification or potential Regulation 25 request	Comment Within the Review Report Response	Applicant's EIA Team Response
		checked and verified, noting that some of the Aberfeldy Village site may not yet have been fully constructed. Paragraph 13.222, however (which, like 13.43 lists four schemes), lists a different set of developments to 13.43. It is also therefore requested that this also be checked and clarified.	<ul style="list-style-type: none"> Boards 1&2: Islay Wharf (Planning Ref: PA/19/01760); and Boards 1&2: Former Poplar Bus Depot (Planning Ref: PA/19/02148/A1).
Wind Microclimate IRR Ref 53	Clarification	Differentiation of additional mitigation from soft landscaping proposals and photographs of mitigation should be provided. Drawings showing mitigation measures should make clear what are mitigation measures required for the detailed component of the Proposed Development, and what are mitigation measures associated with the Illustrative Scheme that will be developed /refined further at reserved matters stage.	The wind mitigation measures developed to improve wind conditions for the Illustrative Scheme (representing what could come forward under the Outline Proposals) of the Proposed Development are provided in Appendix B, Annex B of this document. Wind mitigation measures for the detailed proposals were qualitatively presented in Table 13.5 of ES Volume 1, Chapter 13: Wind Microclimate.
Wind Microclimate IRR Ref 54	Clarification	It is also unclear whether all mitigation measures required for the detailed element of the scheme have been included within the drawings submitted for approval. For example, it does not appear as though either recessing of the entrance captured by location 116, or shrubbery that may be provided as an alternative, are shown on the plans. It is also therefore requested that all mitigation measures required for the detailed element be reviewed and it be confirmed that all measures are incorporated into the relevant plans.	<p>In relation to the effects on wind conditions as a result of Configuration 2 (Phase A only), it is noted that Table 13.5 incorrectly refers to probe location 116 (for 'Entrances'), which should instead refer to probes 112 and 114 of Block F. The mitigation recommended in the chapter has been reviewed with the design team and the following conclusions have been made:</p> <ul style="list-style-type: none"> Probe location 112 would have wind conditions one category windier than desired for entrance use during the windiest season. For this entrance, the wind conditions are temporary and would improve to be suitable for standing use (appropriate for entrance use) with the rest of the Masterplan built out. For probe location 112, this is one of two entrances to a retail unit, and the strolling condition at this entrance would be marginal during the windiest season, for which the suitability of entrances is assessed. The other entrance to the retail unit represented by probe location 109 would be suitable for the standing use condition during the windiest season. The location of the entrance is in between probe locations 112 and 109, as such it would likely to be suitable for the intended standing use conditions, as probe 112 would only be marginally above the threshold for strolling use. For probe location 114, this is the entrance to back of house uses for Block F (i.e. security room and parcel room) and is therefore considered secondary (i.e. to be used by those going about their employment, where comfort (as opposed to safety) would be of less importance, and less sensitive) to wind conditions than a principle means of a building entrance might be. Strolling use wind conditions at this entrance would thus be suitable for the intended use. For the reasons set out above, it is considered that the design does not need to alter to accommodate further wind mitigation measures at this location. <p>In relation to the balcony stack on Block F represented by probe location 455, wind conditions would be marginally above the upper limit for the desired conditions. These units would have access to another balcony with much calmer wind conditions suitable for sitting use during the summer season (probe location 456). As a result of this, in addition to the negative impact on the design that incorporating wind mitigation on these balconies (i.e., 1.5m tall balustrades) would have, the design team have proposed no mitigation. With the rest of the Masterplan built out, wind conditions would improve such that balconies represented by location 455 would be suitable for the intended use.</p> <p>As stated above, the reference to probe 116 in Table 13.5 of the ES Chapter was incorrect. At this location for Configuration 2 (Phase A only), suitable wind conditions are met. Unsuitable wind conditions when the later phases of the Outline Proposals come forward will be addressed through further wind analysis and design at the RMA stages.</p> <p>The assessment of Configuration 2 also reports conditions one category windier than desired at the location of an existing bus stop, represented by probe location 105. This existing bus stop already has a bus shelter which was not included within the wind tunnel testing. This bus shelter would be expected to provide the adequate localised protection to pedestrians and hence no further mitigation is required at this location.</p> <p>Lastly, the assessment of Configuration 2 reports on conditions one category windier than desired at probe 115 which was anticipated to be an area for seating. This area is no longer to be used for seating and hence the wind conditions at this location are deemed acceptable for a play area.</p>
Wind Microclimate IRR Ref 55	Clarification	Residual effects generally appear to be negligible following the introduction of mitigation, with the wind microclimate generally suitable throughout the study area in terms of comfort and safety. Some exceptions exist, principally locations 177 and 274 at the north-western corners of exposed buildings. It is requested that further clarification be provided as to what mitigation will be delivered for these areas.	This is addressed above in response to point 49.
Daylight, Sunlight and Overshadowing			
Daylight, Sunlight and Overshadowing IRR Ref 56	Clarification	The Applicant should provide consideration of potential solar glare in the situation where different buildings in the development are constructed and completed at different stages.	ES Volume 1, Chapter 14 technically assesses a scenario whereby the detailed blocks H1-2, H3, F, I and J are built out as part of Phase A (i.e. the Detailed Proposals). Given that the façade design of these detailed blocks is known, a technical assessment was possible. This was undertaken considering all other phases of the Proposed Development (i.e. the area covered by the Outline proposals) as empty plots, which depicts a worst-case scenario of the proposed Phase A buildings not being sheltered by other buildings. As stated in the <i>Potential Effects during Demolition and Construction</i> section of ES Volume 1, Chapter 14, the effects would be negligible during demolition, varying and gradually increasing as construction works progress and the facades are installed. Therefore, ES Volume 1, Chapter 14 provides qualitative consideration of solar glare, where the buildings in Phase A are completed prior to the commencement of the construction stage of Phases B-D (i.e. the Outline Proposals).

Aberfeldy Village Masterplan Interim Review Report Response

IRR. Ref.	Clarification or potential Regulation 25 request	Comment Within the Review Report Response	Applicant's EIA Team Response
			<p>ES Volume 1, Chapter 14 (paragraphs 14.626 to 14.631) provides qualitative consideration of the potential effects on solar glare of the blocks (A, B, C, D & E) of the Outline Proposals, once these have been designed and built out. An indicative construction programme for the Phases is outlined in ES Volume 1, Chapter 5, with Phase B commencing in Year 3 through to Phase D completion in Year 12. Similarly, to the above, during this period, the <i>Potential Effects during Demolition and Construction</i> would be negligible during demolition, varying and gradually increasing as construction works progress and the facades are installed, until reaching the effects of the Completed Development.</p> <p>It should be noted that upon implementation of Phases B-D, the effects identified for Phase A may be reduced due to Phases B-D having the potential to obstruct the view of Phase A buildings, and thereby reducing the solar glare effects of these buildings. Therefore, ES Volume 1, Chapter 14 provides qualitative consideration of solar glare, where the buildings in Phases B-D are completed at different stages.</p> <p>Once the detailed design of buildings in Phases B-D are known, phased solar glare assessments can be undertaken at the reserved matters stage.</p>
Daylight, Sunlight and Overshadowing IRR Ref 57	Potential Regulation 25 request	A qualitative light pollution assessment should be undertaken of the commercial elements based on a reasonable worst case scenario.	An updated chapter has been provided in the ES Addendum which includes a qualitative assessment of light pollution for the Proposed Development.
Built Heritage			
Built Heritage IRR Ref 58	Clarification	Please clarify the scoping in/out of Built Heritage Assets (heritage assets) by including heritage assets plotted on the ZVI within a 1500m radius (1.9). Particular reference should be made to Maritime Greenwich WHS and the Riyal Oak Public House.	The full list of all assets scoped in/out of the built heritage assessment is provided in Appendix C. An updated ZTV (which shows the location of built heritage assets) is provided within Appendix 4 of the ES Addendum . In addition, further justification on the scoping out of the assets referenced is provided in Appendix D.
Built Heritage IRR Ref 59	Clarification	Please clarify the enabling and construction effects on the Poplar Bus Depot (non-designated HA, also not a Locally Listed Building) as Negligible/None-Neutral).	Clarification of the enabling and construction effects on the Poplar Bus Depot is provided in Appendix D.
Townscape Visual Impact Assessment			
TVIA IRR Ref 60	Clarification	Clarification on method of producing ZTV and any assumptions made.	By way of clarification, the ZTV methodology is provided in Appendix 4 of the ES Addendum .
TVIA IRR Ref 61	Potential Regulation 25 request	The Applicant should consult both Historic England and the Twentieth Century Society to agree the additional viewpoints required to assess the effects on Balfon Tower.	<p>Historic England have subsequently agreed that no further viewpoints are required in their consultation response to LBTH in January 2022. It is therefore considered that no further information needs to be submitted to understand the potential effects on the Balfon Tower. This has been agreed in conversation with Clare Siemers, EIA Officer of LBTH.</p> <p>In relation to the response on the viewpoints from Twentieth Century Society, as set out in their own consultation response, the formal remit of the Society does not extend to effect on setting, but rather on direct intervention in listed buildings as per ODPM Circular 09/2005 - consultation regarding 'application[s] for listed building consent involving partial or total demolition' of listed buildings. As the Proposed Development does not propose the partial or total demolition of Balfon Tower, no further consideration has been given to the comments made by the Society on the viewpoints.</p>

Aberfeldy Village Masterplan Interim Review Report Response

Aberfeldy Village Masterplan Interim Review Report Response

Appendix A – Air Quality

Opening Year Predicted Annual Mean Pollutant Concentrations (µg/m³)

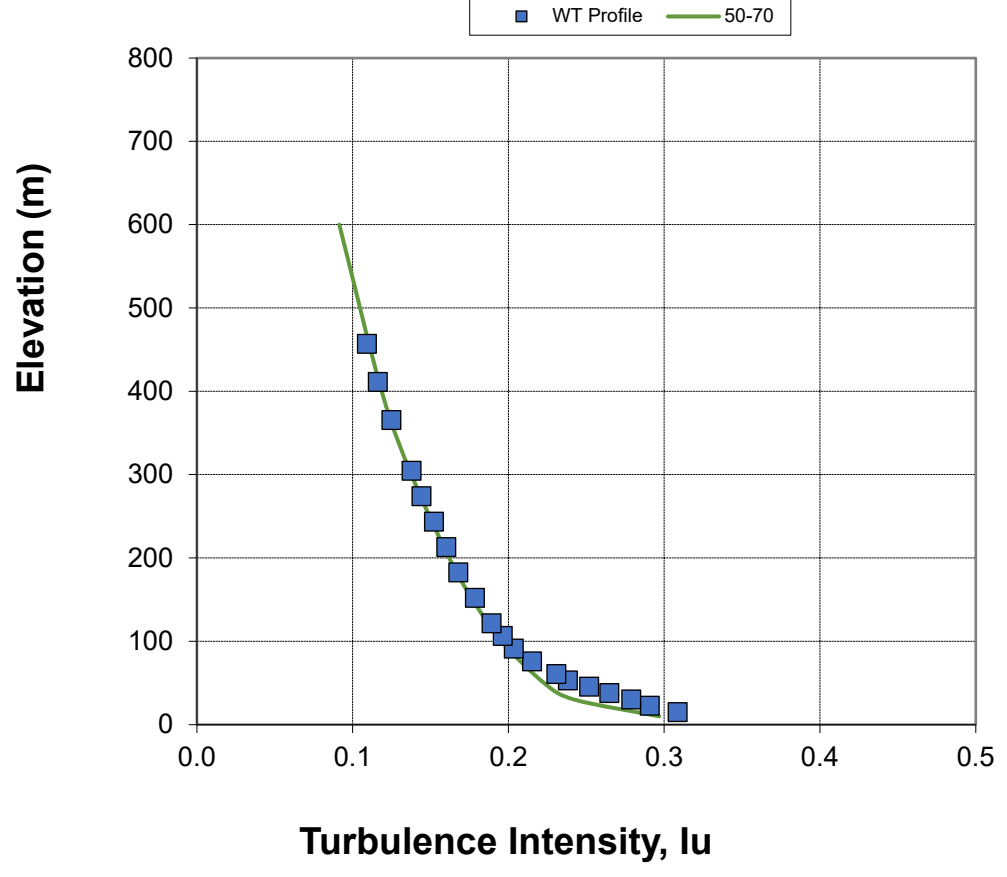
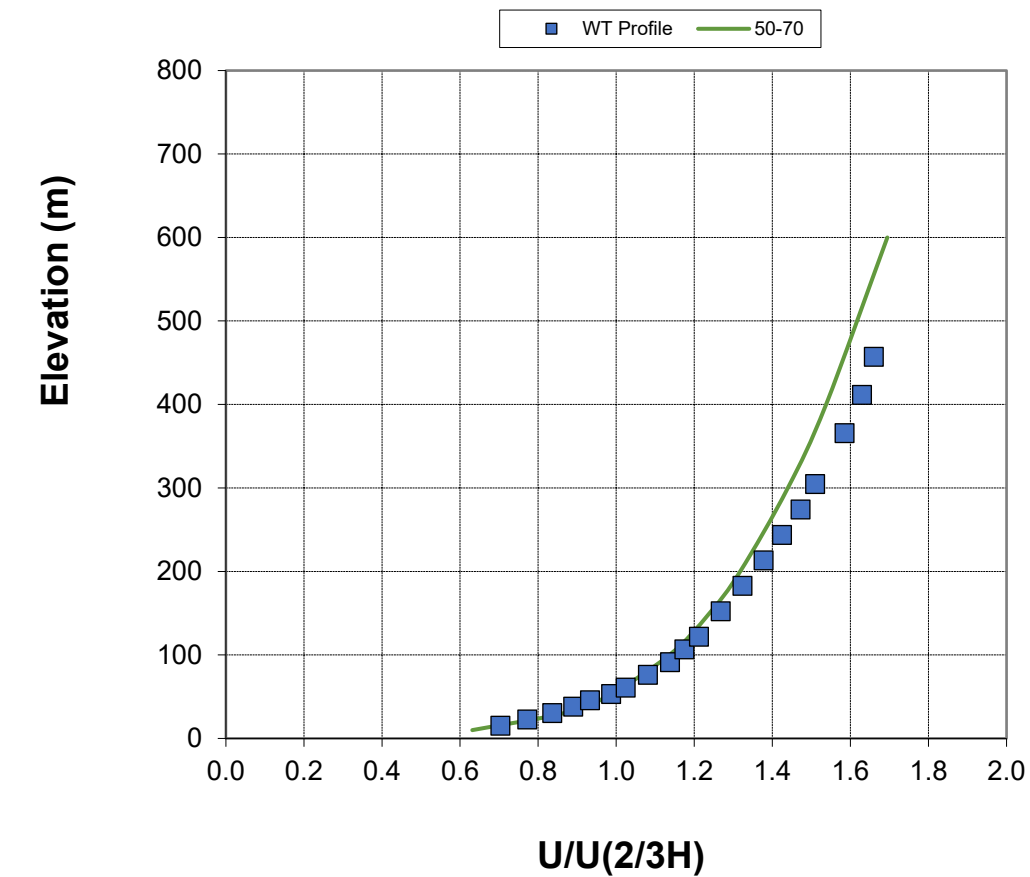
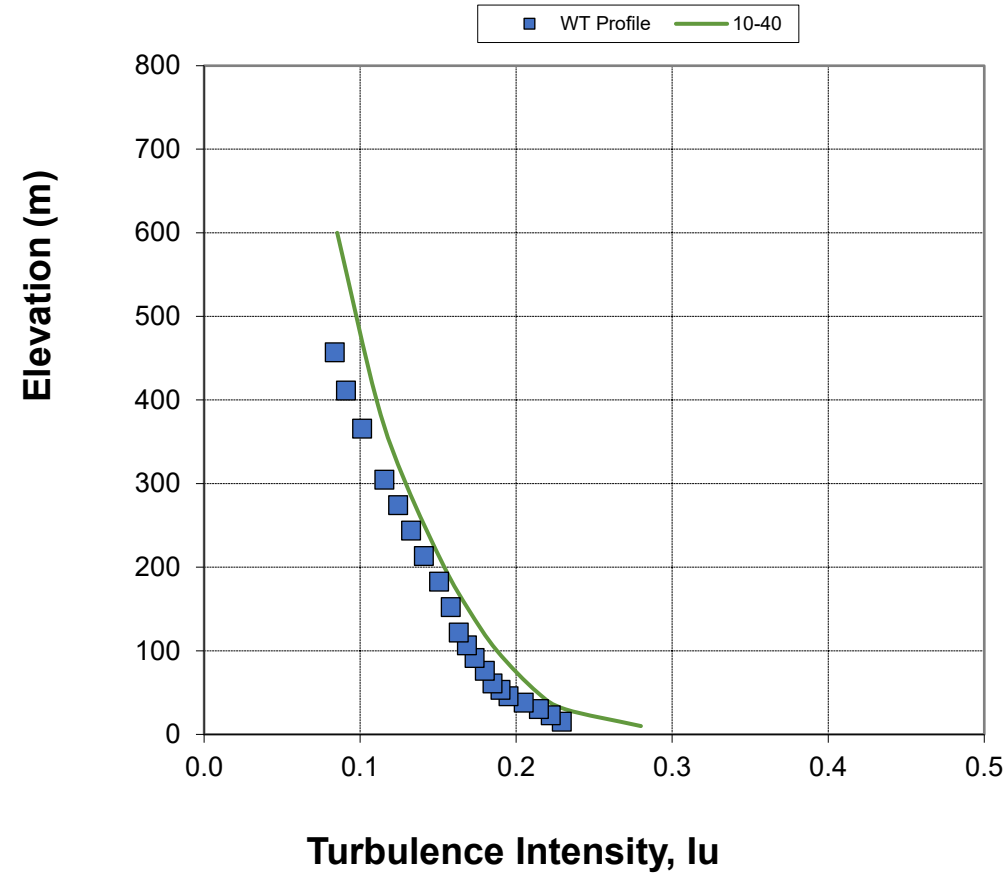
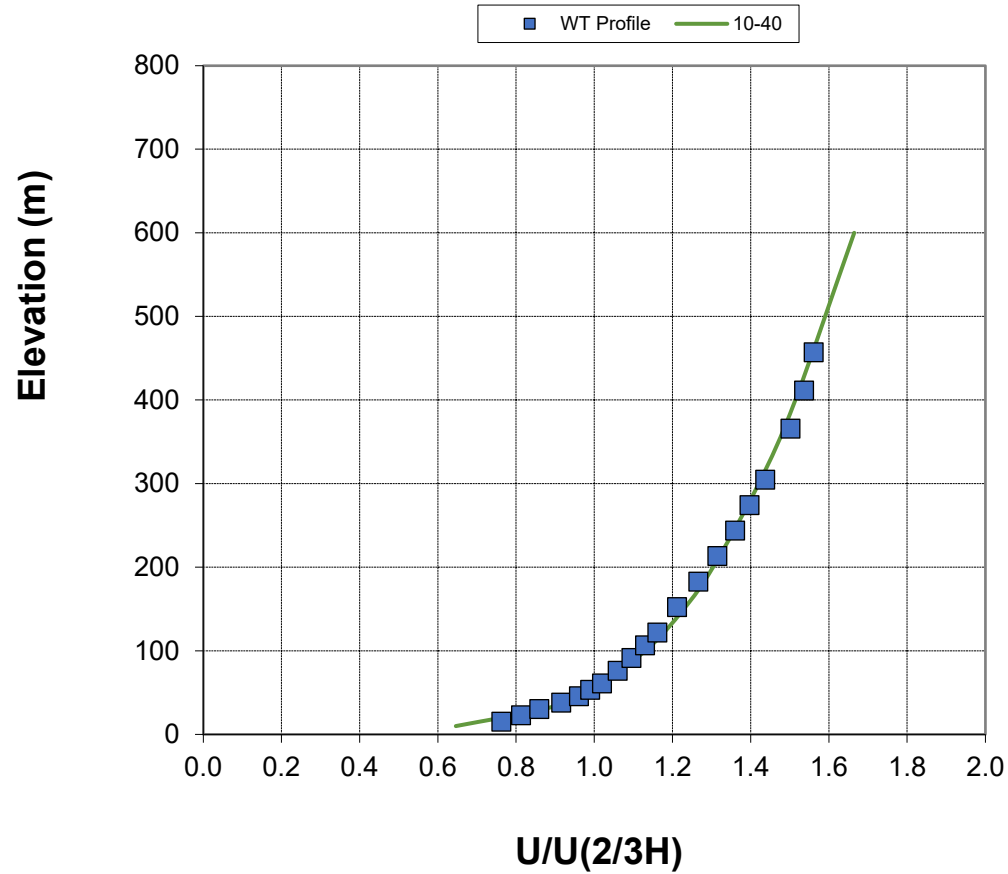
Floor	Receptor Number	Annual Mean NO ₂ Concentration		Floor	Receptor Number	Annual Mean NO ₂ Concentration		Floor	Receptor Number	Annual Mean NO ₂ Concentration		Floor	Receptor Number	Annual Mean NO ₂ Concentration	
		2026	2031			2026	2031			2026	2031			2026	2031
4 th	P1 – Commercial	37.0	36.7	7 th	P1 – Commercial	36.2	36.0	10 th	P1 – Commercial	35.9	35.8	13 th	P1 – Commercial	35.8	35.7
	P2 – Residential	37.0	36.6		P2 – Residential	36.2	36.0		P2 – Residential	35.9	35.8		P2 – Residential	35.8	35.7
	P3 – Residential	36.9	36.6		P3 – Residential	36.3	36.1		P3 – Residential	36.0	35.9		P3 – Residential	35.8	35.7
	P4 – Residential	36.9	36.6		P4 – Residential	36.3	36.1		P4 – Residential	36.0	35.9		P4 – Residential	35.8	35.7
	P5 – Commercial	37.0	36.7		P5 – Commercial	36.2	36.0		P5 – Commercial	35.9	35.8		P5 – Commercial	35.8	35.7
	P6 – Commercial	37.0	36.6		P6 – Commercial	36.2	36.0		P6 – Commercial	36.0	35.8		P6 – Commercial	35.8	35.7
	P7 – Commercial	37.0	36.7		P7 – Commercial	36.3	36.1		P7 – Commercial	36.0	35.9		P7 – Commercial	35.8	35.8
	P8 – Residential	37.0	36.6		P8 – Residential	36.3	36.1		P8 – Residential	36.0	35.9		P8 – Residential	35.8	35.8
	P9 – Residential	37.0	36.6		P9 – Residential	36.2	36.1		P9 – Residential	36.0	35.9		P9 – Residential	35.8	35.8
	P10 – Residential	37.0	36.7		P10 – Residential	36.2	36.1		P10 – Residential	36.0	35.9		P10 – Residential	35.8	35.8
	P11 – Residential	37.1	36.7		P11 – Residential	36.3	36.1		P11 – Residential	36.0	35.9		P11 – Residential	35.9	35.8
	P12 – Residential	37.0	36.7		P12 – Residential	36.4	36.2		P12 – Residential	36.0	35.9		P12 – Residential	35.9	35.8
	P13 – Commercial	37.0	36.6		P13 – Commercial	36.3	36.1		P13 – Commercial	36.0	35.9		P13 – Commercial	35.9	35.8
	P14 – Commercial	37.2	36.8		P14 – Commercial	36.3	36.1		P14 – Commercial	36.0	35.9		P14 – Commercial	35.9	35.8
	P15 – Residential	37.0	36.6		P15 – Residential	36.4	36.2		P15 – Residential	36.1	35.9		P15 – Residential	35.9	35.8
	P16 – Residential	37.1	36.7		P16 – Residential	36.5	36.3		P16 – Residential	36.1	36.0		P16 – Residential	35.9	35.8
	P17 – Commercial	37.2	36.8		P17 – Commercial	36.3	36.1		P17 – Commercial	36.1	35.9		P17 – Commercial	35.9	35.8
	P18 – Commercial	37.4	36.9		P18 – Commercial	36.5	36.2		P18 – Commercial	36.1	36.0		P18 – Commercial	35.9	35.8
	P19 – Residential	37.1	36.7		P19 – Residential	36.5	36.3		P19 – Residential	36.1	36.0		P19 – Residential	35.9	35.8
	P20 – Residential	37.2	36.8		P20 – Residential	36.6	36.3		P20 – Residential	36.2	36.0		P20 – Residential	36.0	35.8
5 th	P1 – Commercial	36.7	36.4	8 th	P1 – Commercial	36.1	35.9	11 th	P1 – Commercial	35.9	35.8	14 th	P1 – Commercial	35.8	35.7
	P2 – Residential	36.6	36.4		P2 – Residential	36.1	35.9		P2 – Residential	35.9	35.8		P2 – Residential	35.8	35.7
	P3 – Residential	36.7	36.4		P3 – Residential	36.2	36.0		P3 – Residential	35.9	35.8		P3 – Residential	35.8	35.7
	P4 – Residential	36.7	36.4		P4 – Residential	36.2	36.0		P4 – Residential	35.9	35.8		P4 – Residential	35.8	35.7
	P5 – Commercial	36.6	36.4		P5 – Commercial	36.1	36.0		P5 – Commercial	35.9	35.8		P5 – Commercial	35.8	35.7
	P6 – Commercial	36.6	36.3		P6 – Commercial	36.1	36.0		P6 – Commercial	35.9	35.8		P6 – Commercial	35.8	35.7
	P7 – Commercial	36.7	36.4		P7 – Commercial	36.1	36.0		P7 – Commercial	35.9	35.8		P7 – Commercial	35.8	35.7
	P8 – Residential	36.7	36.4		P8 – Residential	36.1	36.0		P8 – Residential	35.9	35.8		P8 – Residential	35.8	35.7
	P9 – Residential	36.6	36.4		P9 – Residential	36.1	36.0		P9 – Residential	35.9	35.8		P9 – Residential	35.8	35.7
	P10 – Residential	36.7	36.4		P10 – Residential	36.1	36.0		P10 – Residential	35.9	35.8		P10 – Residential	35.8	35.7
	P11 – Residential	36.7	36.4		P11 – Residential	36.2	36.0		P11 – Residential	35.9	35.8		P11 – Residential	35.8	35.7
	P12 – Residential	36.8	36.5		P12 – Residential	36.2	36.1		P12 – Residential	36.0	35.9		P12 – Residential	35.8	35.7
	P13 – Commercial	36.6	36.4		P13 – Commercial	36.1	36.0		P13 – Commercial	35.9	35.8		P13 – Commercial	35.8	35.7
	P14 – Commercial	36.8	36.5		P14 – Commercial	36.2	36.0		P14 – Commercial	36.0	35.9		P14 – Commercial	35.8	35.7
	P15 – Residential	36.8	36.5		P15 – Residential	36.3	36.1		P15 – Residential	36.0	35.9		P15 – Residential	35.8	35.7
	P16 – Residential	36.9	36.5		P16 – Residential	36.4	36.1		P16 – Residential	36.1	35.9		P16 – Residential	35.8	35.7
	P17 – Commercial	36.8	36.5		P17 – Commercial	36.2	36.0		P17 – Commercial	36.0	35.9		P17 – Commercial	35.8	35.7
	P18 – Commercial	37.0	36.6		P18 – Commercial	36.3	36.1		P18 – Commercial	36.0	35.9		P18 – Commercial	35.8	35.7
	P19 – Residential	36.9	36.5		P19 – Residential	36.4	36.2		P19 – Residential	36.1	35.9		P19 – Residential	35.8	35.7
	P20 – Residential	37.0	36.6		P20 – Residential	36.4	36.2		P20 – Residential	36.1	36.0		P20 – Residential	35.8	35.7
6 th	P1 – Commercial	36.4	36.2	9 th	P1 – Commercial	36.0	35.9	12 th	P1 – Commercial	35.8	35.7	15 th	P1 – Commercial	35.7	35.7
	P2 – Residential	36.4	36.2		P2 – Residential	36.0	35.9		P2 – Residential	35.8	35.8		P2 – Residential	35.7	35.7
	P3 – Residential	36.5	36.3		P3 – Residential	36.1	35.9		P3 – Residential	35.9	35.8		P3 – Residential	35.7	35.7
	P4 – Residential	36.5	36.2		P4 – Residential	36.1	35.9		P4 – Residential	35.9	35.8		P4 – Residential	35.7	35.7
	P5 – Commercial	36.4	36.2		P5 – Commercial	36.0	35.9		P5 – Commercial	35.8	35.8		P5 – Commercial	35.7	35.7
	P6 – Commercial	36.4	36.2		P6 – Commercial	36.0	35.9		P6 – Commercial	35.9	35.8		P6 – Commercial	35.7	35.7
	P7 – Commercial	36.5	36.2		P7 – Commercial	36.1	35.9		P7 – Commercial	35.9	35.8		P7 – Commercial	35.7	35.7
	P8 – Residential	36.5	36.2		P8 – Residential	36.0	35.9		P8 – Residential	35.9	35.8		P8 – Residential	35.7	35.7
	P9 – Residential	36.4	36.2		P9 – Residential	36.0	35.9		P9 – Residential	35.9	35.8		P9 – Residential	35.7	35.7
	P10 – Residential	36.4	36.2		P10 – Residential	36.0	35.9		P10 – Residential	35.9	35.8		P10 – Residential	35.7	35.7
	P11 – Residential	36.5	36.2		P11 – Residential	36.1	35.9		P11 – Residential	35.9	35.8		P11 – Residential	35.7	35.7
	P12 – Residential	36.5	36.3		P12 – Residential	36.1	36.0		P12 – Residential	35.9	35.8		P12 – Residential	35.7	35.7
	P13 – Commercial	36.4	36.2		P13 – Commercial	36.1	35.9		P13 – Commercial	35.9	35.8		P13 – Commercial	35.7	35.7
	P14 – Commercial	36.5	36.3		P14 – Commercial	36.1	36.0		P14 – Commercial	35.9	35.8		P14 – Commercial	35.7	35.7
	P15 – Residential	36.6	36.3		P15 – Residential	36.2	36.0		P15 – Residential	35.9	35.8		P15 – Residential	35.7	35.7
	P16 – Residential	36.7	36.4		P16 – Residential	36.2	36.1		P16 – Residential	36.0	35.9		P16 – Residential	35.7	35.7
	P17 – Commercial	36.5	36.3		P17 – Commercial	36.1	36.0		P17 – Commercial	35.9	35.8		P17 – Commercial	35.7	35.7
	P18 – Commercial	36.7	36.4		P18 – Commercial	36.2	36.0		P18 – Commercial	36.0	35.8		P18 – Commercial	35.7	35.7
	P19 – Residential	36.7	36.4		P19 – Residential	36.2	36.1		P19 – Residential	36.0	35.9		P19 – Residential	35.7	35.7
	P20 – Residential	36.8	36.5		P20 – Residential	36.3	36.1		P20 – Residential	36.0	35.9		P20 – Residential	35.7	35.7

Aberfeldy Village Masterplan Interim Review Report Response

Appendix B – Wind

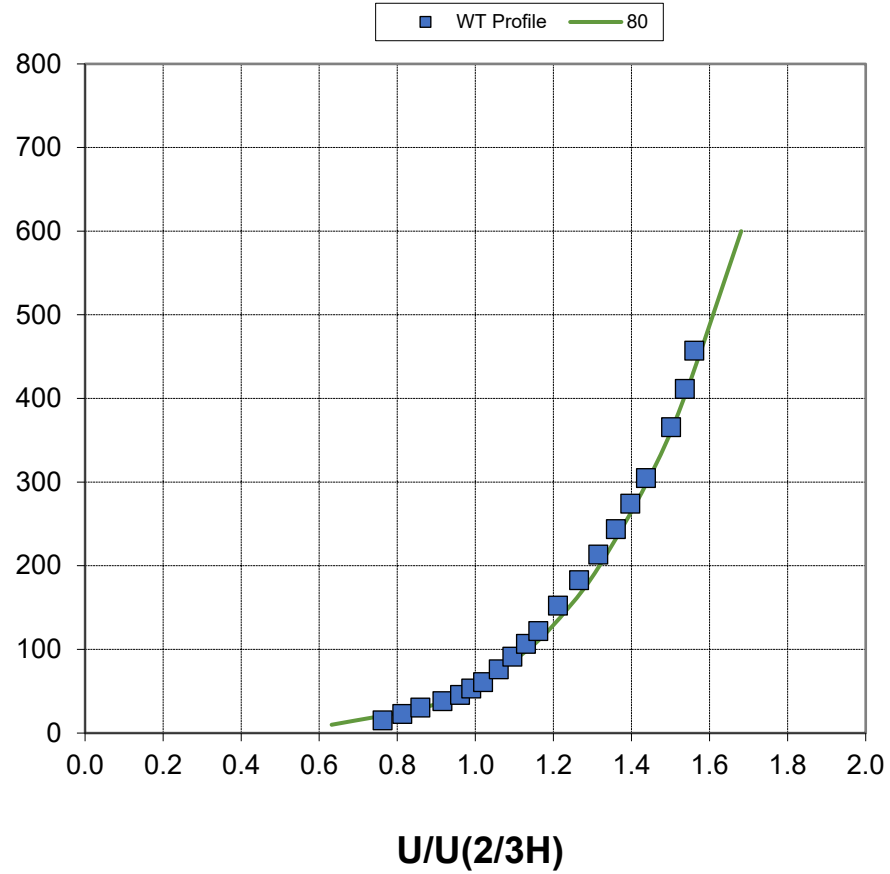
Annex A

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
1																					
2																					
3																					
4																					
5																					
6																					
7																					
8																					
9																					
10																					
11																					
12																					
13																					
14																					
15																					
16																					
17																					
18																					
19																					
20																					
21																					
22																					
23																					
24																					
25																					
26																					
27																					
28																					
29																					
30																					
31																					
32																					
33																					
34																					
35																					
36																					
37																					
38																					
39																					
40																					
41																					
42																					
43																					
44																					
45																					
46																					
47																					
48																					
49																					
50																					

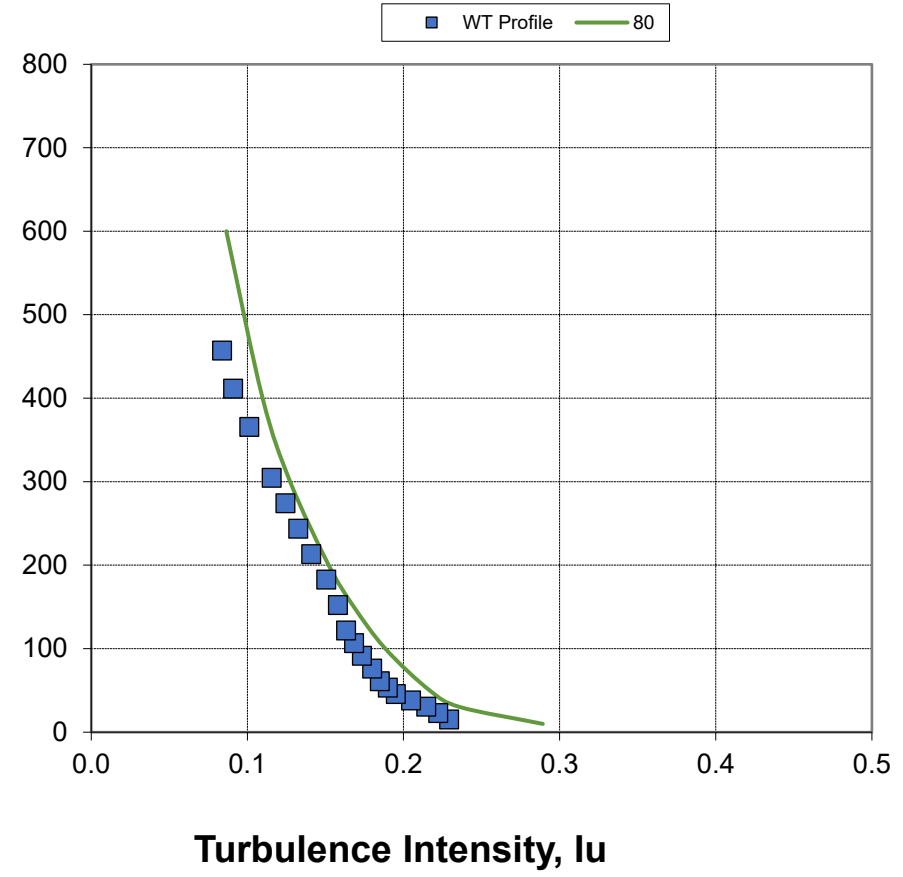


	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	
51																						
52																						
53																						
54																						
55																						
56																						
57																						
58																						
59																						
60																						
61																						
62																						
63																						
64																						
65																						
66																						
67																						
68																						
69																						
70																						
71																						
72																						
73																						
74																						
75																						
76																						
77																						
78																						
79																						
80																						
81																						
82																						
83																						
84																						
85																						
86																						
87																						
88																						
89																						
90																						
91																						
92																						
93																						
94																						
95																						
96																						
97																						
98																						
99																						
100																						

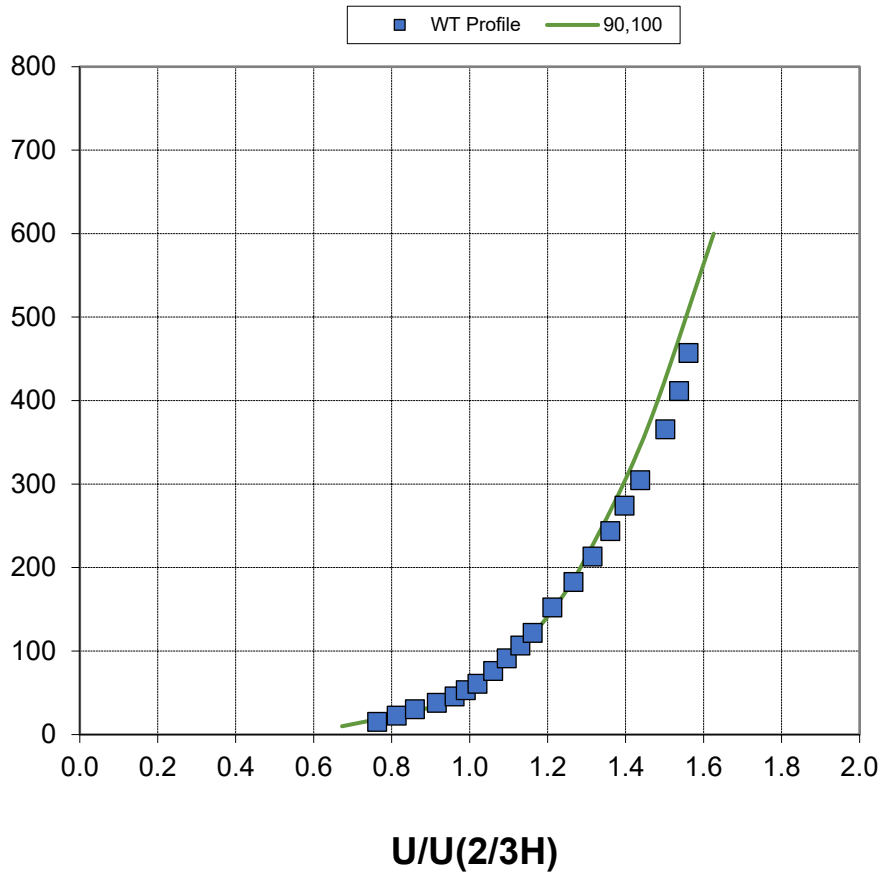
Elevation (m)



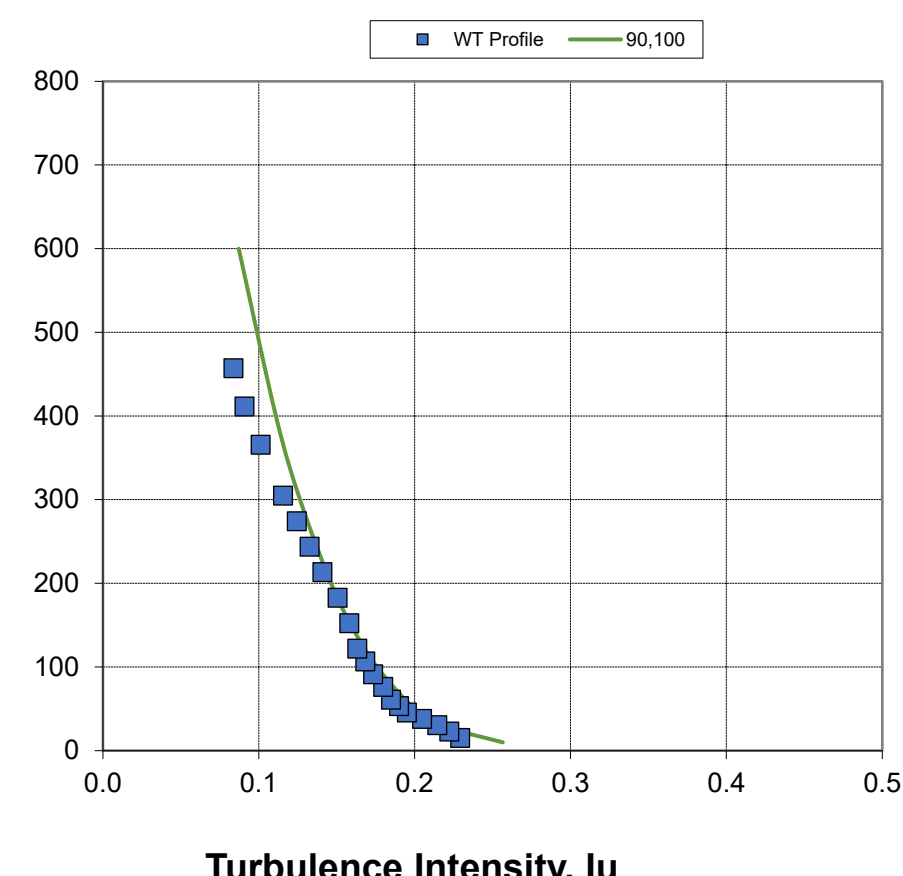
Elevation (m)



Elevation (m)

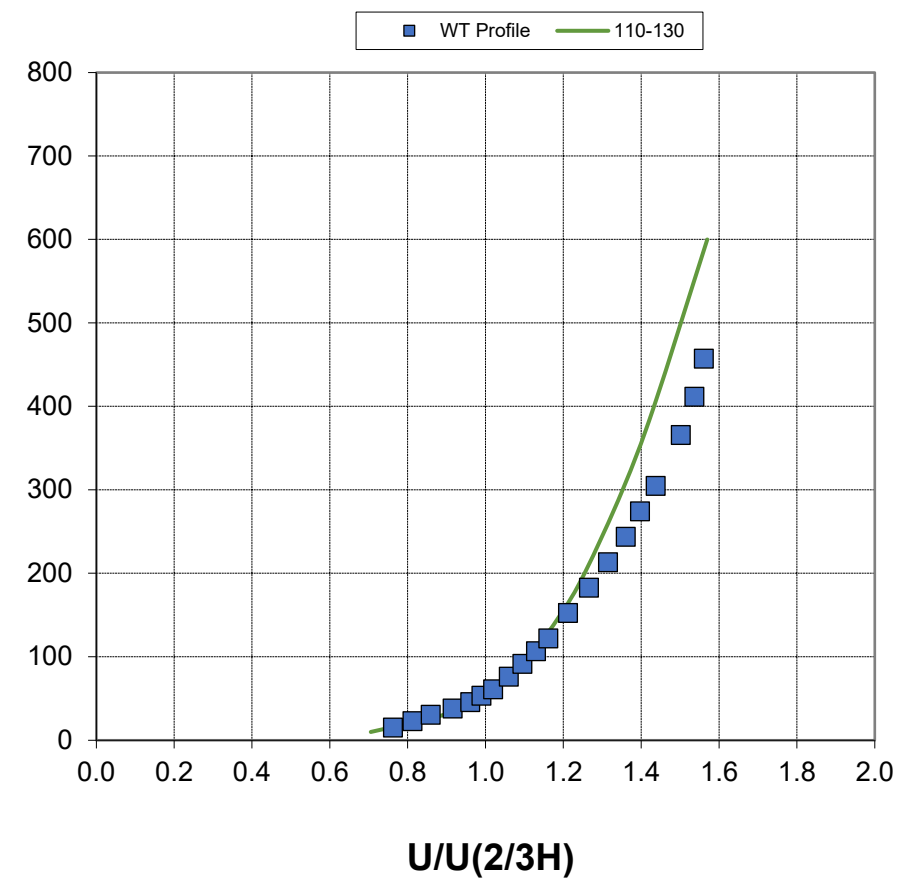


Elevation (m)

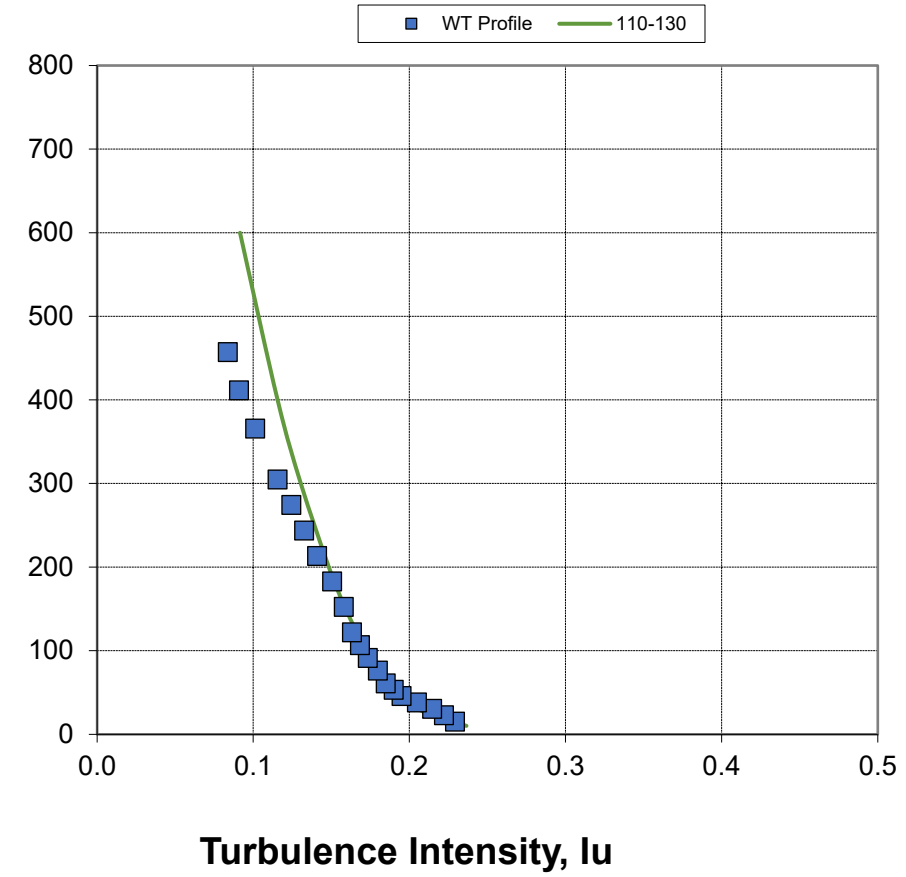


	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	
101																						
102																						
103																						
104																						
105																						
106																						
107																						
108																						
109																						
110																						
111																						
112																						
113																						
114																						
115																						
116																						
117																						
118																						
119																						
120																						
121																						
122																						
123																						
124																						
125																						
126																						
127																						
128																						
129																						
130																						
131																						
132																						
133																						
134																						
135																						
136																						
137																						
138																						
139																						
140																						
141																						
142																						
143																						
144																						
145																						
146																						
147																						
148																						
149																						
150																						

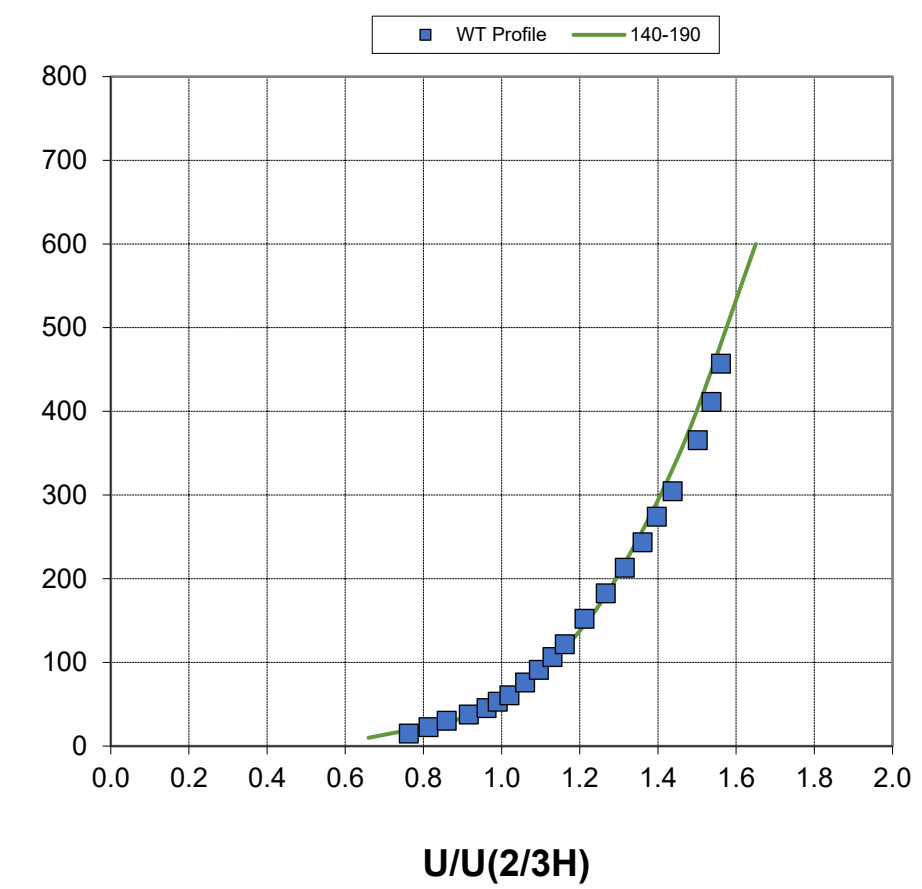
Elevation (m)



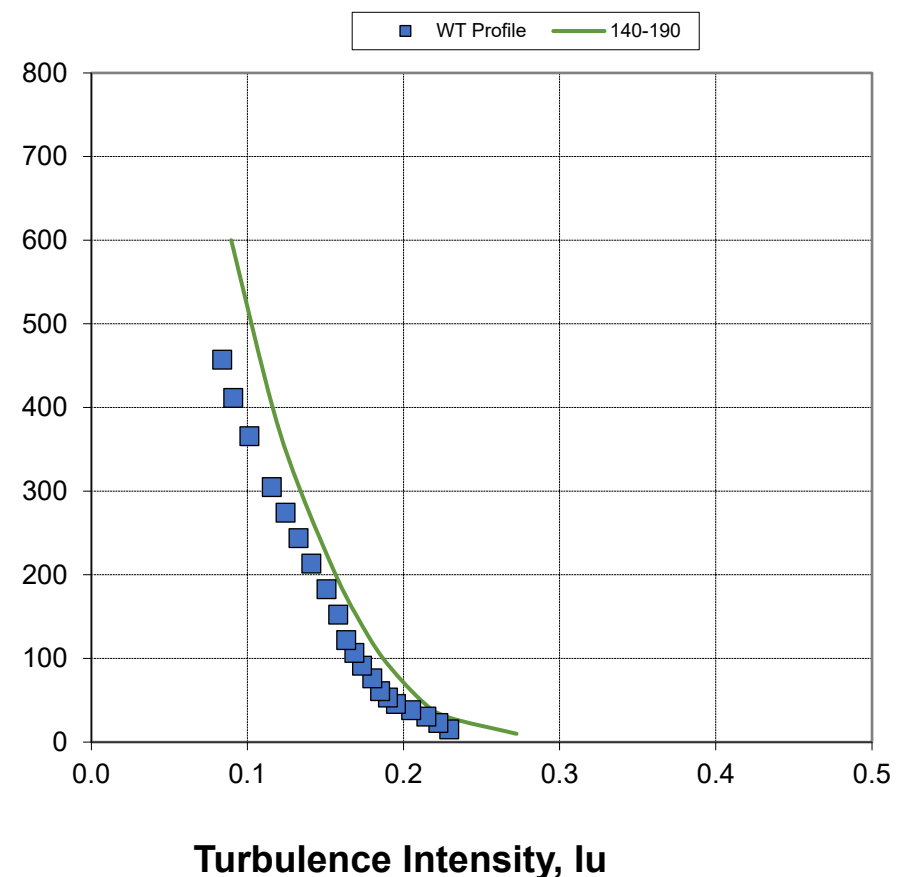
Elevation (m)



Elevation (m)



Elevation (m)



$U/U(2/3H)$

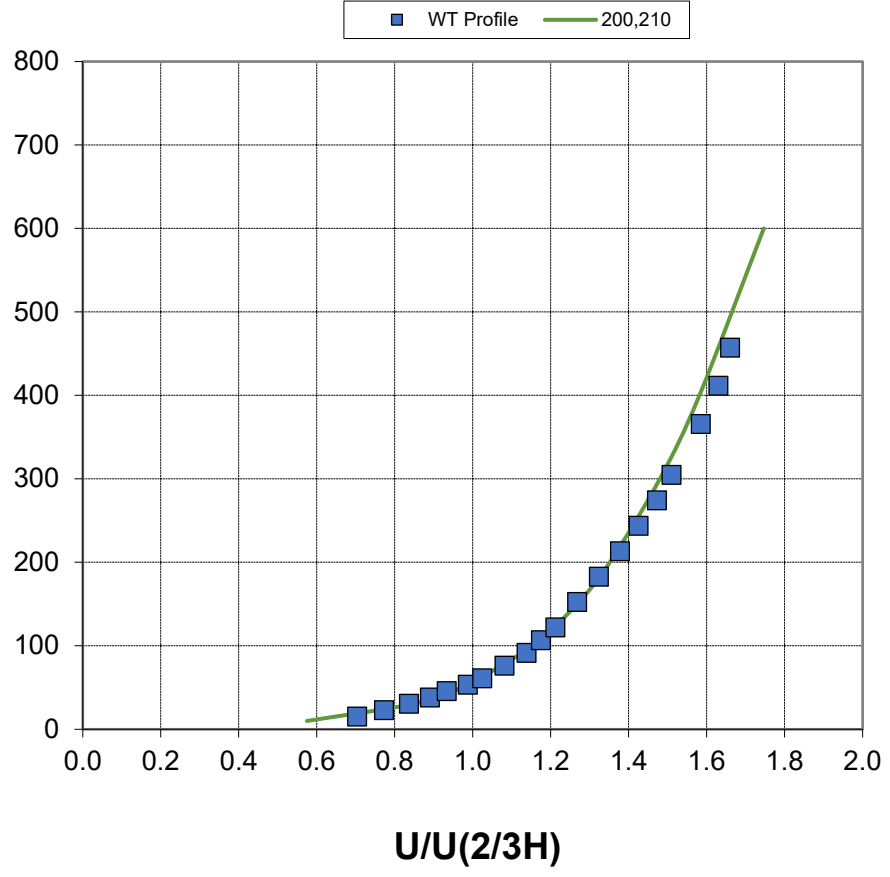
Turbulence Intensity, I_u

$U/U(2/3H)$

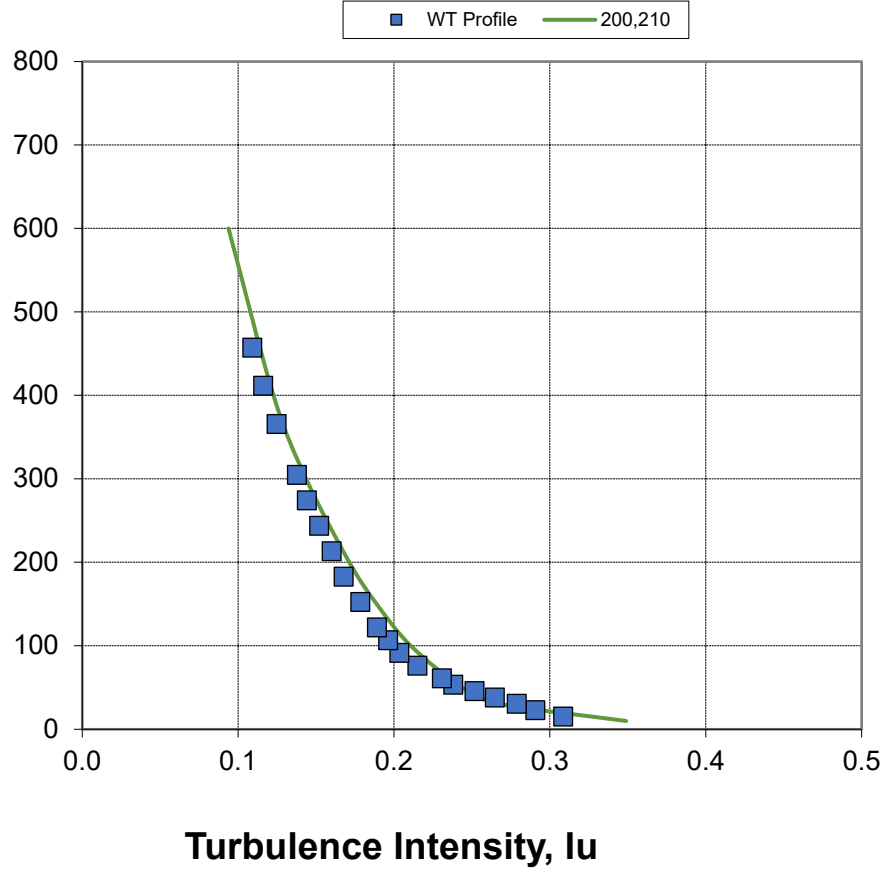
Turbulence Intensity, I_u

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	
151																						
152																						
153																						
154																						
155																						
156																						
157																						
158																						
159																						
160																						
161																						
162																						
163																						
164																						
165																						
166																						
167																						
168																						
169																						
170																						
171																						
172																						
173																						
174																						
175																						
176																						
177																						
178																						
179																						
180																						
181																						
182																						
183																						
184																						
185																						
186																						
187																						
188																						
189																						
190																						
191																						
192																						
193																						
194																						
195																						
196																						
197																						
198																						
199																						
200																						

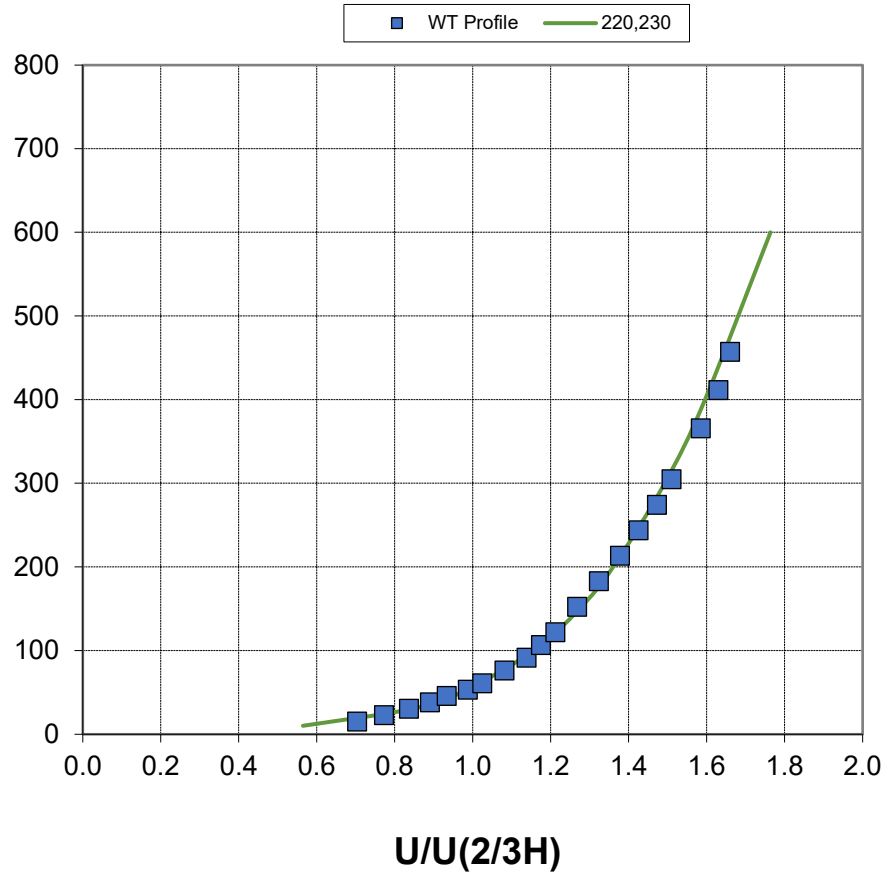
Elevation (m)



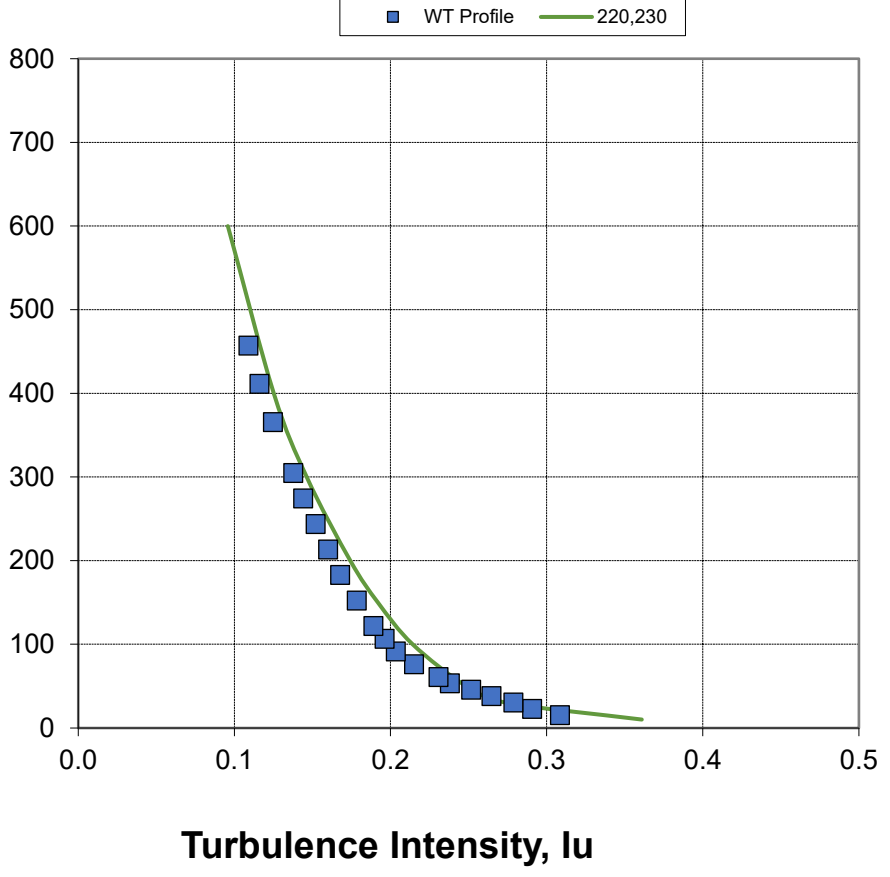
Elevation (m)



Elevation (m)

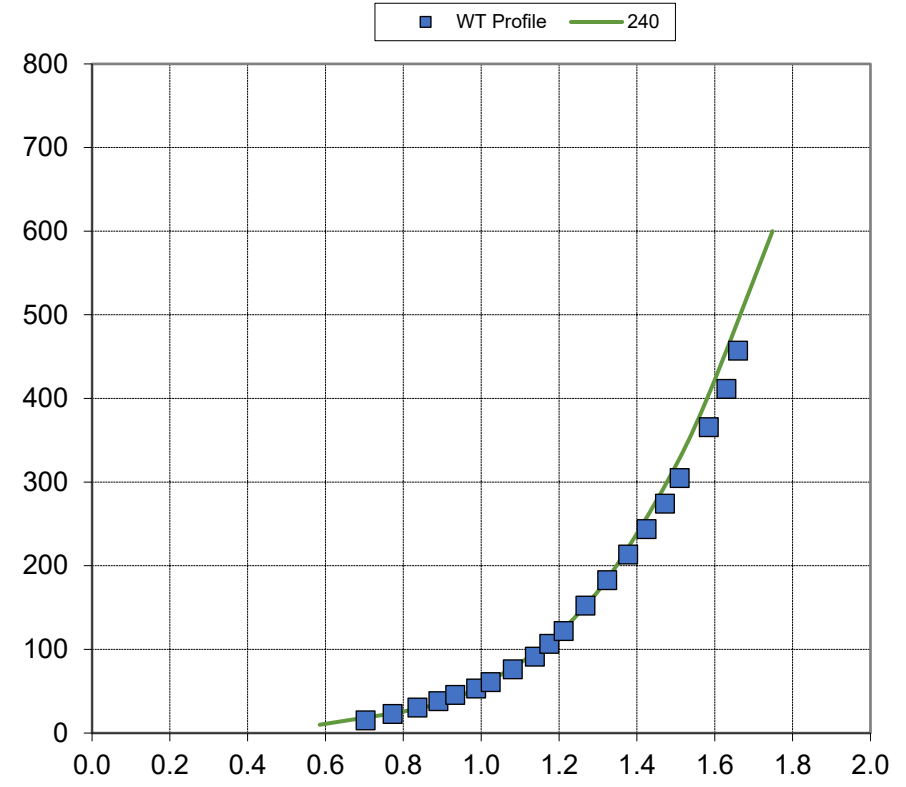


Elevation (m)



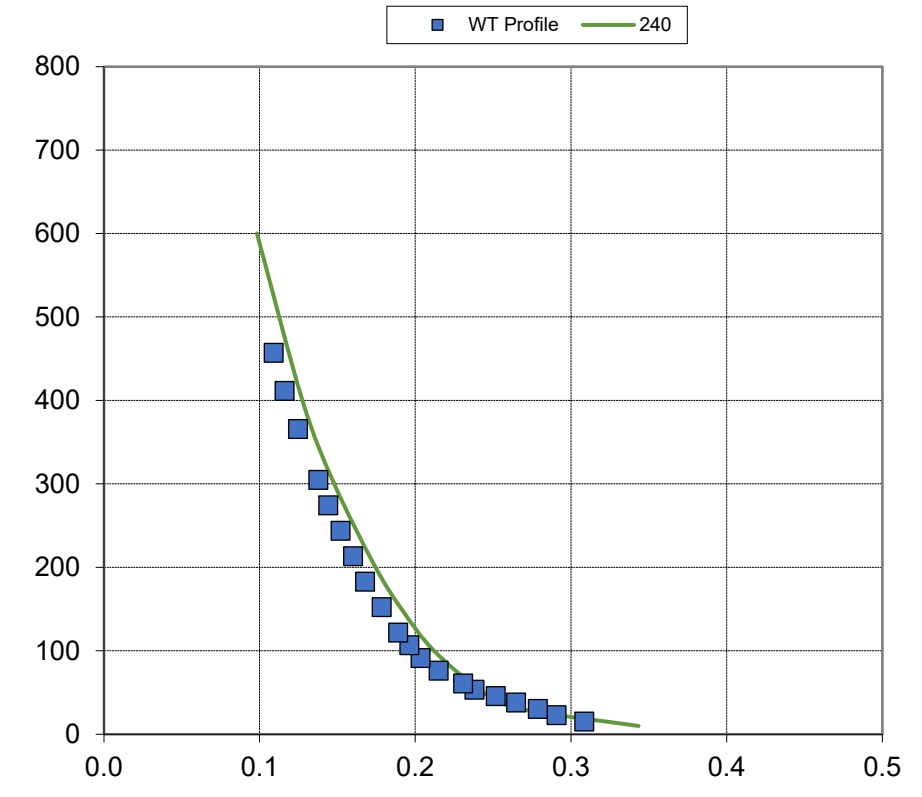
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	
201																						
202																						
203																						
204																						
205																						
206																						
207																						
208																						
209																						
210																						
211																						
212																						
213																						
214																						
215																						
216																						
217																						
218																						
219																						
220																						
221																						
222																						
223																						
224																						
225																						
226																						
227																						
228																						
229																						
230																						
231																						
232																						
233																						
234																						
235																						
236																						
237																						
238																						
239																						
240																						
241																						
242																						
243																						
244																						
245																						
246																						
247																						
248																						
249																						
250																						

Elevation (m)



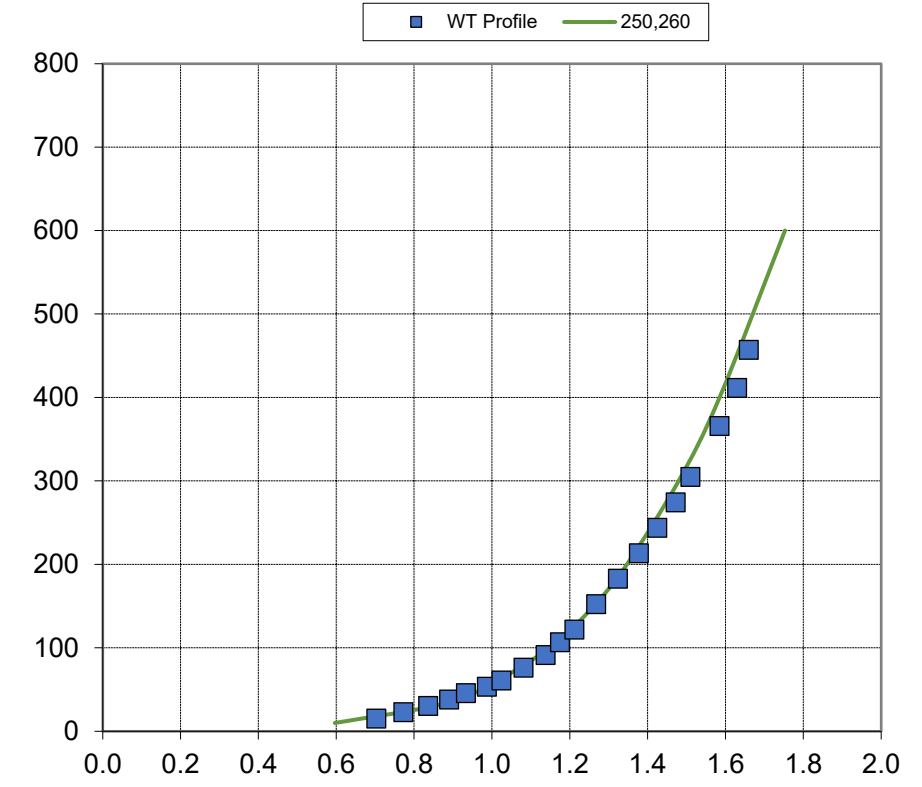
U/U(2/3H)

Elevation (m)



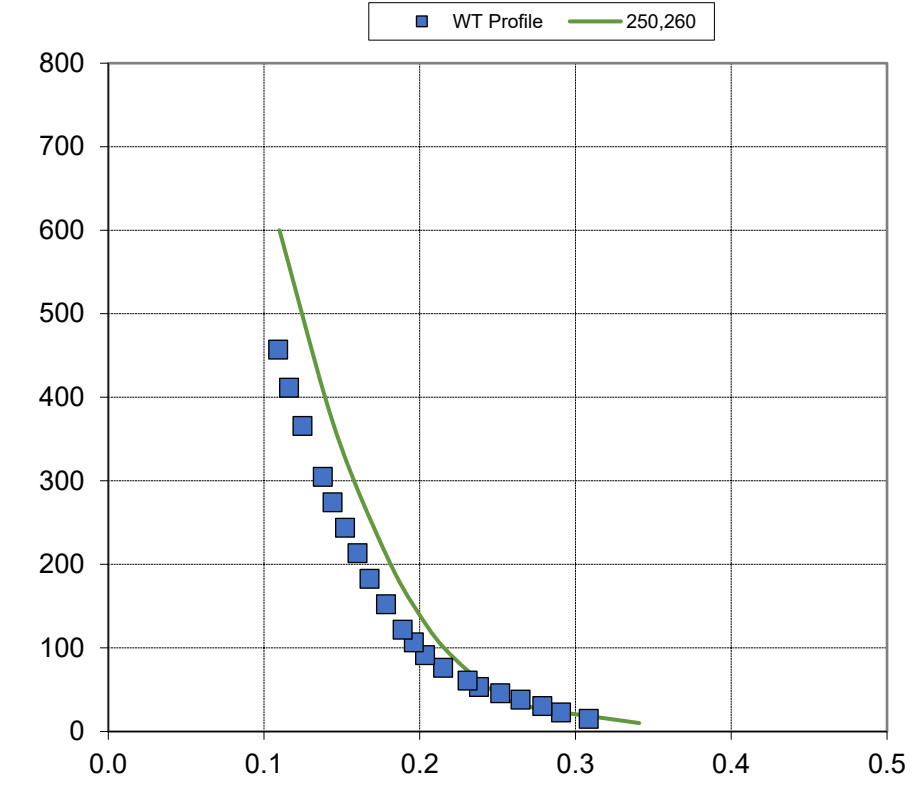
Turbulence Intensity, Iu

Elevation (m)



U/U(2/3H)

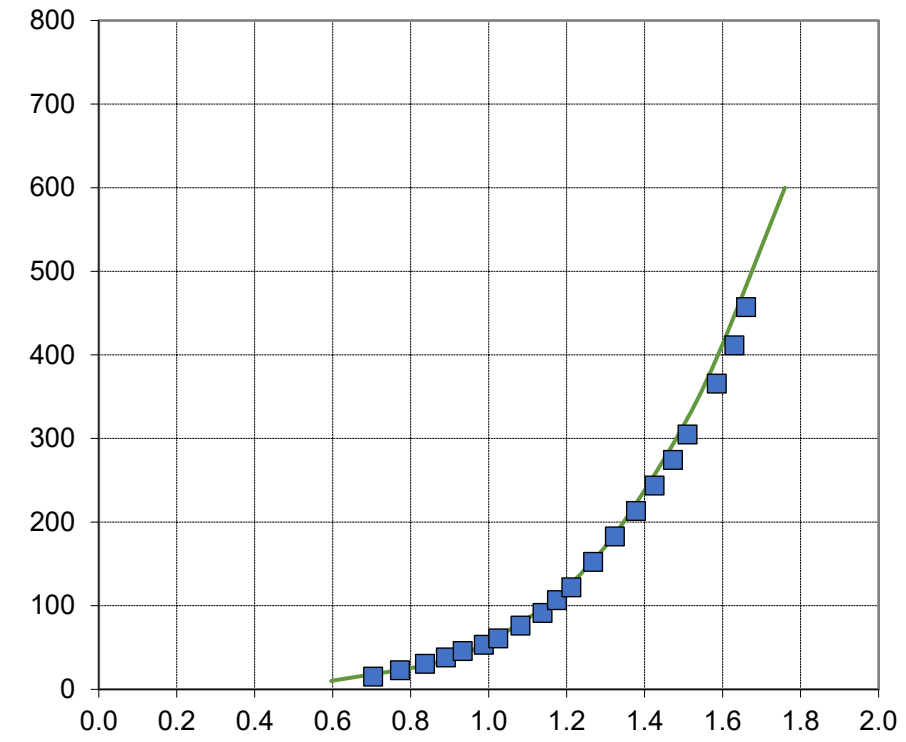
Elevation (m)



Turbulence Intensity, Iu

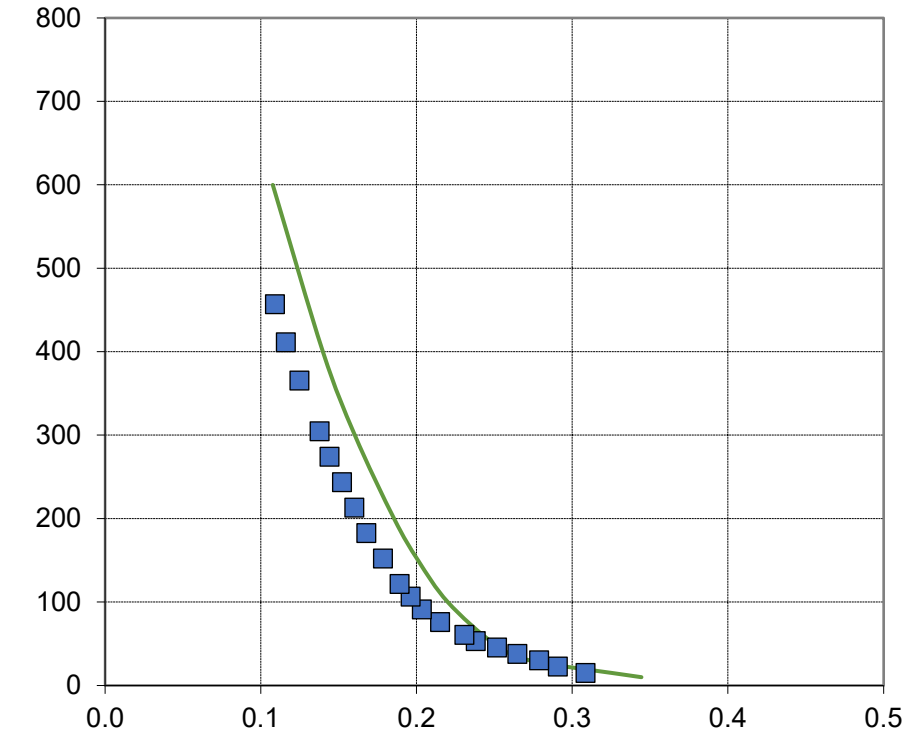
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	
251																						
252																						
253																						
254																						
255																						
256																						
257																						
258																						
260																						
261																						
262																						
263																						
264																						
265																						
266																						
267																						
268																						
269																						
270																						
271																						
272																						
273																						
274																						
275																						
276																						
277																						
278																						
279																						
280																						
281																						
282																						
283																						
284																						
285																						
286																						
287																						
288																						
289																						
290																						
291																						
292																						
293																						
294																						
295																						
296																						
297																						
298																						
299																						
300																						

Elevation (m)



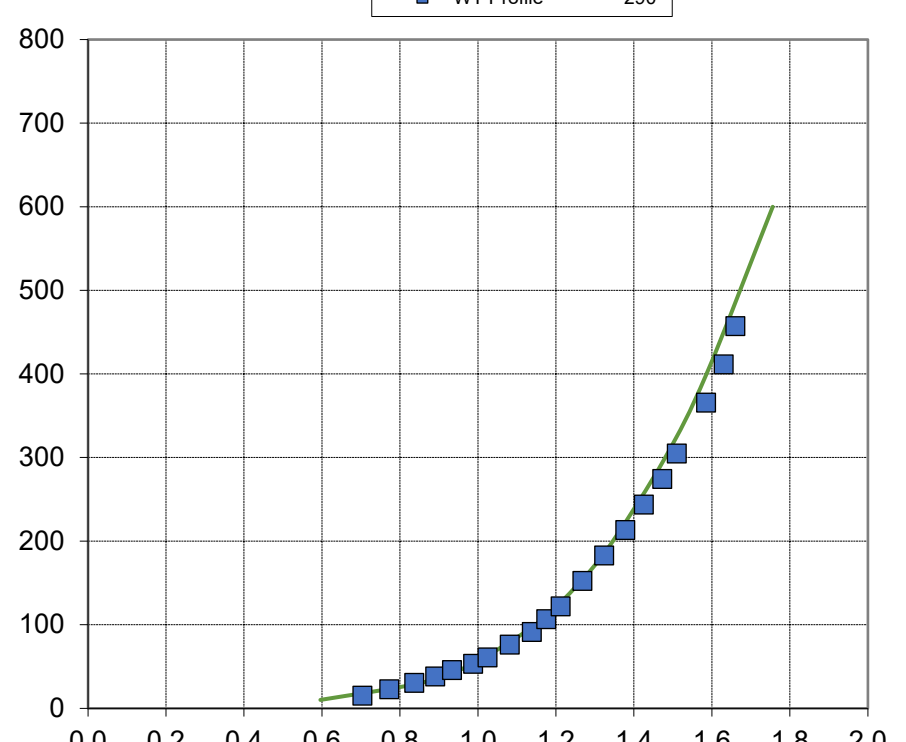
$U/U(2/3H)$

Elevation (m)



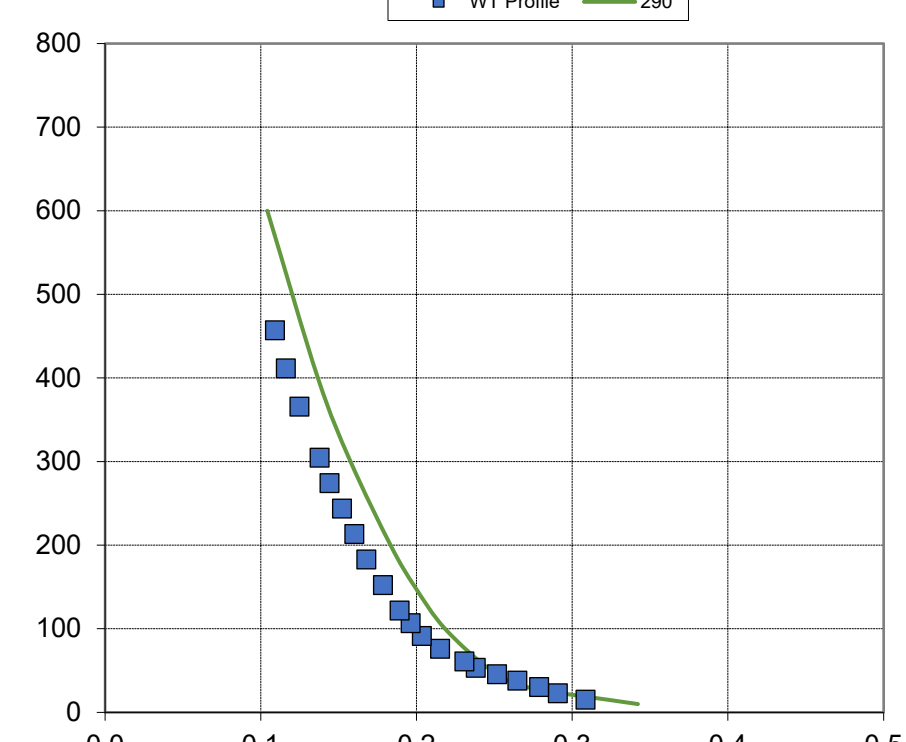
Turbulence Intensity, I_u

Elevation (m)



$U/U(2/3H)$

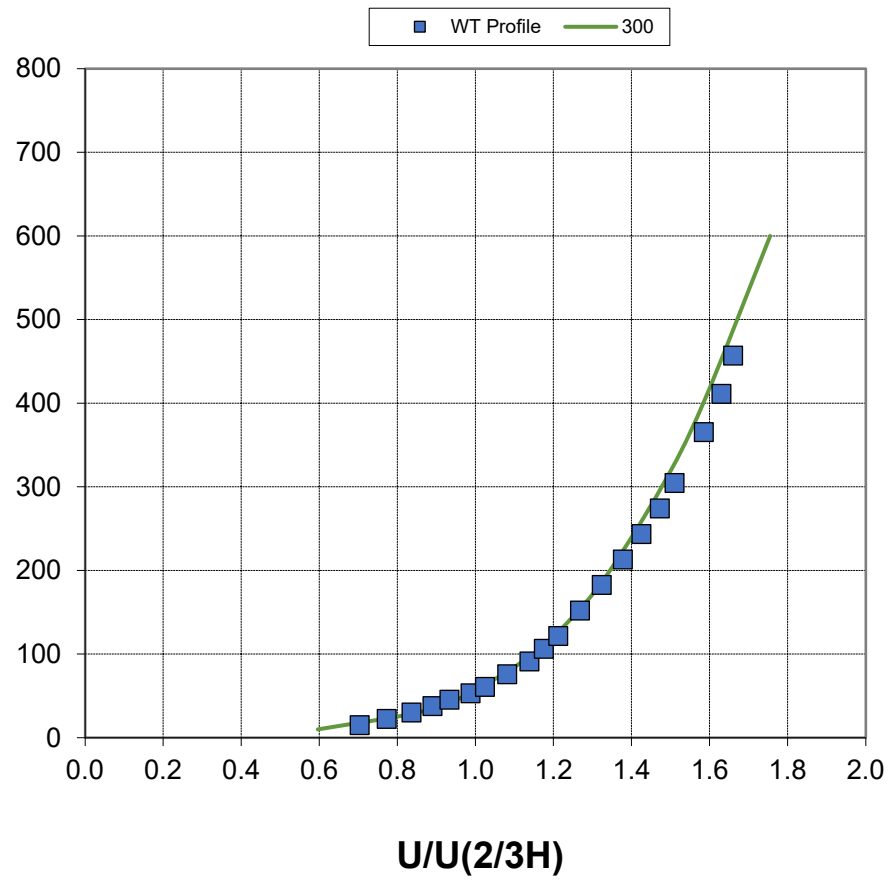
Elevation (m)



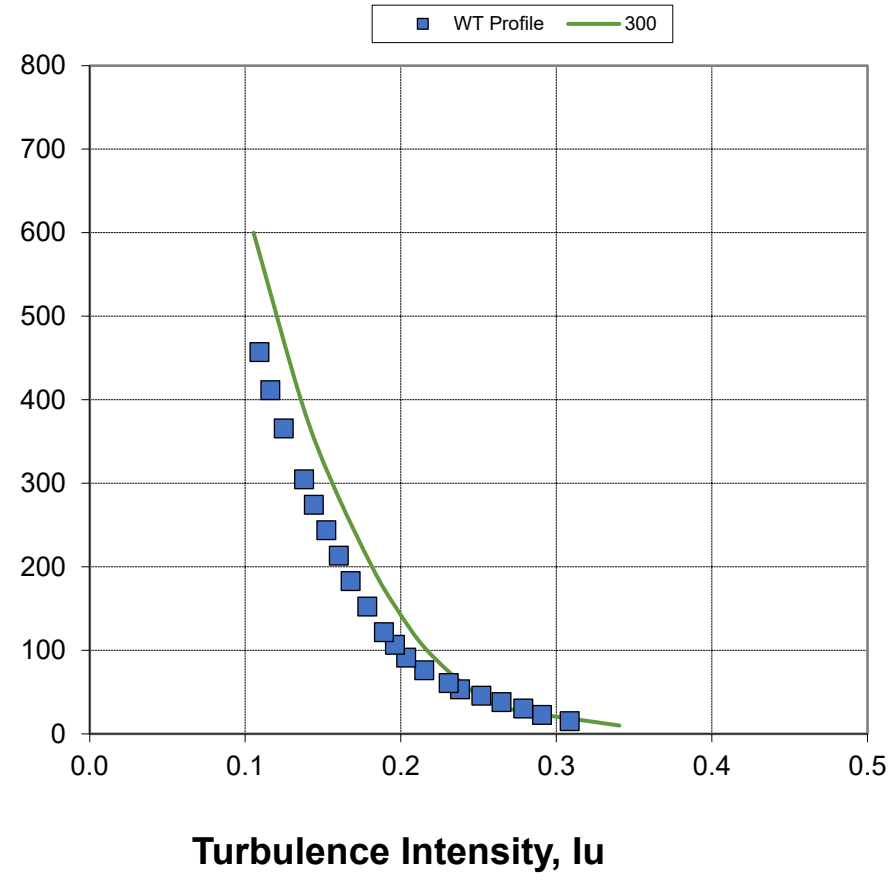
Turbulence Intensity, I_u

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
301																					
302																					
303																					
304																					
305																					
306																					
307																					
308																					
309																					
310																					
311																					
312																					
313																					
314																					
315																					
316																					
317																					
318																					
319																					
320																					
321																					
322																					
323																					
324																					
325																					
326																					
327																					
328																					
329																					
330																					
331																					
332																					
333																					
334																					
335																					
336																					
337																					
338																					
339																					
340																					
341																					
342																					
343																					
344																					
345																					
346																					
347																					
348																					
349																					
350																					

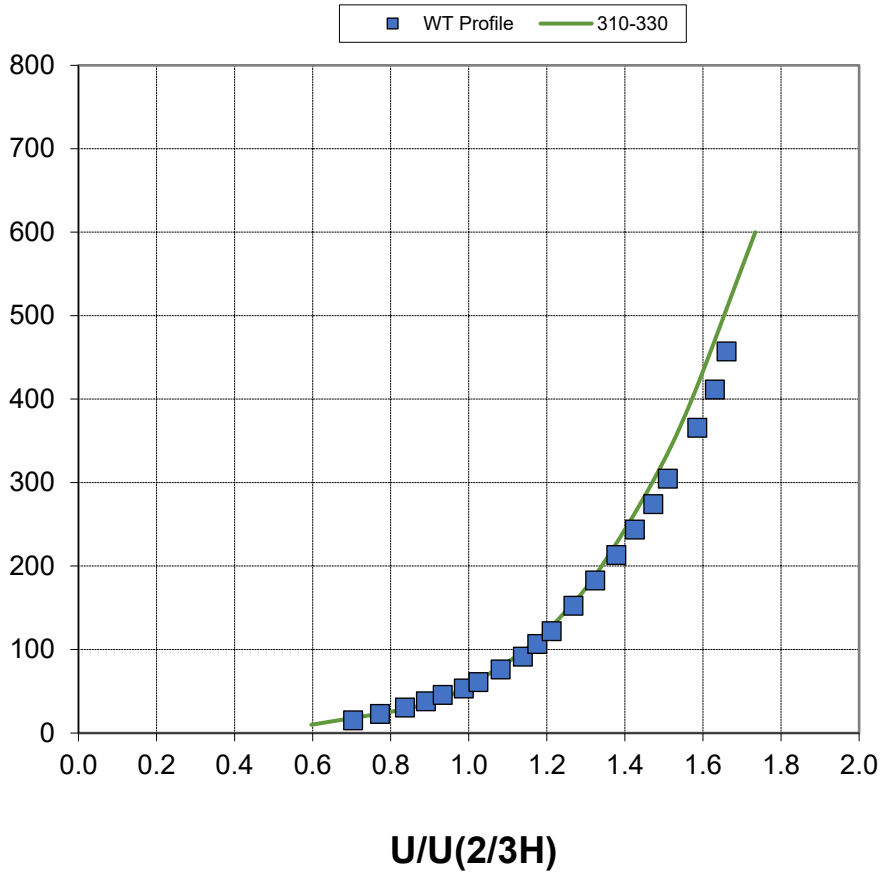
Elevation (m)



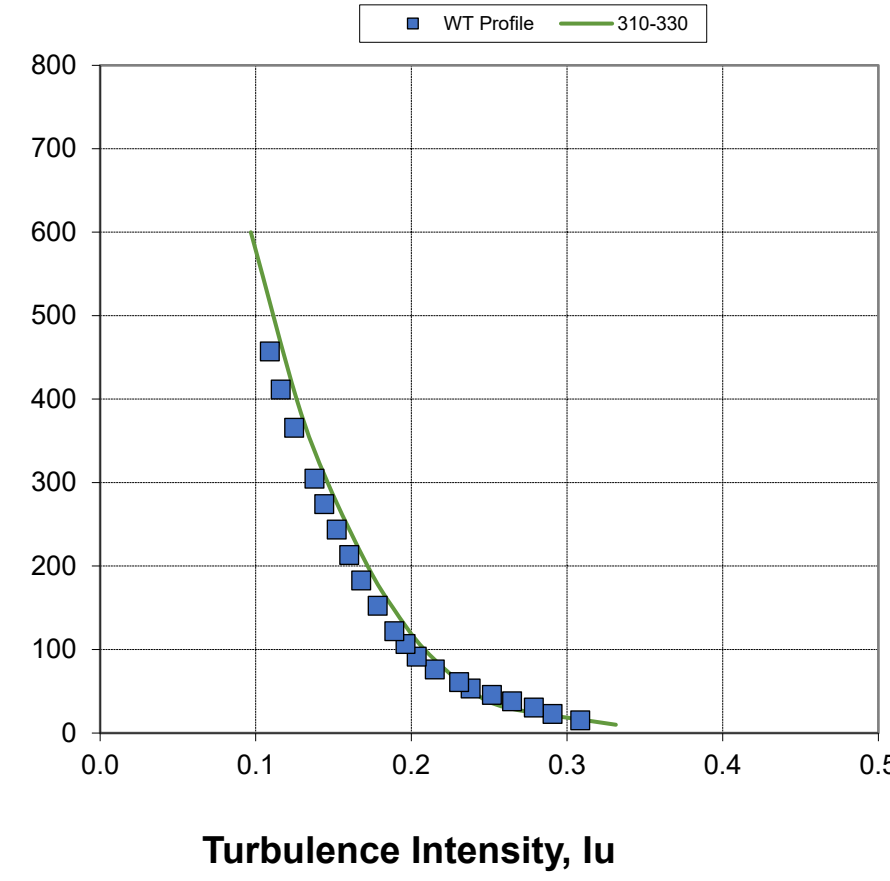
Elevation (m)



Elevation (m)

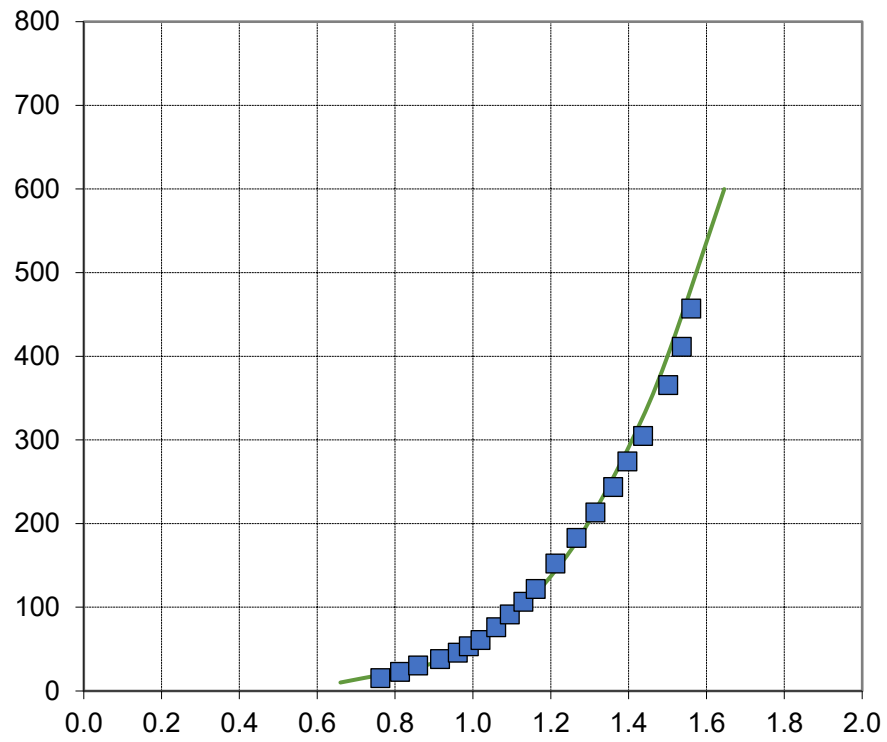


Elevation (m)



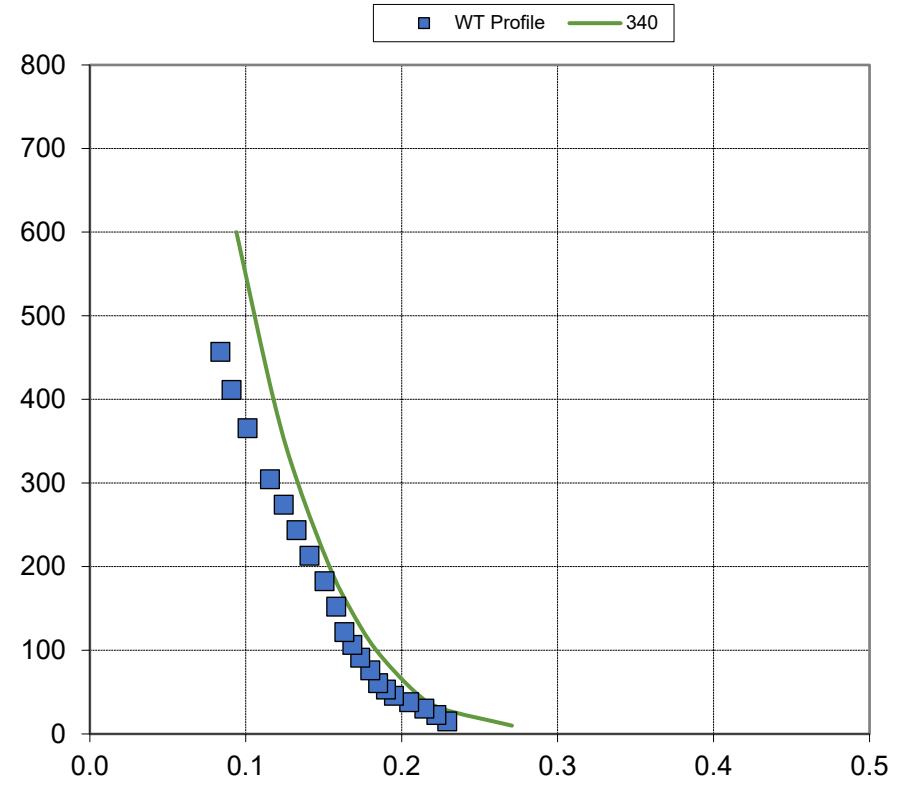
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U
351																					
352																					
353																					
354																					
355																					
356																					
357																					
358																					
359																					
360																					
361																					
362																					
363																					
364																					
365																					
366																					
367																					
368																					
369																					
370																					
371																					
372																					
373																					
374																					
375																					
376																					
377																					
378																					
379																					
380																					
381																					
382																					
383																					
384																					
385																					
386																					
387																					
388																					
389																					
390																					
391																					
392																					
393																					
394																					
395																					
396																					
397																					
398																					
399																					
400																					

Elevation (m)



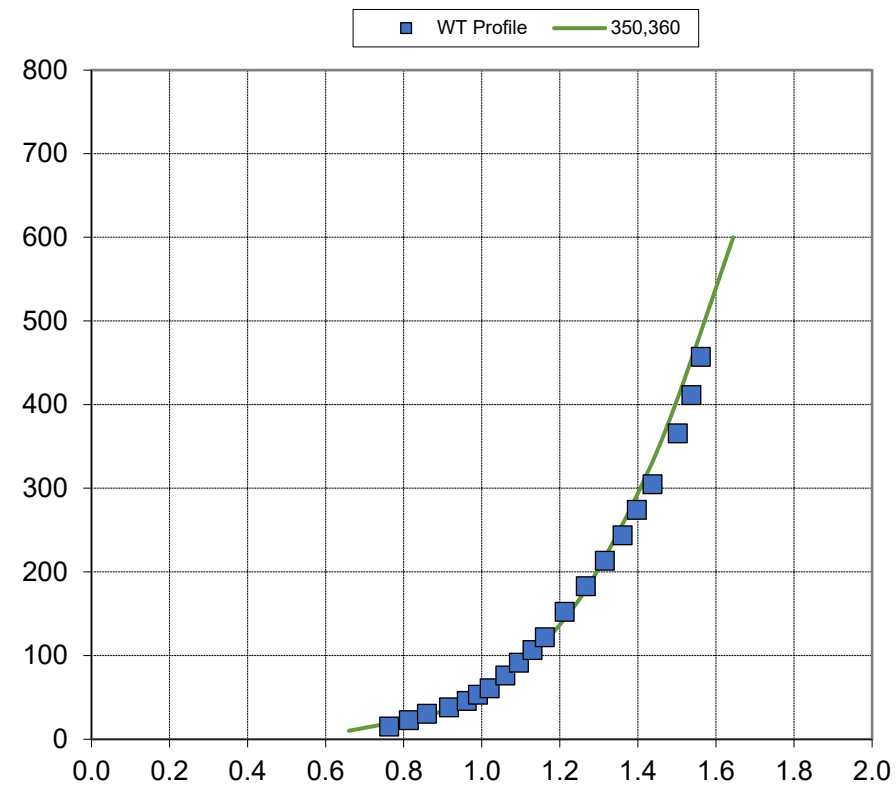
$U/U(2/3H)$

Elevation (m)



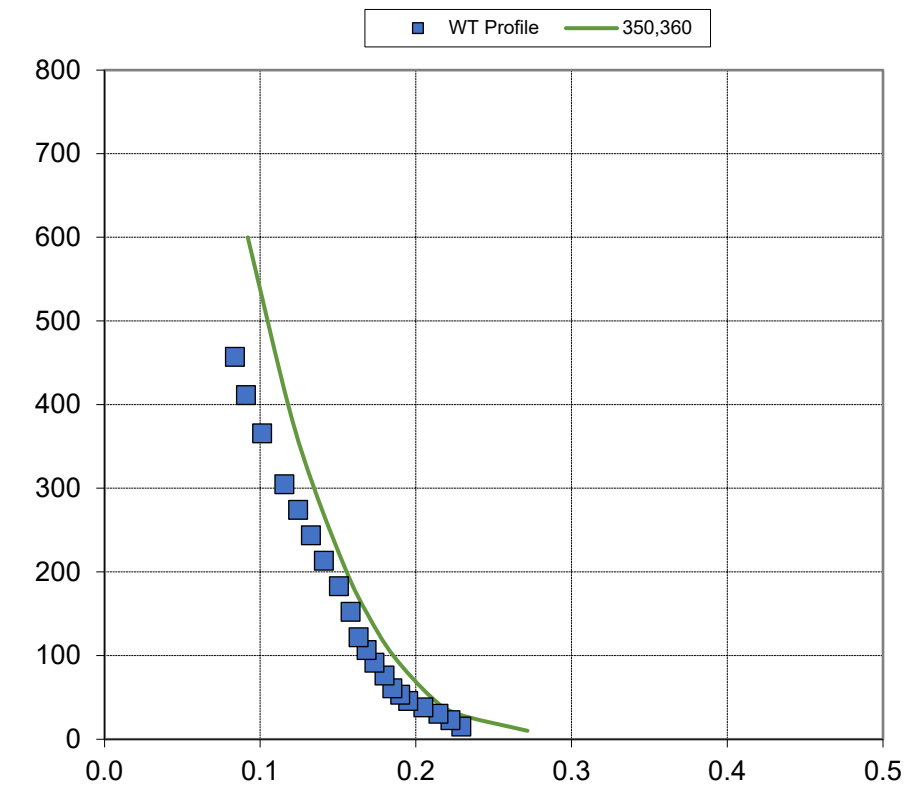
Turbulence Intensity, I_u

Elevation (m)



$U/U(2/3H)$

Elevation (m)



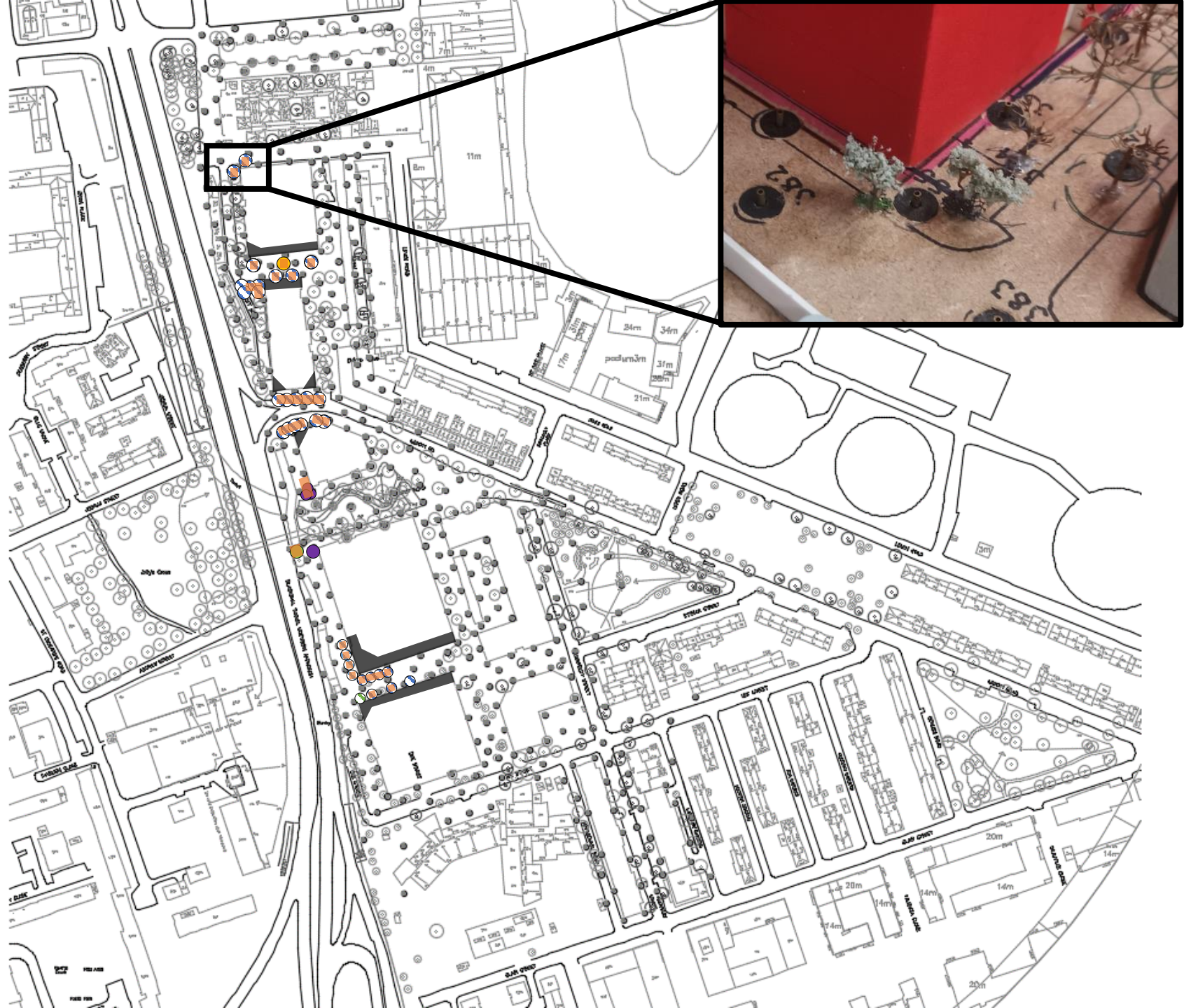
Turbulence Intensity, I_u

Aberfeldy Village Masterplan Interim Review Report Response







Appendix B – Wind

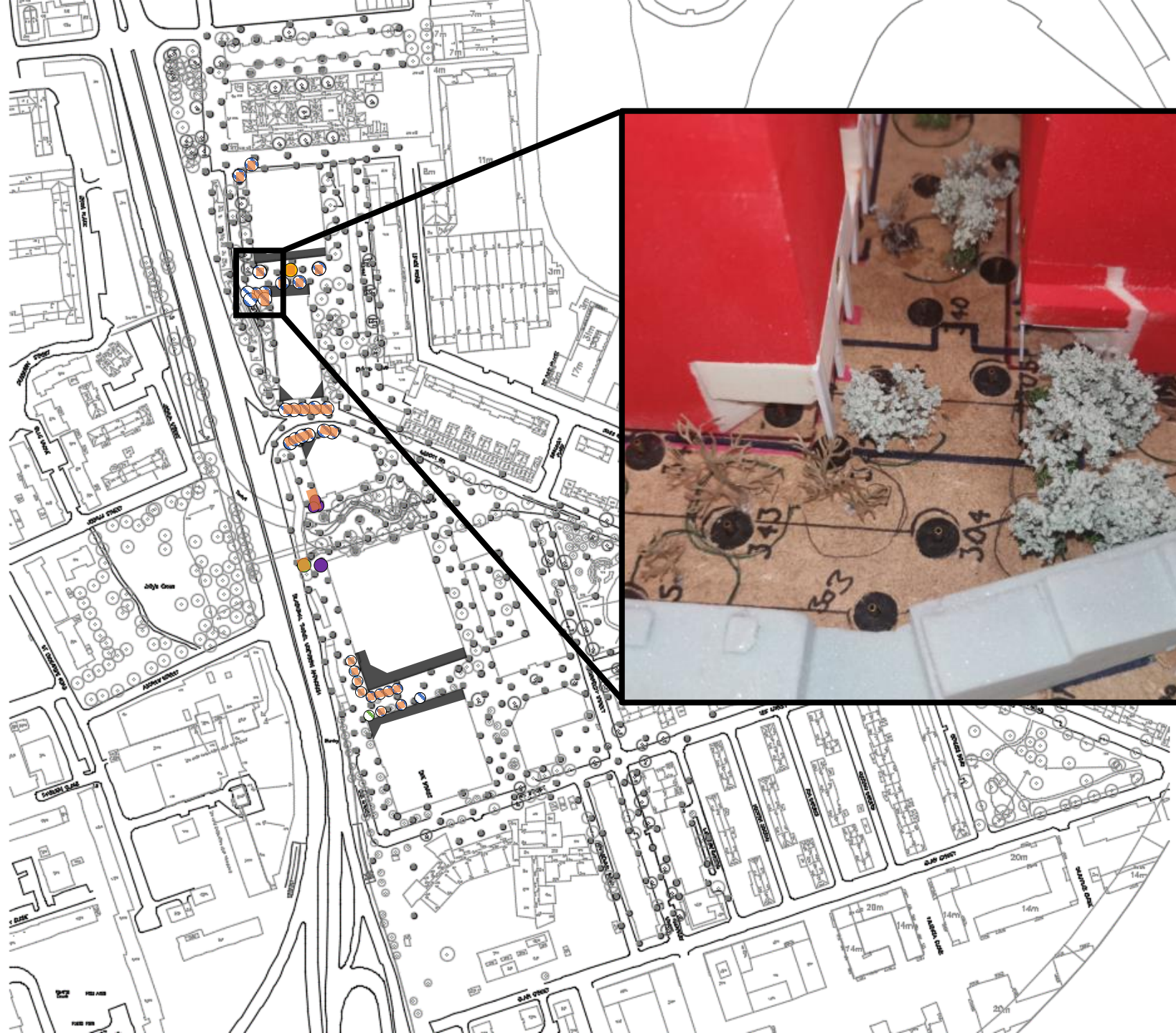
Annex B











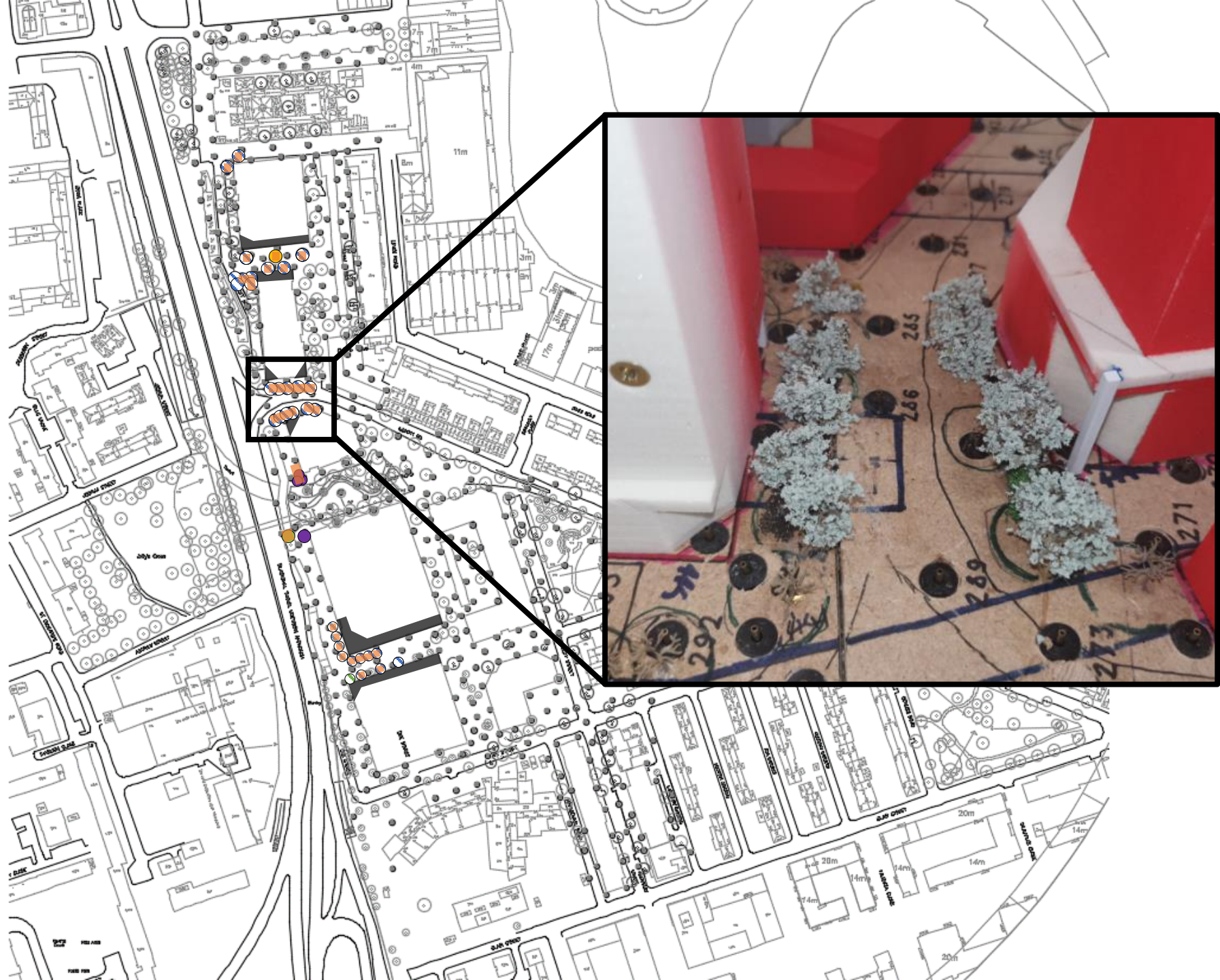
Legend:

-  8-9m evergreen tree
-  5-6m evergreen tree
-  6-7m deciduous tree
-  3-5m deciduous tree
-  Row of planters
-  Removed Elements









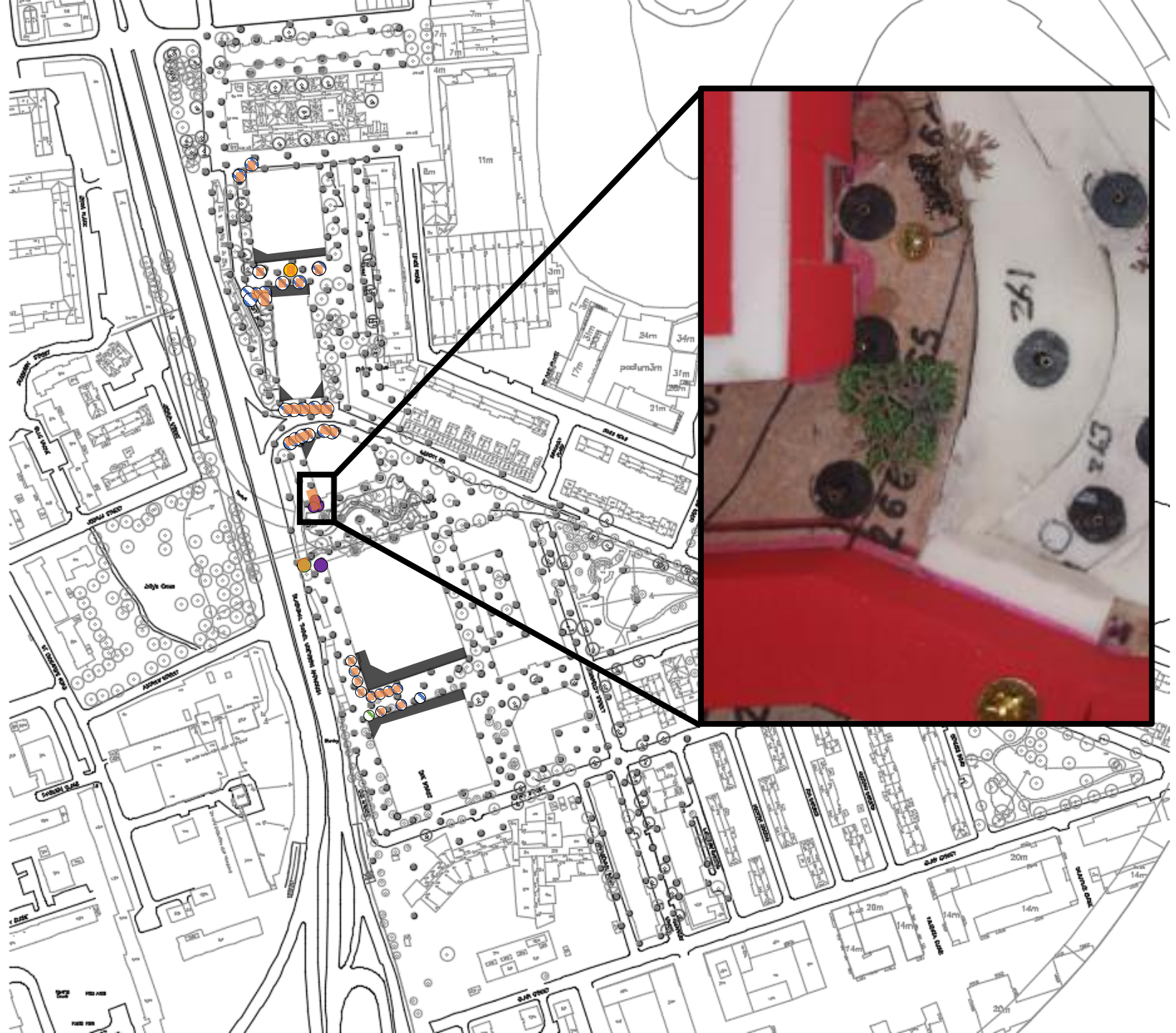
Legend:

-  8-9m evergreen tree
-  5-6m evergreen tree
-  6-7m deciduous tree
-  3-5m deciduous tree
-  Row of planters
-  Removed Elements









Legend:

-  8-9m evergreen tree
-  5-6m evergreen tree
-  6-7m deciduous tree
-  3-5m deciduous tree
-  Row of planters
-  Removed Elements



Legend:

-  8-9m evergreen tree
-  5-6m evergreen tree
-  6-7m deciduous tree
-  3-5m deciduous tree
-  Row of planters
-  Removed Elements

Aberfeldy Village Masterplan Interim Review Report Response

Appendix B – Wind

Annex C

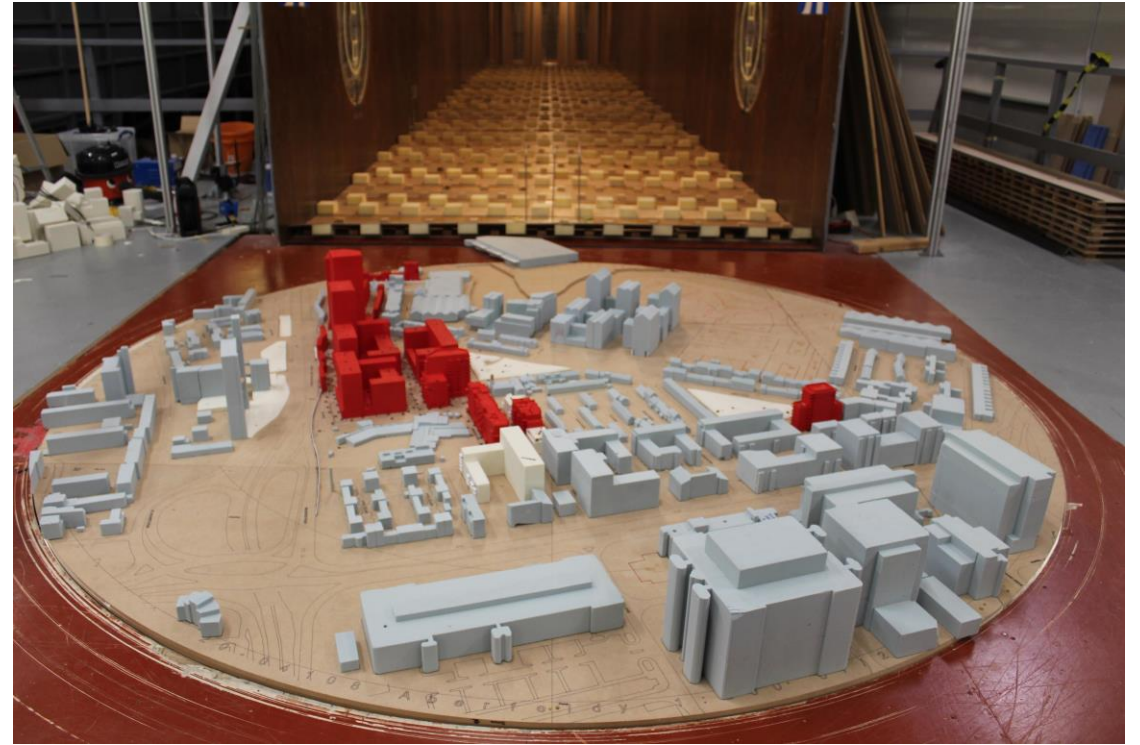
Board Comparison



Board 1



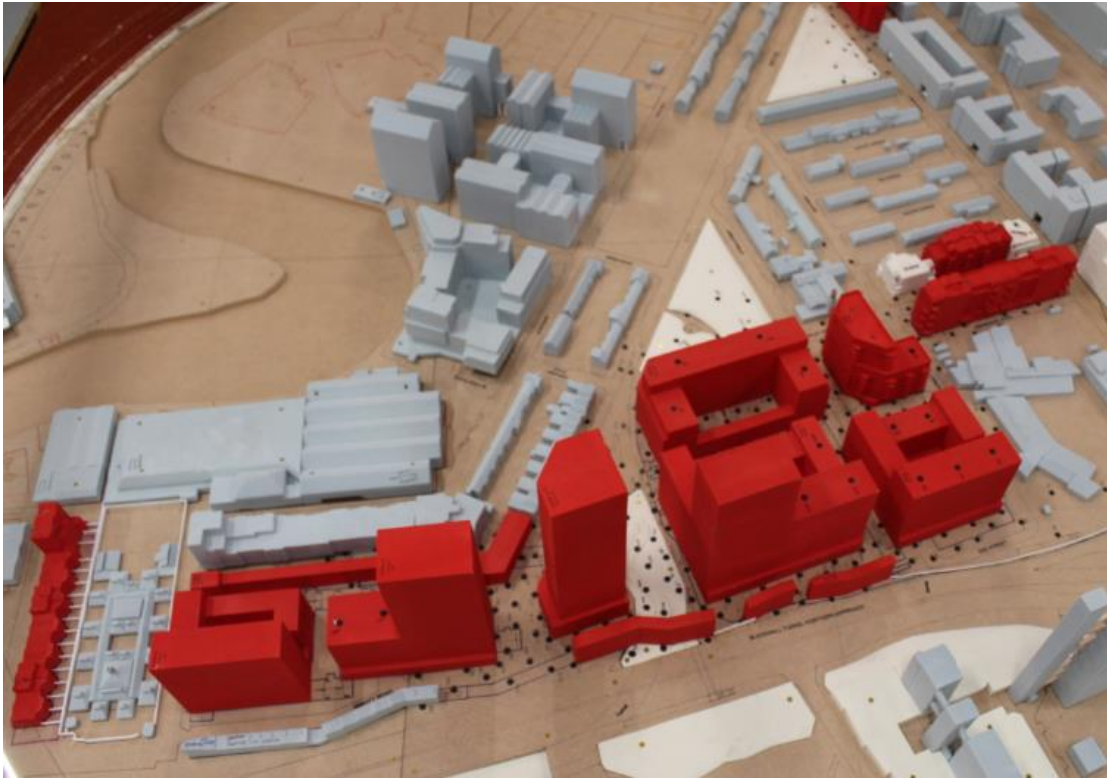
Board 2



Model Comparison



Max Parameter Model

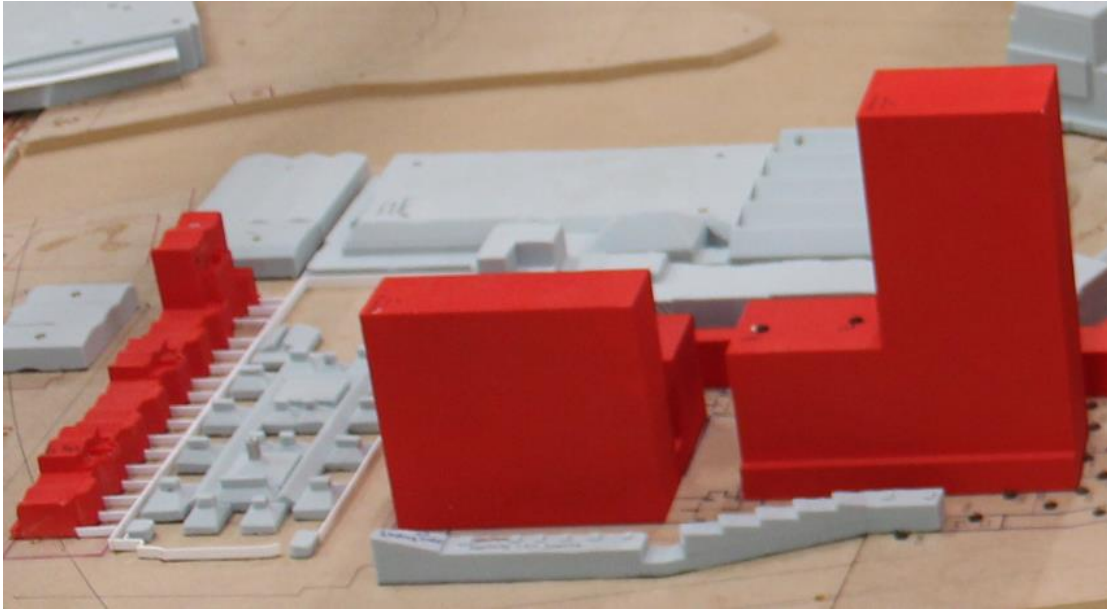


Illustrative Model



Model Comparison

Max Parameter Model



Illustrative Model



Model Comparison

Max Parameter Model



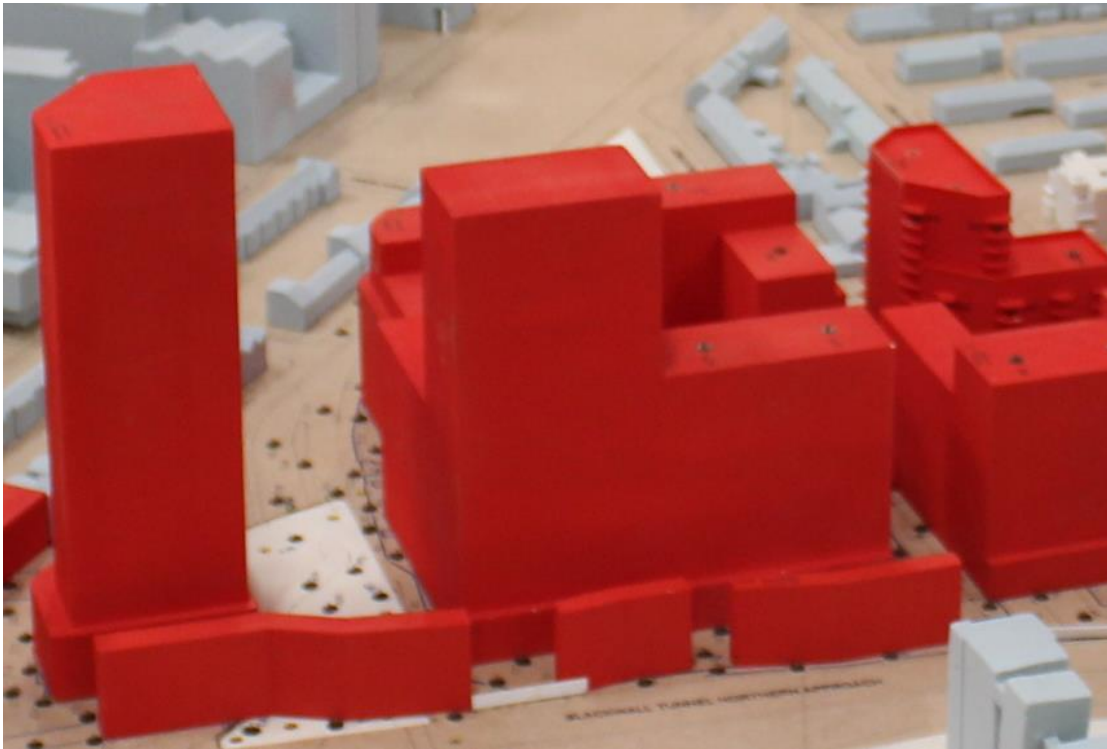
Illustrative Model



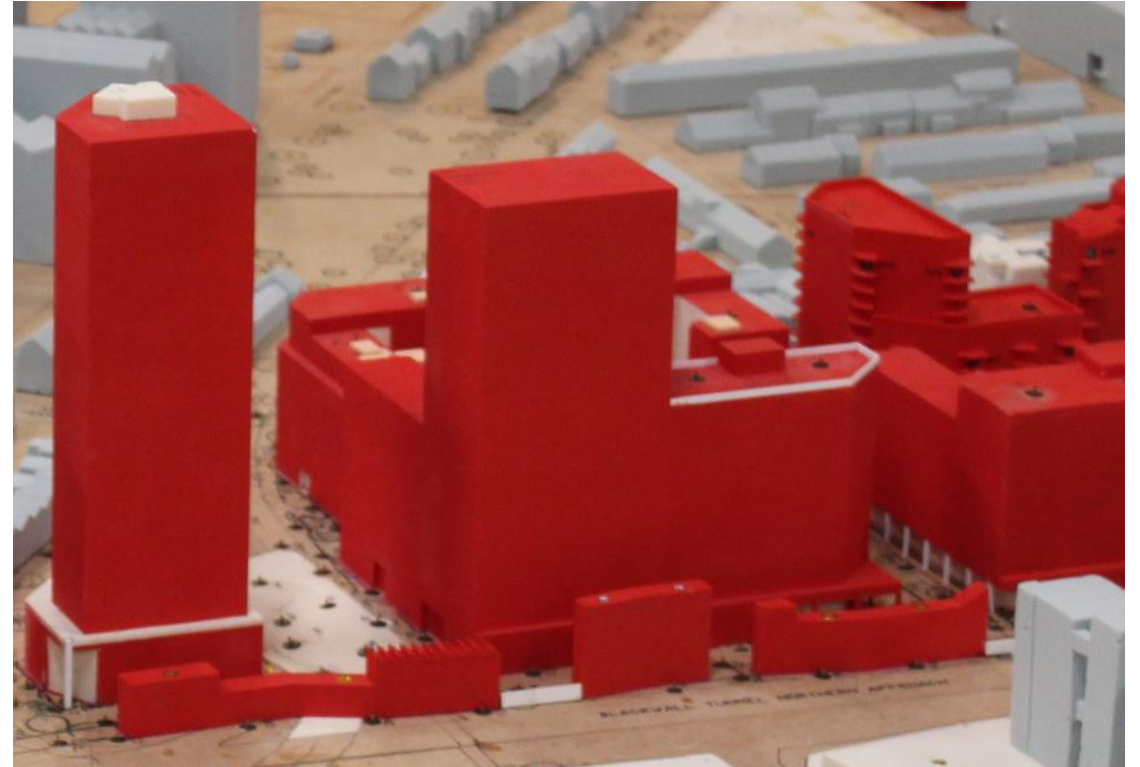
Model Comparison



Max Parameter Model



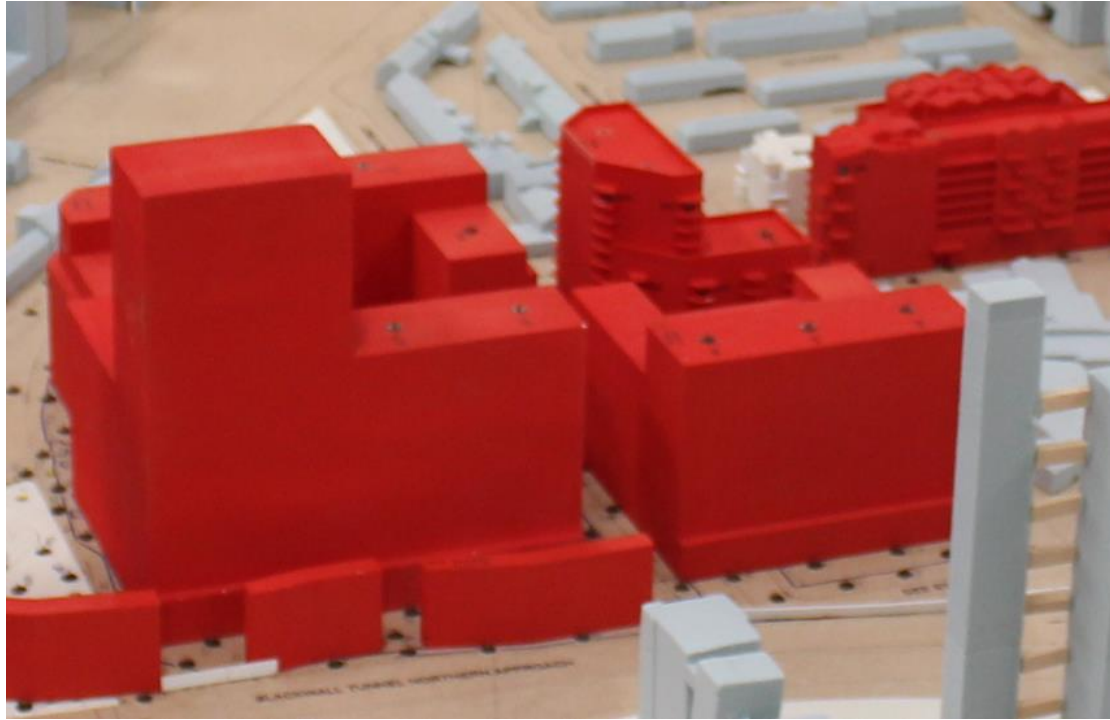
Illustrative Model



Model Comparison



Max Parameter Model



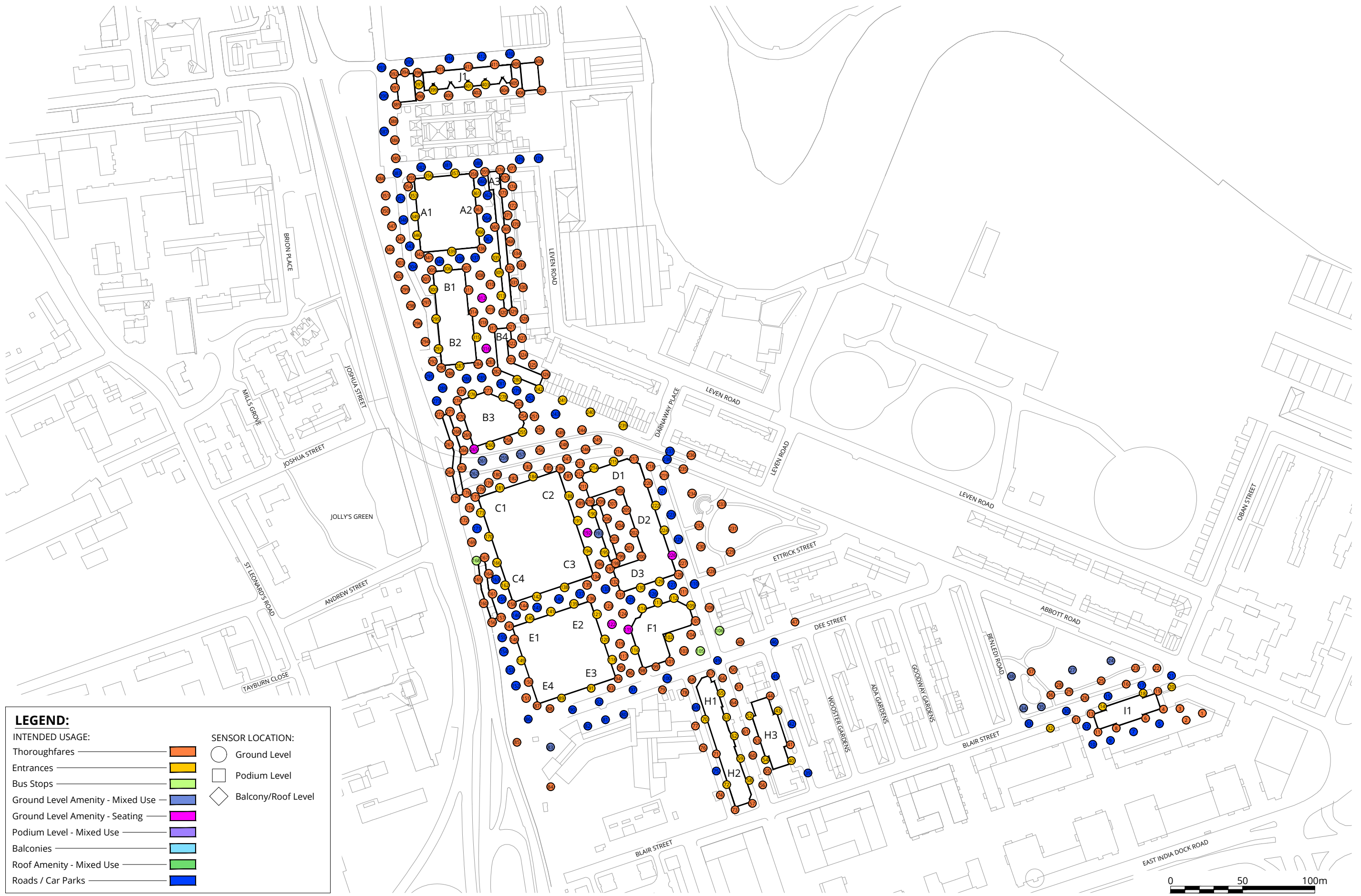
Illustrative Model



Aberfeldy Village Masterplan Interim Review Report Response

Appendix B – Wind

Annex D



LEGEND:

INTENDED USAGE:		SENSOR LOCATION:
Thoroughfares		Ground Level
Entrances		Podium Level
Bus Stops		Balcony/Roof Level
Ground Level Amenity - Mixed Use		
Ground Level Amenity - Seating		
Podium Level - Mixed Use		
Balconies		
Roof Amenity - Mixed Use		
Roads / Car Parks		

Pedestrian Wind Usage Conditions - Ground Floor
 Configuration 2: Proposed Development with Existing Surrounding Buildings

Aberfeldy - London Borough of Tower Hamlets, London, UK



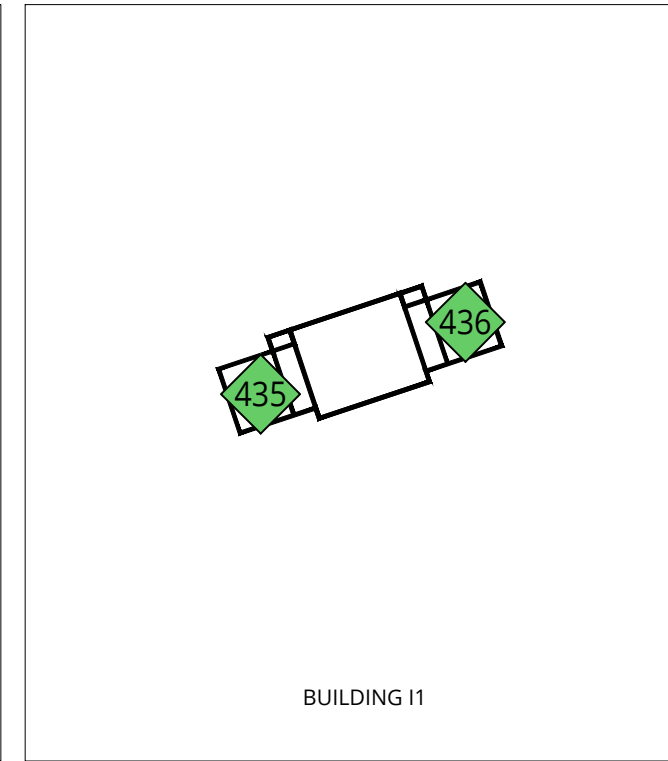
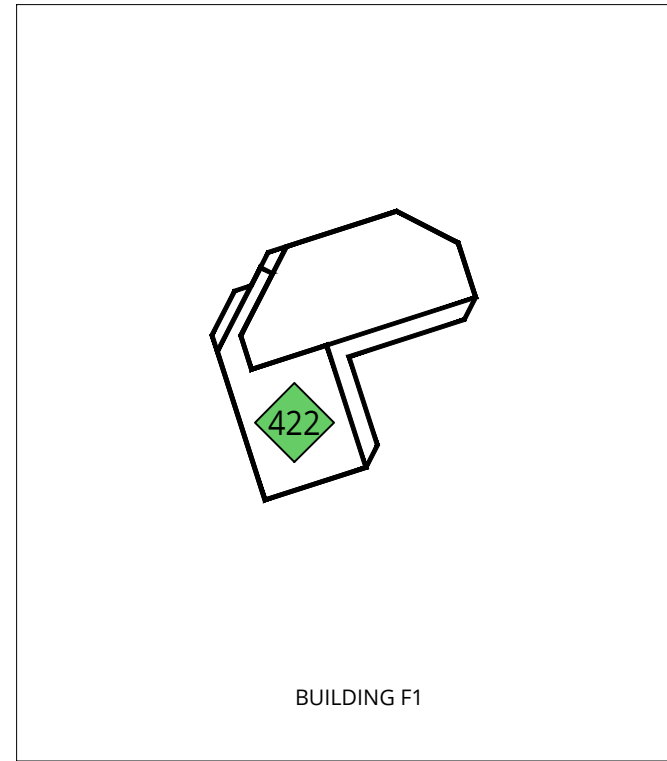
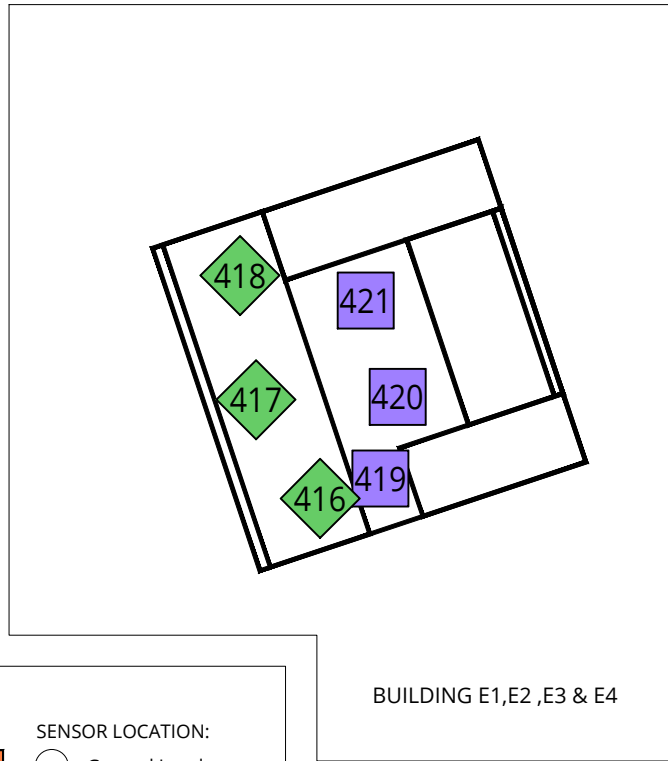
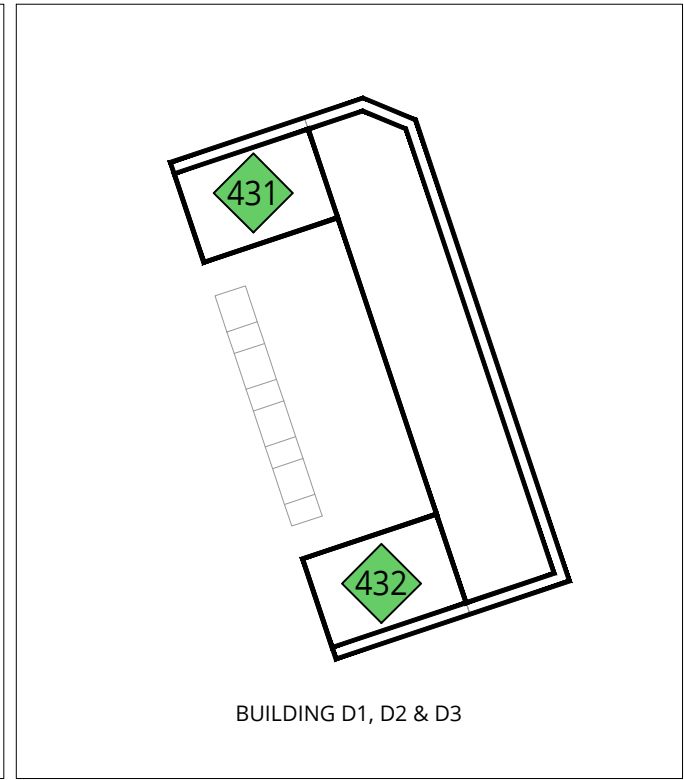
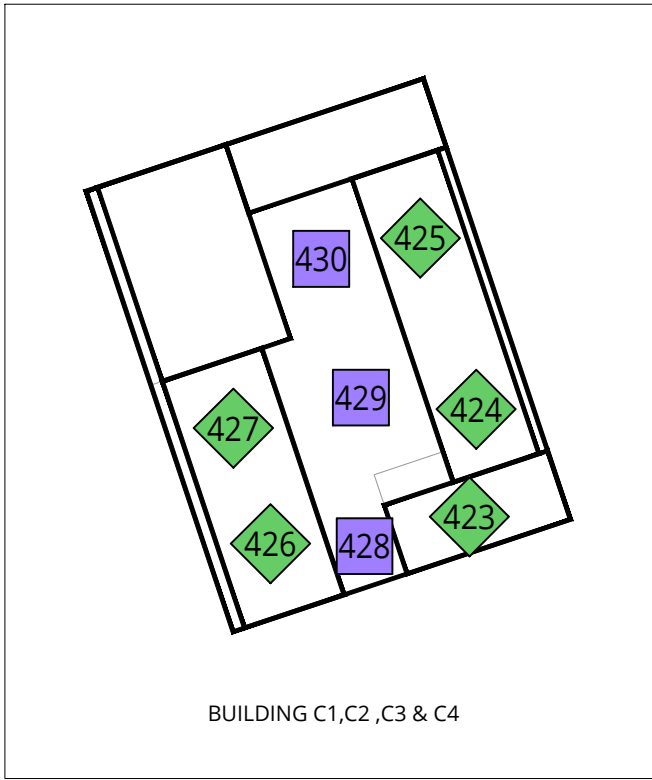
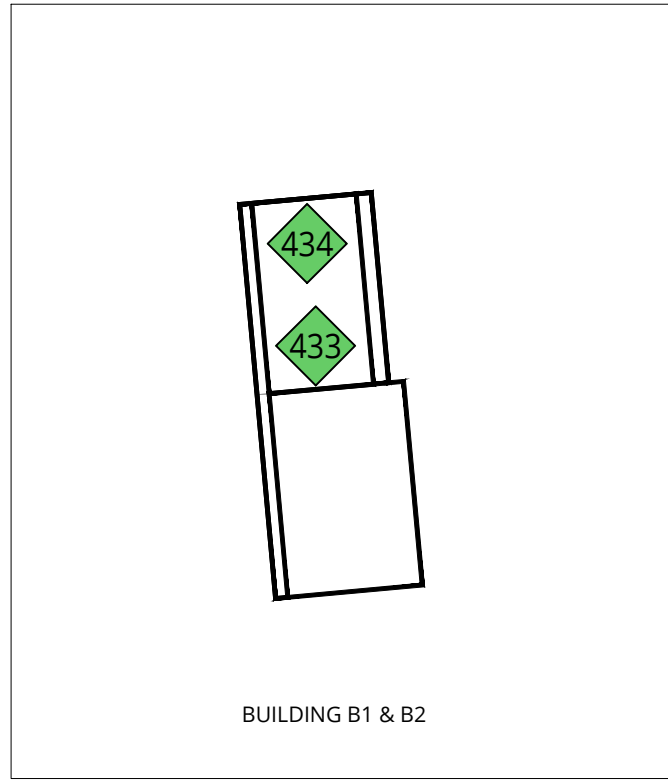
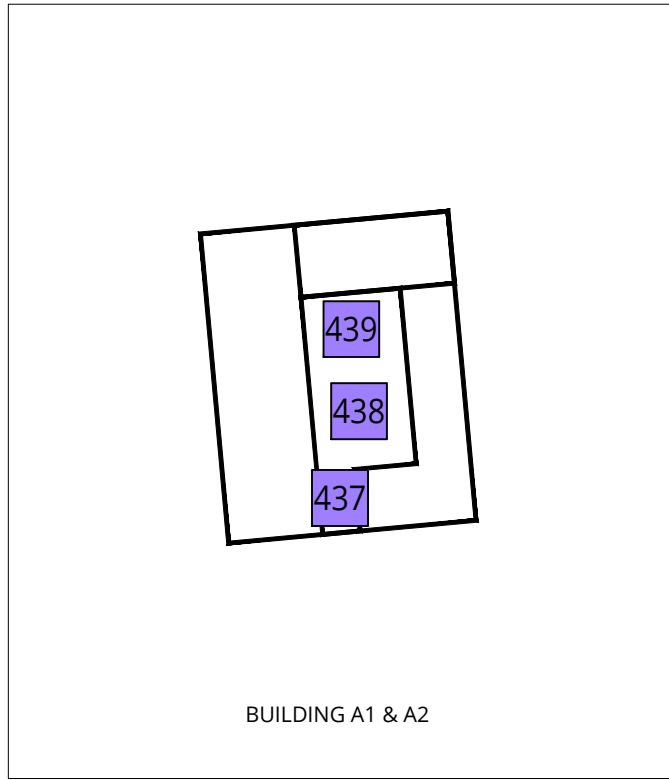
Drawn by: LAS Figure: 1

Approx. Scale @A3: 1:2500

Date Revised: Jan. 25, 2022

Project #2004108





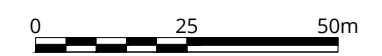
LEGEND:

INTENDED USAGE:

- Thoroughfares — [Orange line]
- Entrances — [Yellow line]
- Bus Stops — [Light Green line]
- Ground Level Amenity - Mixed Use — [Blue line]
- Ground Level Amenity - Seating — [Pink line]
- Podium Level - Mixed Use — [Purple line]
- Balconies — [Light Blue line]
- Roof Amenity - Mixed Use — [Green line]
- Roads / Car Parks — [Dark Blue line]

SENSOR LOCATION:

- Ground Level
- Podium Level
- ◇ Balcony/Roof Level



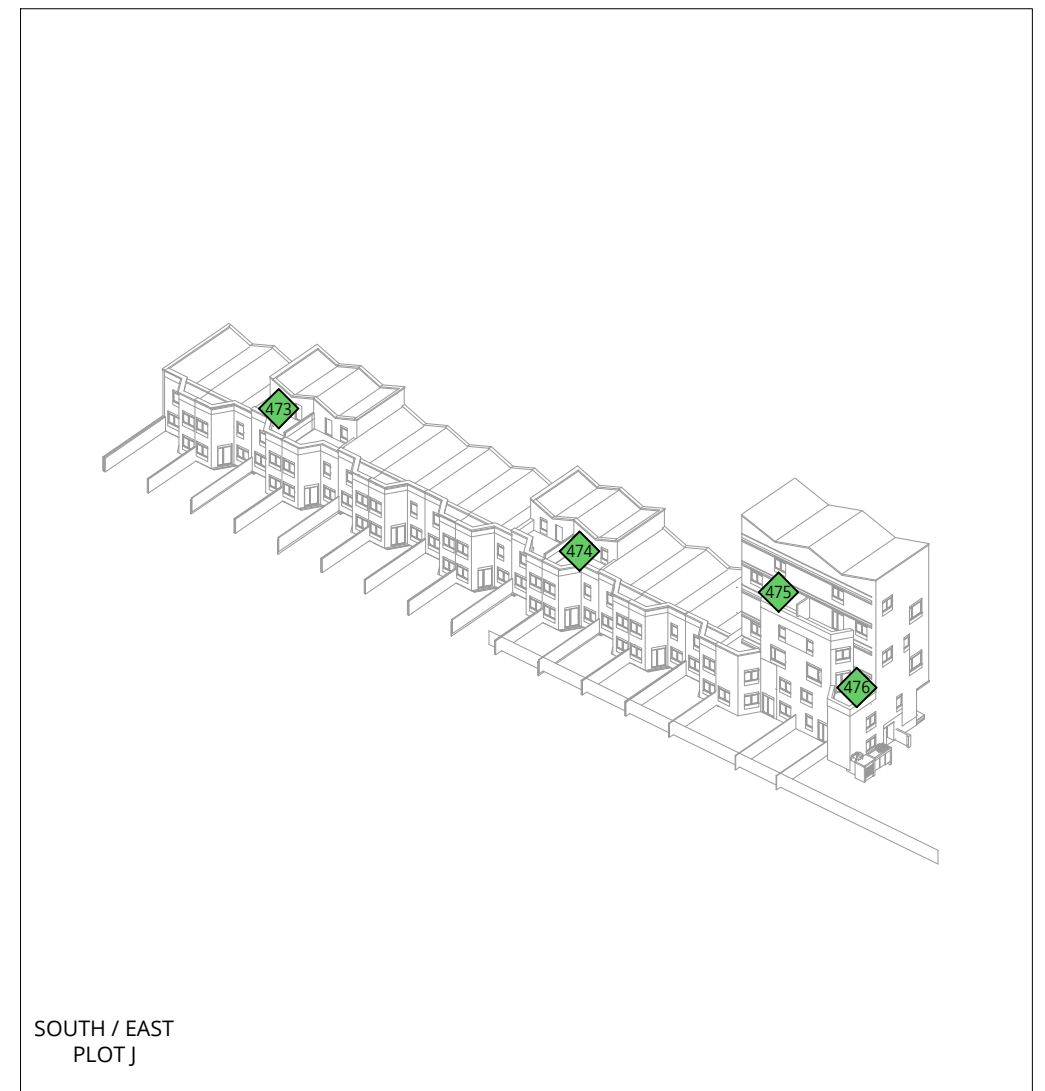
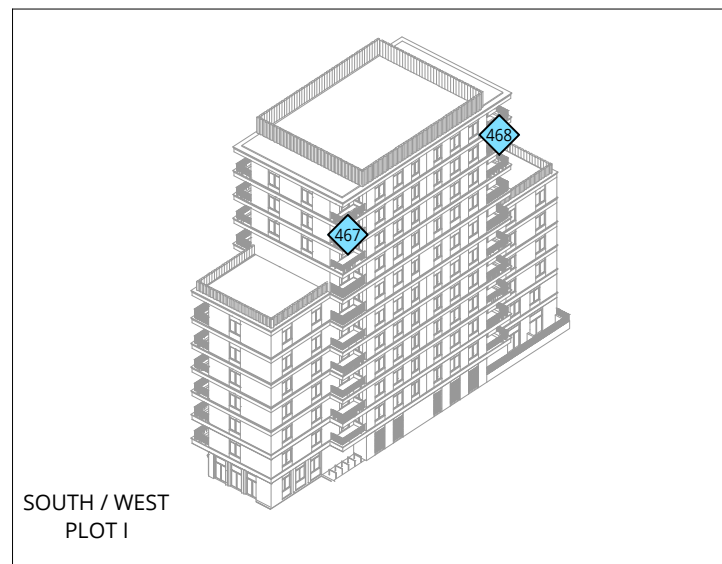
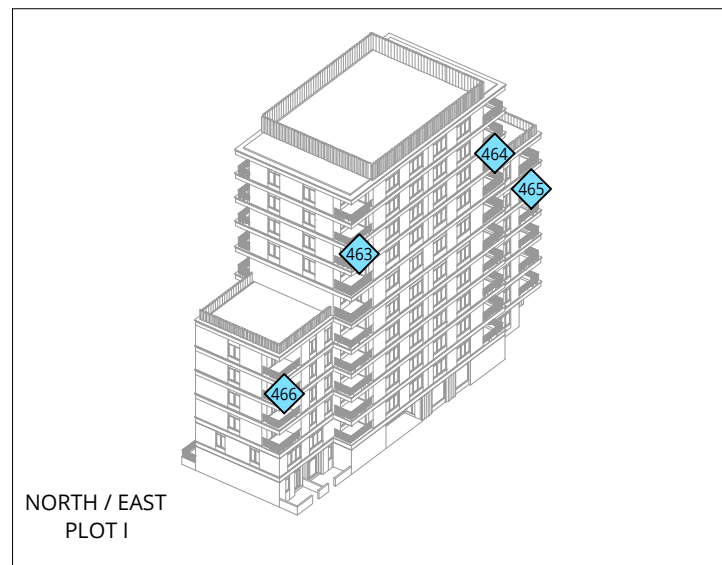
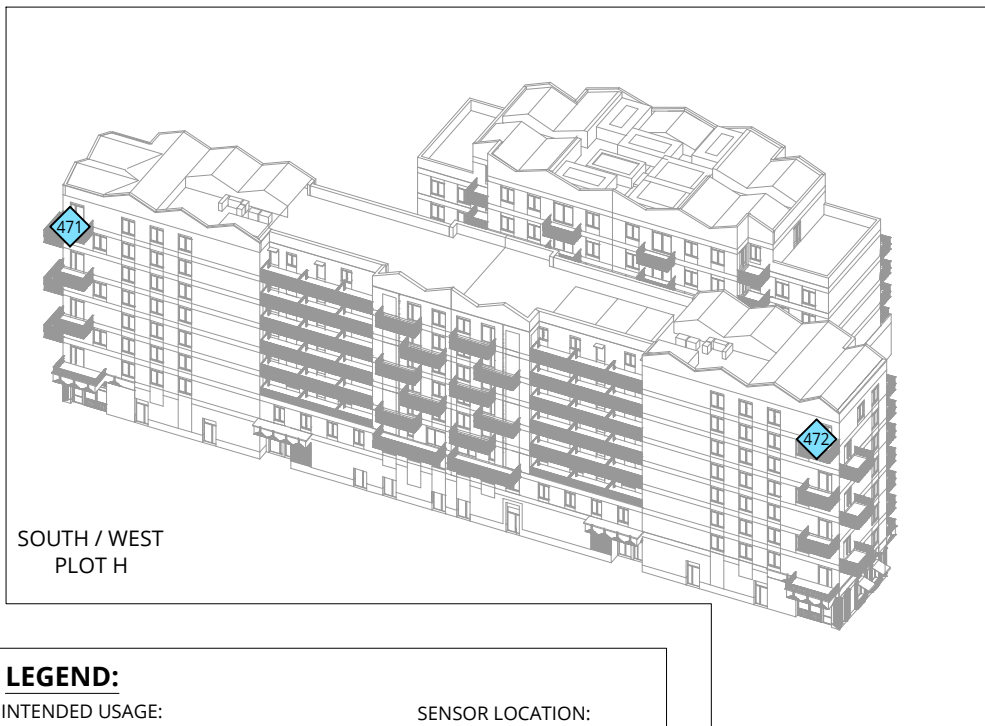
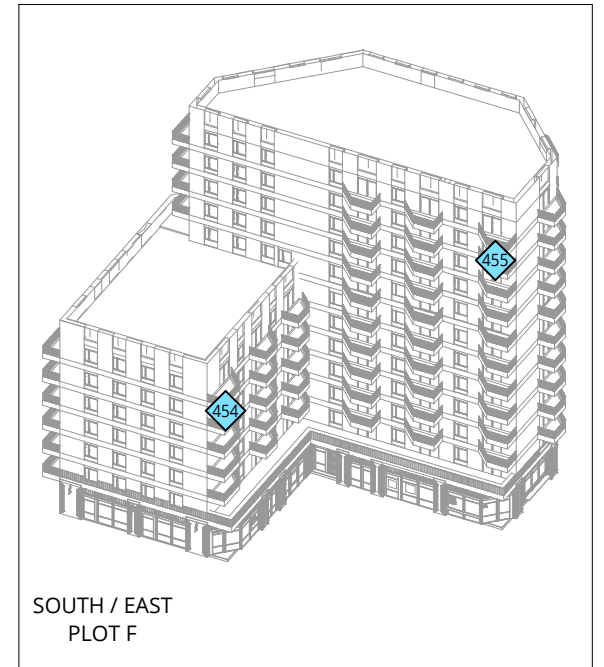
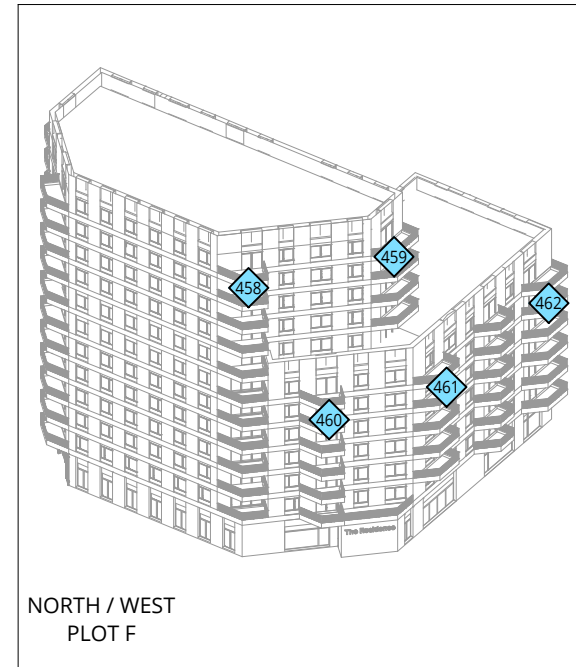
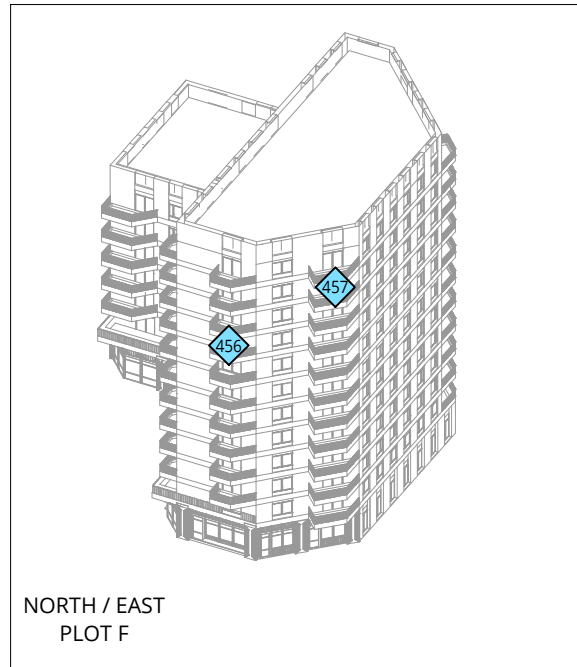
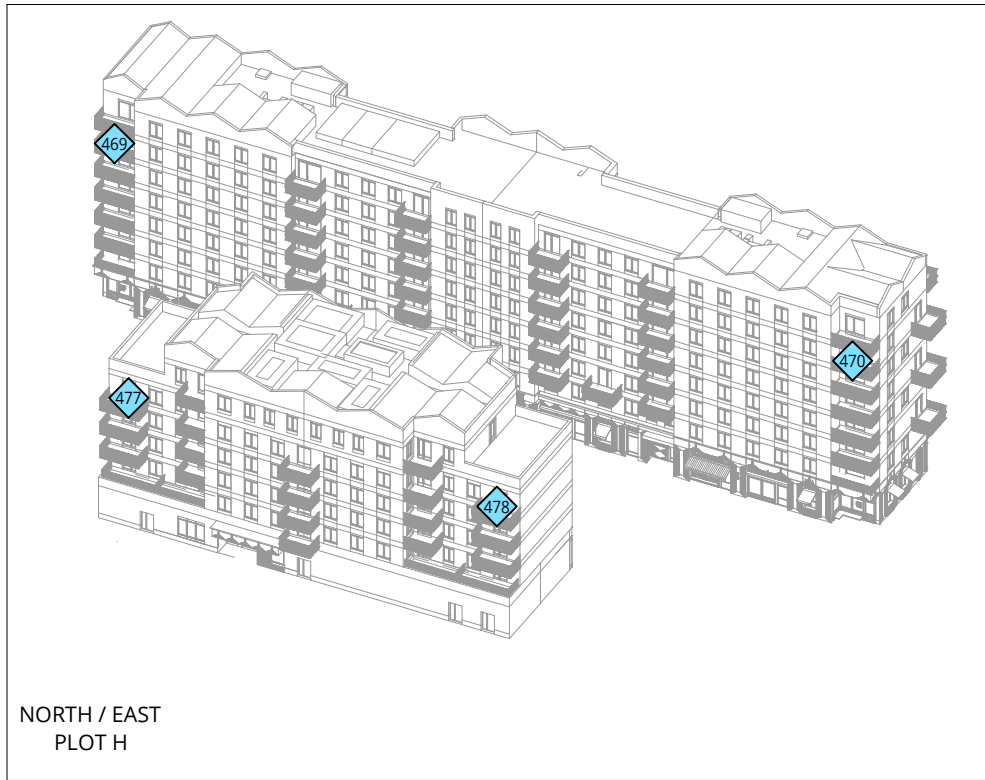
Pedestrian Wind Usage Conditions - Roof Levels
 Configuration 2: Proposed Development with Existing Surrounding Buildings

Aberfeldy - London Borough of Tower Hamlets, London, UK

True North

Drawn by: LAS	Figure: 2
Approx. Scale @A3: 1:1250	
Date Revised: Jan. 25, 2022	

Project #2004108



LEGEND:

INTENDED USAGE:		SENSOR LOCATION:
Thoroughfares		Ground Level
Entrances		Podium Level
Bus Stops		Balcony/Roof Level
Ground Level Amenity - Mixed Use		
Ground Level Amenity - Seating		
Podium Level - Mixed Use		
Balconies		
Roof Amenity - Mixed Use		
Roads / Car Parks		



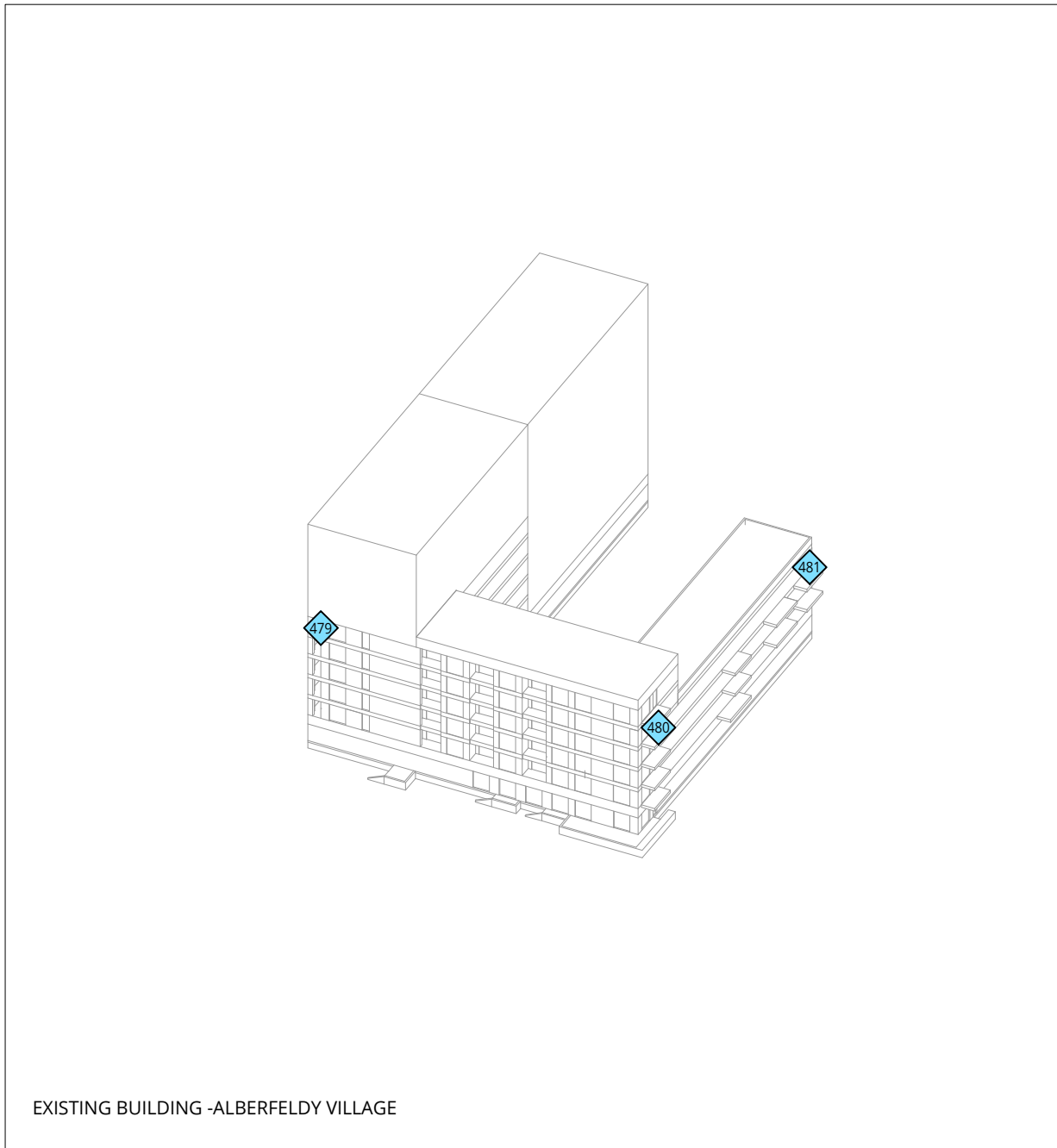
Pedestrian Wind Usage Conditions - Elevated Levels
 Configuration 2: Proposed Development with Existing Surrounding Buildings

Aberfeldy - London Borough of Tower Hamlets, London, UK

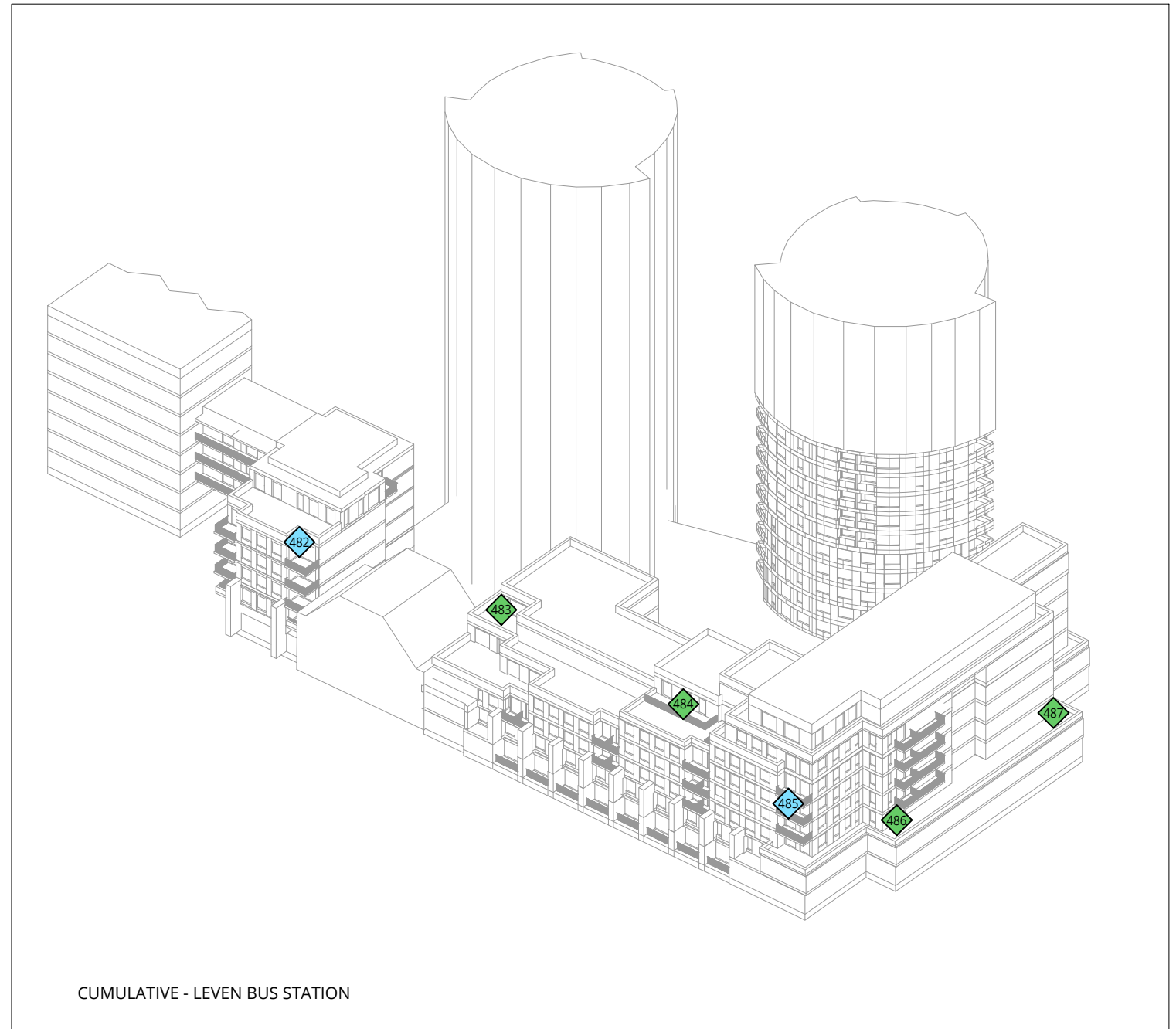
Drawn by: LAS Figure: 3
 Approx. Scale @A3: 1:800
 Date Revised: Jan. 25, 2022



Project #2004108












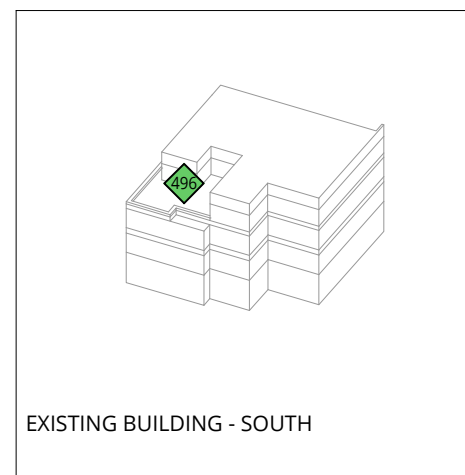
EXISTING BUILDING - ALBERFELDY VILLAGE



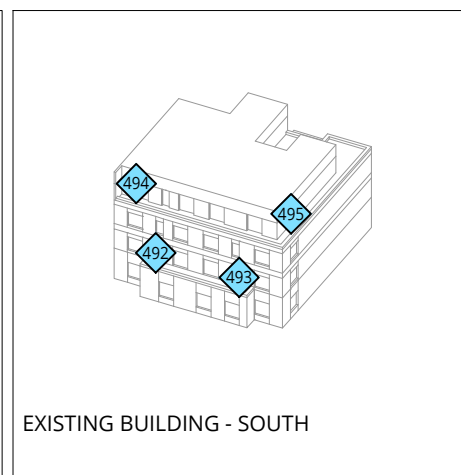
CUMULATIVE - LEVEN BUS STATION

LEGEND:

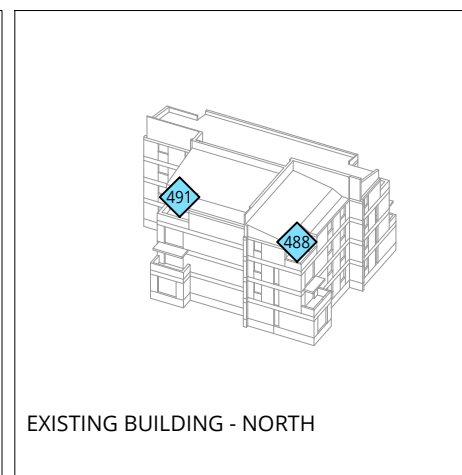
INTENDED USAGE:		SENSOR LOCATION:	
Thoroughfares		○ Ground Level	
Entrances		□ Podium Level	
Bus Stops		◇ Balcony/Roof Level	
Ground Level Amenity - Mixed Use			
Ground Level Amenity - Seating			
Podium Level - Mixed Use			
Balconies			
Roof Amenity - Mixed Use			
Roads / Car Parks			



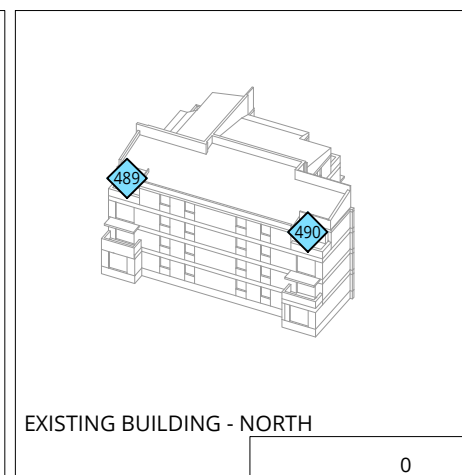
EXISTING BUILDING - SOUTH



EXISTING BUILDING - SOUTH



EXISTING BUILDING - NORTH



EXISTING BUILDING - NORTH



Pedestrian Wind Usage Conditions - Elevated Levels
 Configuration 2: Proposed Development with Existing Surrounding Buildings

Aberfeldy - London Borough of Tower Hamlets, London, UK

Drawn by: LAS Figure: 4
 Approx. Scale @A3: 1:800
 Date Revised: Jan. 25, 2022

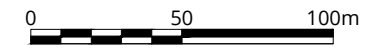


Project #2004108



LEGEND:

TARGET CONDITIONS		SENSOR LOCATION:
Sitting		○ Ground Level
Standing		□ Podium Level
Strolling		◇ Balcony/Roof Level
Walking		



Targeted Wind Conditions - Ground Floor
 Configuration 2: Proposed Development with Existing Surrounding Buildings

Aberfeldy - London Borough of Tower Hamlets, London, UK



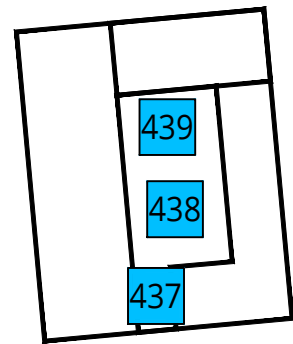
Drawn by: LAS Figure: 5

Approx. Scale @A3: 1:2500

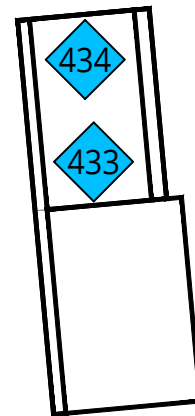
Date Revised: Jan. 25, 2022

Project #2004108

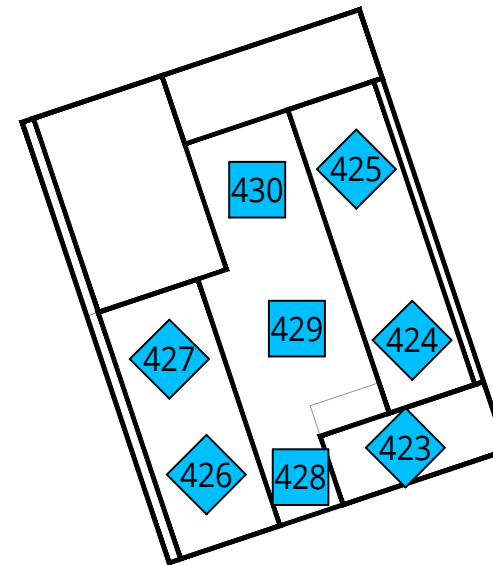




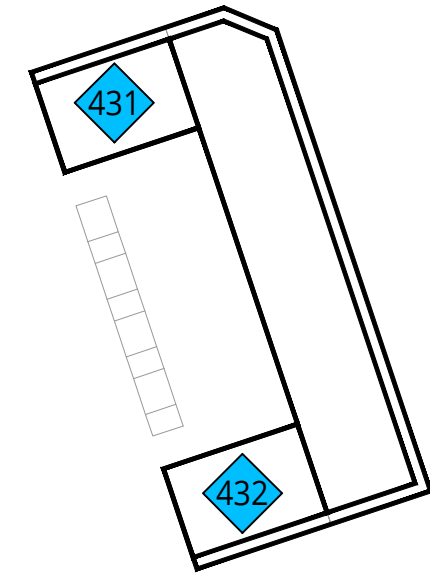
BUILDING A1 & A2



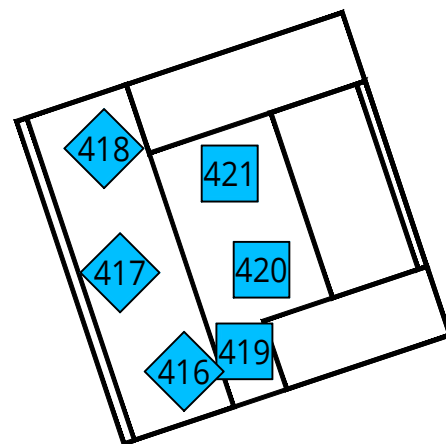
BUILDING B1 & B2



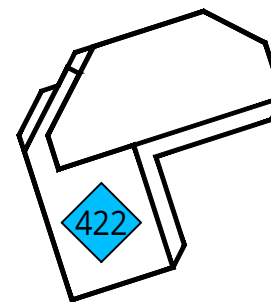
BUILDING C1,C2 ,C3 & C4



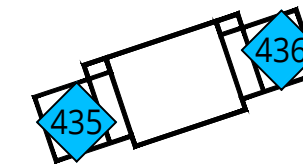
BUILDING D1, D2 & D3



BUILDING E1,E2 ,E3 & E4



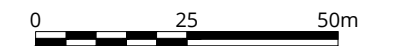
BUILDING F1



BUILDING I1

LEGEND:

TARGET CONDITIONS		SENSOR LOCATION:	
Sitting		○	Ground Level
Standing		□	Podium Level
Strolling		◇	Balcony/Roof Level
Walking			



Targeted Wind Conditions - Roof Levels
 Configuration 2: Proposed Development with Existing Surrounding Buildings

Aberfeldy - London Borough of Tower Hamlets, London, UK



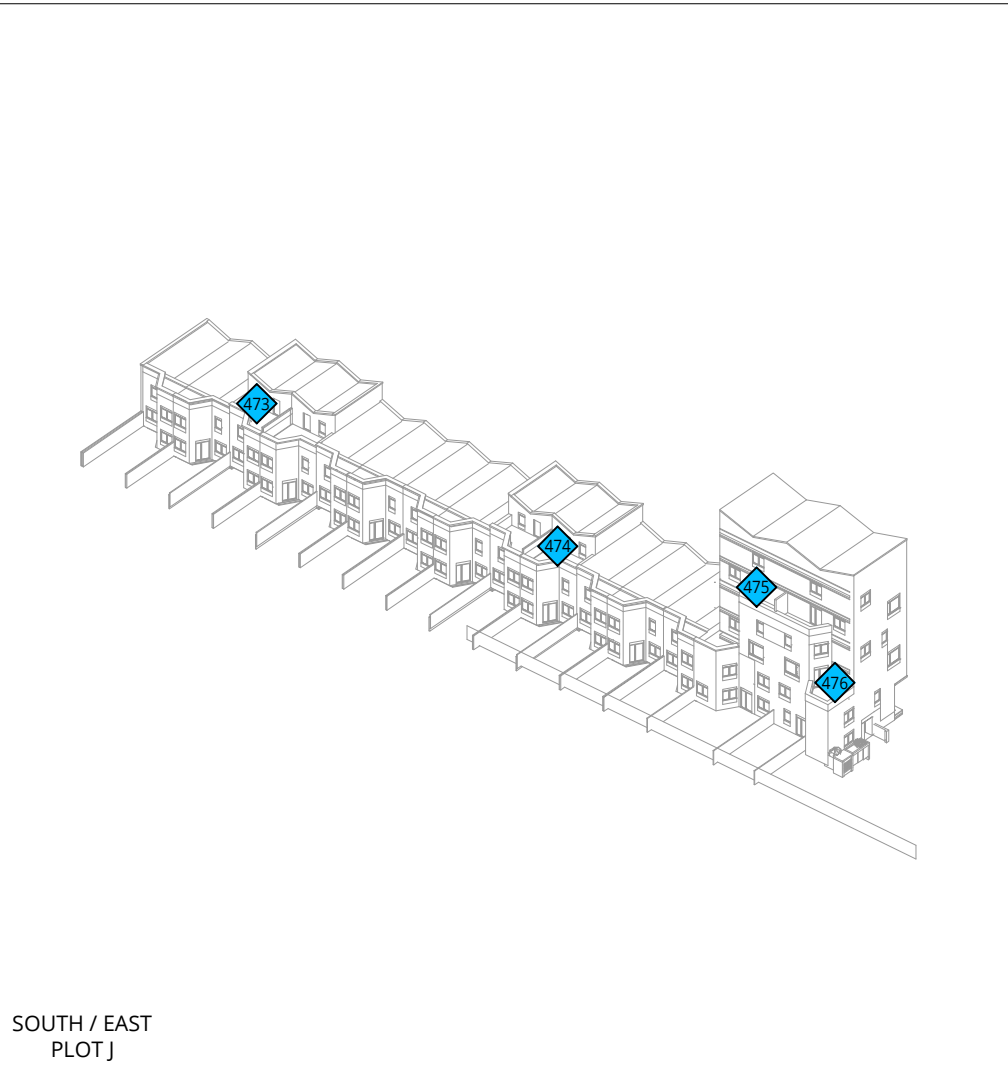
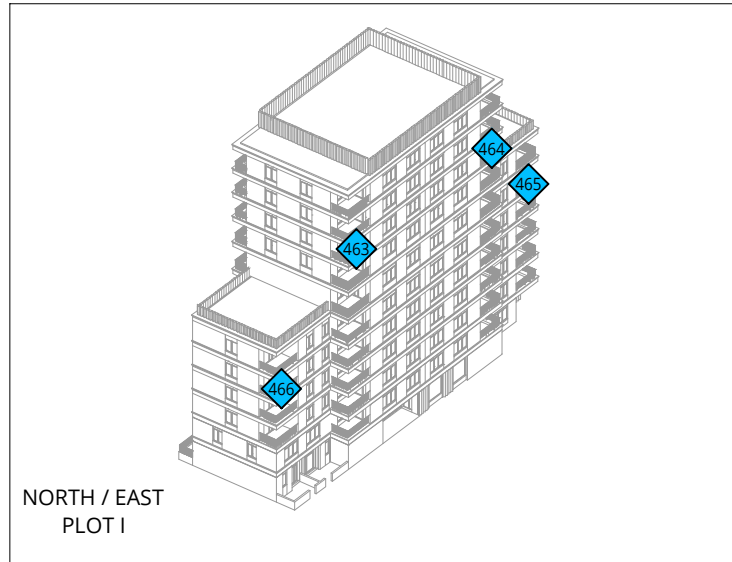
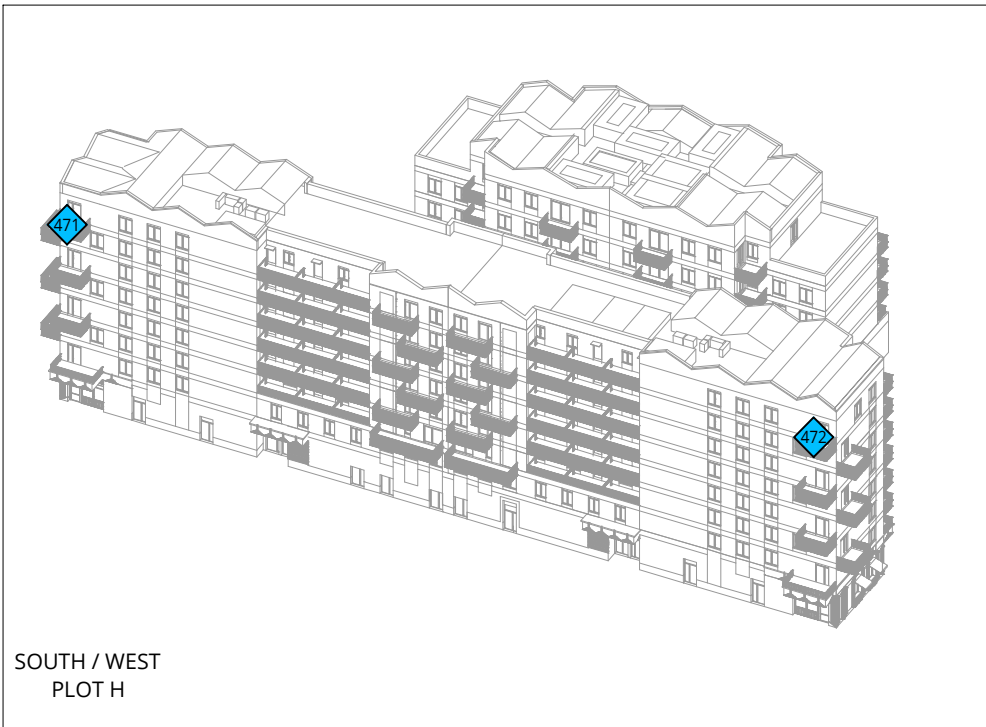
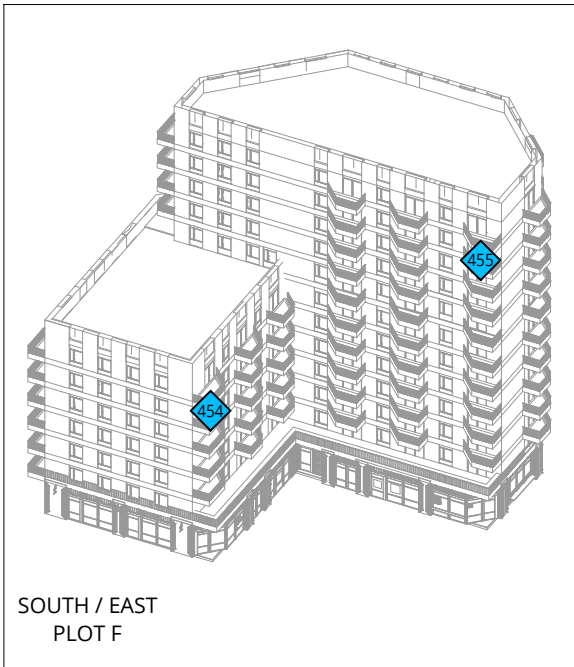
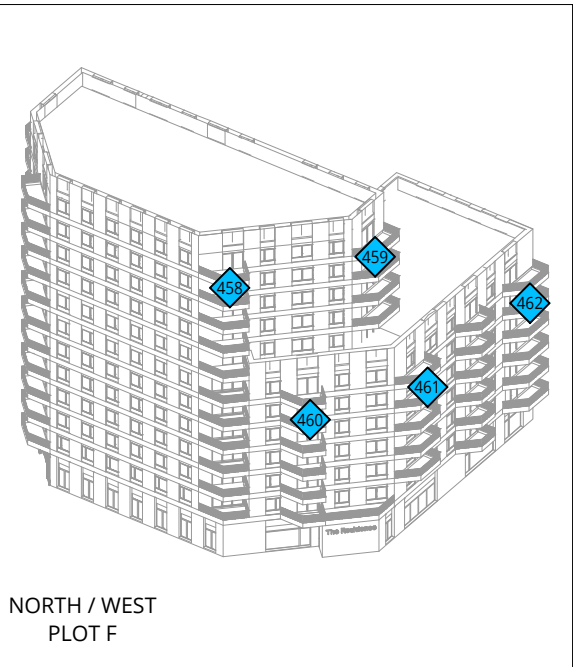
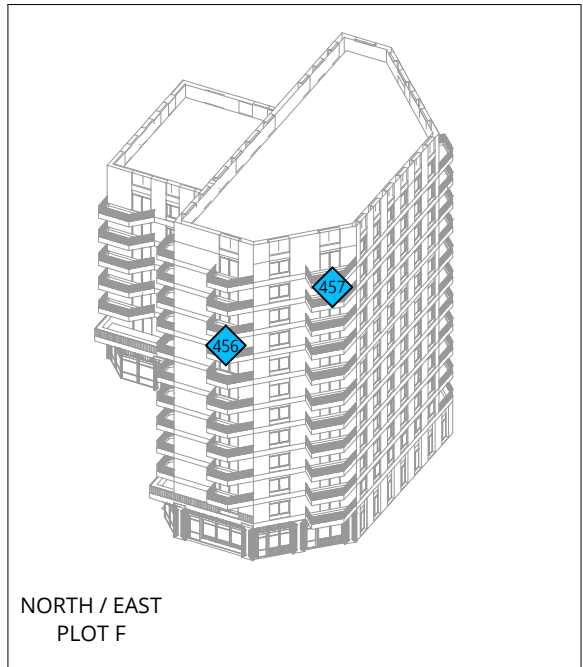
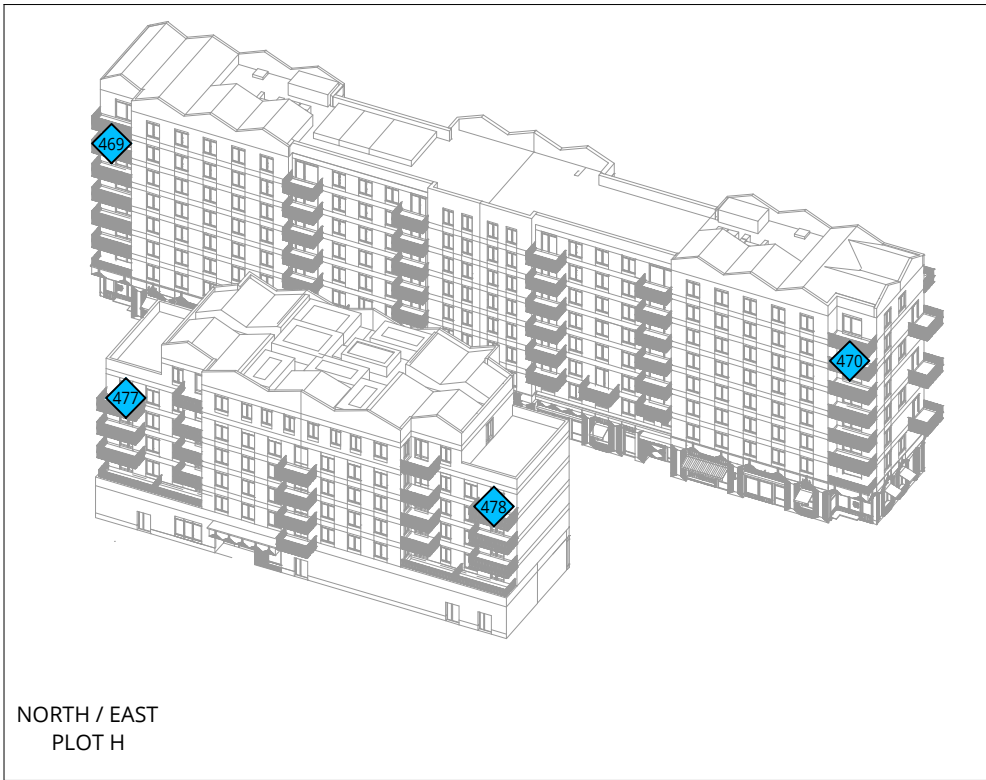
Drawn by: LAS Figure: 6

Approx. Scale @A3: 1:1250





Date Revised: Jan. 25, 2022

Project #2004108





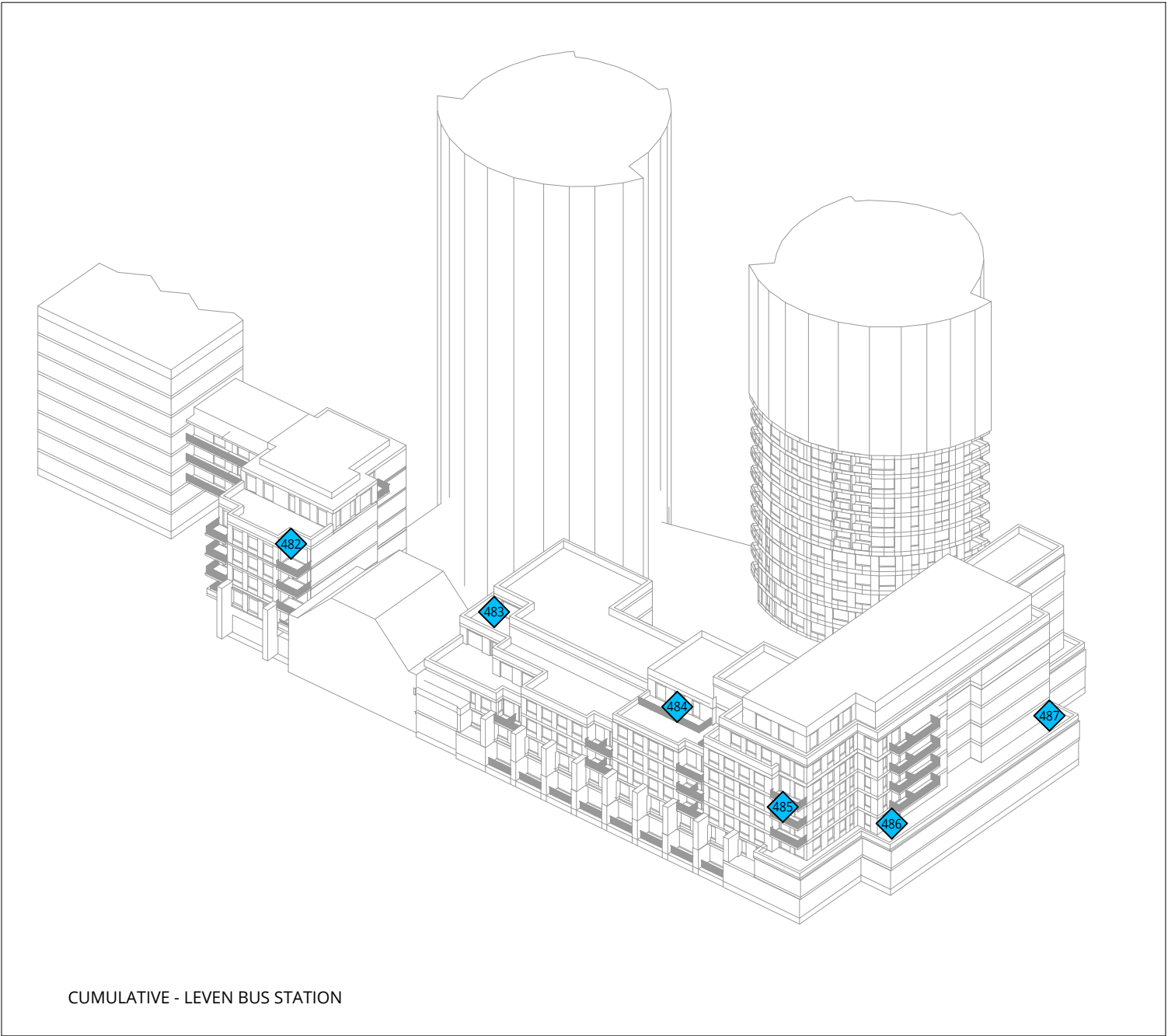
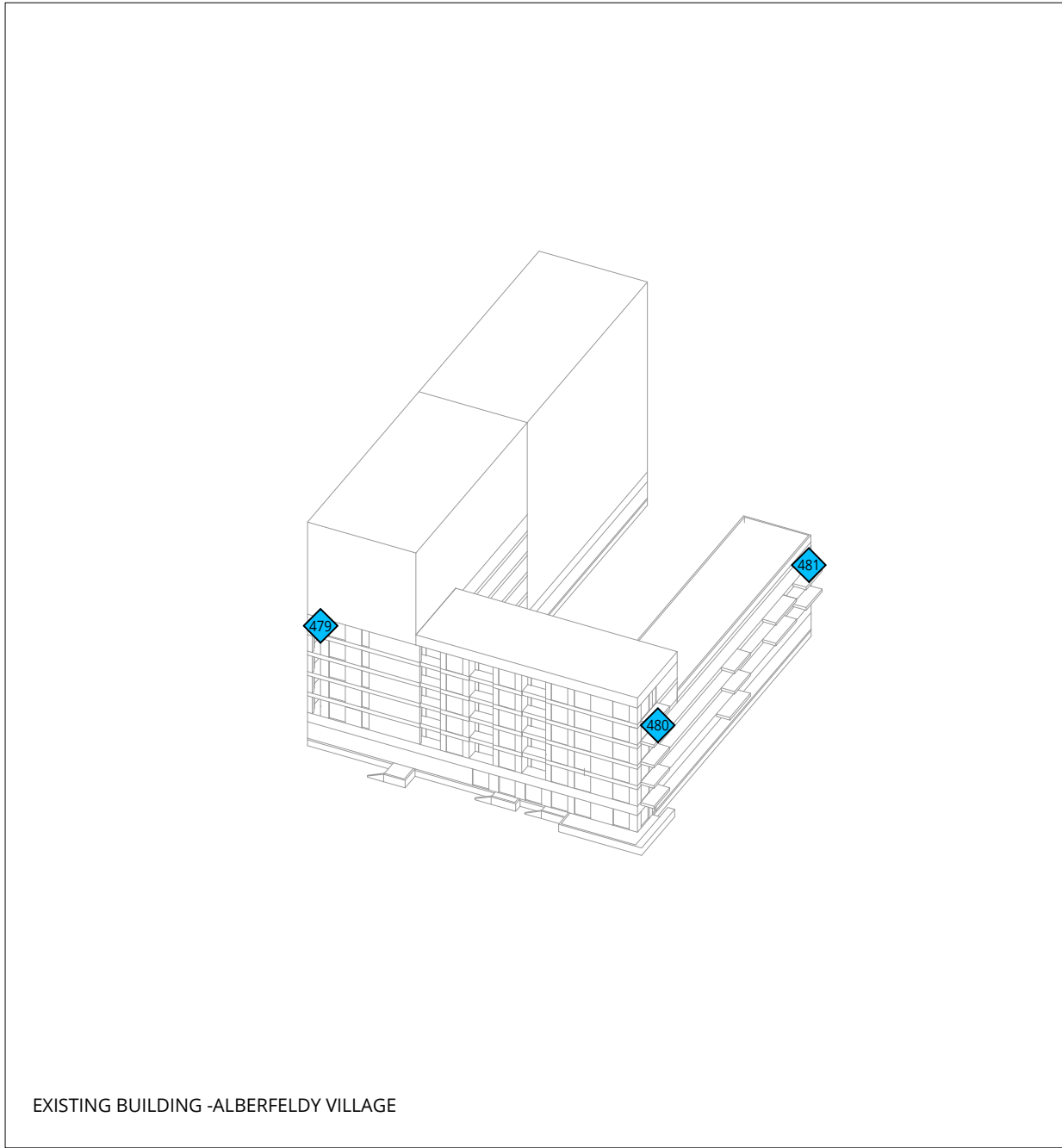
LEGEND:

TARGET CONDITIONS		SENSOR LOCATION:	
Sitting		○ Ground Level	
Standing		□ Podium Level	
Strolling		◇ Balcony/Roof Level	
Walking			







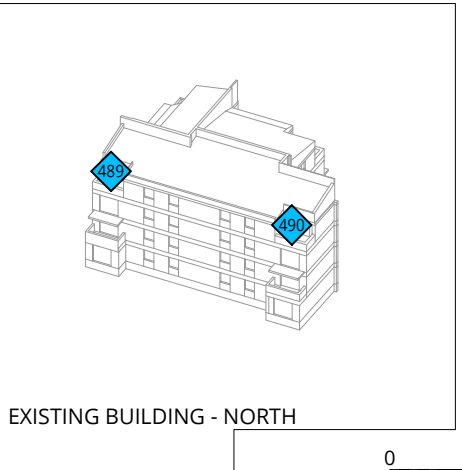
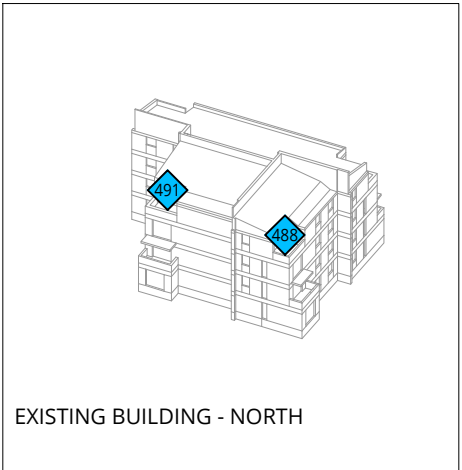
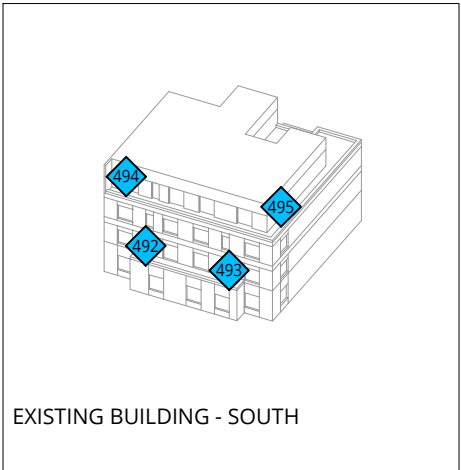
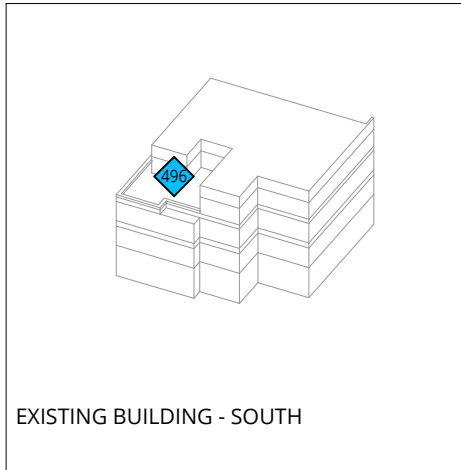
Targeted Wind Conditions - Elevated Levels
 Configuration 2: Proposed Development with Existing Surrounding Buildings





LEGEND:

TARGET CONDITIONS		SENSOR LOCATION:	
Sitting		○ Ground Level	
Standing		□ Podium Level	
Strolling		◇ Balcony/Roof Level	
Walking			



Targeted Wind Conditions - Elevated Levels
 Configuration 2: Proposed Development with Existing Surrounding Buildings

Aberfeldy - London Borough of Tower Hamlets, London, UK

Drawn by: LAS Figure: 8

Approx. Scale @A3: 1:800

Project #2004108 Date Revised: Jan. 25, 2022



Aberfeldy Village Masterplan Interim Review Report Response

Appendix C – Heritage Assets List

Aberfeldy Village Masterplan ES Interim Review Report Response: Built Heritage IRR Ref 58

Clarification of the Scoping In/Out of Built Heritage Assets. The following table is a list of all heritage assets within c.1500m radius of the centre of the Site (Conservation Areas, Statutorily Listed buildings, Locally Listed buildings and undesignated heritage assets) based upon Zone of Theoretical Visibility mapping and should be referred to alongside that map.

1 February 2022.

Heritage receptor	Falls within ZTV (Scoped In)	Falls outside of ZTV (Scoped Out)
All Saints Church Poplar Conservation Area	In	
<i>Listed buildings</i>		
Bazeley Street E14: 1-3, 24 (1357833/GII)	In	
Bazeley Street E14: Greenwich Pensioner PH (1065305/GII); Nos. 45-51 (1357766/GII)		Out
East India Dock Road E14: All Saints with St Frideswide Church; Railed Wall and Gate Piers (1240311/1357799/GII)	In	
Mountague Place E14: 5, 6, 7, 8, 9, 10, 11 (1065123/1241278/1065124/1241290/1065125/1065126/1241293/GII)	In	
Newby Place E14: All Saints Rectory; Gate piers at children's playground (1357861/1065096/GII)	In	
Balfron Tower Conservation Area	In	
<i>Listed buildings</i>		
Balfron Tower (1334931/GII*)	In	
Carradale House (1246931/GII)	In	
Glenkerry House (1427917/GII)	In	
Langdon Park Conservation Area	In	
<i>Listed buildings</i>		
St Leonard's Road E3: Church of St Michael and All Angels (1065049/GII); War Memorial (1357874/GII)	In	
<i>Locally listed buildings</i>		

St Leonard's Road E3: 159-167 (odd) & 162	In	
<i>Non-designated heritage asset</i>		
Bright Street E14: Langdon Park School LSB building	In	
45 Morris Road, Poplar E14: former Spratt's Biscuit Factory		Out
Lansbury Conservation Area	In	
<i>Listed buildings</i>		
Chrisp Street: Market Clock Tower (1450866/GII)	In	
Cordelia Street E14: Susan Lawrence and Elizabeth Lansbury School (1376748/GII)	In	
East India Dock Road: Calvary Charismatic Baptist Church (1376625/GII*); Department Of Health And Social Security & Gates, 133 (1357800/1240335/GII); 153 (1065217/GII)		Out
Kerbey Street: The Festival Inn (1444269/GII)		Out
Upper North Street E14: Church of St Mary and St Joseph (1376749/GII)	In	
Upper North Street E14: 14-26 (1065841/GII)		Out
<i>Locally listed buildings</i>		
East India Dock Road E14: George Green's School		Out
Limehouse Cut Conservation Area	In	
<i>Listed buildings</i>		
Gillender Street E3: Bromley Hall (1357791/GII*); Dowgate Wharf, 22-23 (1065050/GII); Former Fire Station, 25-38 (1393719 /GII); Poplar Public Library, 45 (1252435/GII)	In	
<i>Locally listed buildings</i>		
21 Gillender Street E3: 21		Out
Naval Row Conservation Area	In	
<i>Listed buildings</i>		
East India Dock Boundary Wall (1240379/GII). N.B. this forms a group with the East India Dock Pumping Station and is assessed alongside it.	In	
Embankment wall, railings and steps (1065132/GII). N.B. this forms a group with the East India Dock Pumping Station and is assessed alongside it.	In	
East India Dock Pumping Station (1357801/GII)	In	

St Frideswide's Conservation Area	In	
<i>Listed buildings: none</i>		
<i>Locally listed buildings</i>		
Follett Street E14: 18	In	
Lodore Street E14: Tabard Court; St Frideswide's Mission Hall	In	
St Matthias Church, Poplar Conservation Area	In	
<i>Listed buildings</i>		
East India Dock Road: War memorial to the children of Upper North Street School (1065215/GII*)	In	
Hale Street E14: Pope John House (1240304/GII)	In	
Poplar High Street E14: Coroner's Court; Old Poplar Town Hall and Council Offices (1260135/GII); St Matthias's Vicarage (GII)		Out
Poplar High Street E14: Poplar Technical College (1260095/GII)	In	
Woodstock Terrace E14: Church of St Matthias (1065793/GII*); Various tombs at GII: Tomb of Captain Samuel Jones and family (1065727); Tomb of John Smart (1065728); Tomb of Hugh Mcintosh (1065726); Tomb of Solomon Baker (1065729); Tomb of Samuel Coppendale (1357578)		Out
<i>Non designated heritage assets</i>		
Woodstock Terrace C19th residential terrace		Out
Three Mills Conservation Area	In	
<i>Listed buildings: None</i>		
<i>Locally listed buildings: None</i>		
Coldharbour Conservation Area This conservation area was designated to protect the two West India Dock entrances, riverside walk and Coldharbour buildings. It is c.1000m to the south of the Site. The ZVI falls only along the line of sight looking north along Preston's Road which cuts through the CA and does not impinge upon the core of the CA (A1206). It was therefore decided not to assess as there would be no noticeable effect.		Out
Preston's Road: Accumulator Tower to south east corner of Poplar Dock (1242390/GII). N.B. Although within the ZVI this small building was deemed not to have a setting that		Out

would be affected by a distant glimpse of the Proposed Development.		
Preston's Road: Bridge House (1065073/GII)		Out
Coldharbour: Isle House (1065222/GII); No.3 (1357805/GII); Nos. 5 & 7 (1065223/GII); No. 15 (1390543/GII); Blackwall River Police Station (1065224/GII); The Gun Public House (1357804/GII)		Out
LISTED BUILDINGS NOT IN A CONSERVATION AREA		
Barking Road E16: Royal Oak Public House, (former) No. 67 (1358000/GII); Former public hall and library, No. 105 (1402042/GII)		Out
Blackwall Way E14: Dry Dock at Blackwall Engineering (1242217/GII)	In	
Bromley Hall Road E14: Former Bromley Hall School (1402561/GII*)	In	
East India Dock E14: Blackwall Pier and Entrance Lock to the former East India Dock Basin (1260086/GII)	In	
East India Dock Road E14: Former Financial Times Print Works (1430114/GII*); Plaque on modern dock wall facing west (1240324/GII); Poplar Baths (1334939/GII); Statue of Richard Green outside Poplar Baths (1065216/GII)	In	
Greenwich: Southern Ventilation Shaft To The Blackwall Tunnel Southbound (1246736/GII)		Out
Jamestown Way E14: Virginia Quay Settlers Monument (1442213/GII)		Out
Jude Street E16: Church of St Luke (1253074/GII)		Out
Leamouth Road E14: East India Dock Wall and Gateway (1357843/GII); Entrance Gateway (1357528/GII)	In	
Northumbria Street E14: Church of St Saviours (1242275/GII)	In	
Orchard Place E14: Trinity House Buoy Wharf Quay and Orchard Dry Dock (1242315/GII); Trinity House Chain Locker and Lighthouse Block (1242382/GII)		Out
Poplar High Street E14: Northern portal and parapet to the Blackwall Tunnel (1065070/GII)	In	
Poplar High Street E14: Northern Ventilation Shaft to the Blackwall Tunnel (1065070/GII); Sign on Forecourt of White Horse Public House (1065068/GII)		Out

Preston's Road E14: Accumulator Tower On The West Side Of Poplar Dock. N.B. Although within the ZVI this very small shed-like building was deemed not to have a setting that would be affected by a distant glimpse of the Proposed Development.		Out
Preston's Road E14: Poplar Dock Original Eastern Part (1260060/GII)		Out
Twelvetrees Crescent E3: Twelvetrees Crescent Bridge (1268439/GII); Group of Gasholders, former Bromley-by-Bow gasworks (1080996; 1080993; 1190911; 1293590; 1080995; 1190906; 1080994/GII)	In	
Twelvetrees Crescent E3, Memorial Garden: Gas Light and Coke Company War Memorial Plaque (1477363/GII); Gas Light and Coke Company War Memorial Lamp (1392547/GII); Gas Light and Coke Company War Memorial Rotunda (1477362/GII); Statue of Sir Corbet Woodhall (1392548/GII). N.B. these are close to the periphery of the ZVI but are set within a heavily wooded area so have been scoped out)		Out
Vincent Street E16: Chapel of St George and St Helena (1406622/GII)		Out
West India Dock Road E14: Warehouses and General Offices at Western end of North Quay (1242440/GII)		Out
LOCALLY LISTED BUILDINGS NOT IN A CONSERVATION AREA		
Blackwall Way E14: 31		Out
Newby Place E14: Hope & Anchor PH		Out
St Lawrence Street E14: 1-6		Out
NON-DESIGNATED HERITAGE ASSETS NOT IN A CONSERVATION AREA		
Aberfeldy Street: St Nicholas Church	In	

KMHeritage

PO Box 51

HARLESTON

IP20 9YY

mail@kmheritage.com

www.kmheritage.com

© 2022

Aberfeldy Village Masterplan Interim Review Report Response

Appendix D – Heritage Clarification Note

Aberfeldy Village Masterplan ES Interim Review Report Response: Built Heritage IRR Ref 58

Clarification of the Scoping In/Out of Built Heritage Assets with social reference to Maritime Greenwich WHS and Royal Oak Public House.

1 February 2022

Blackwall Pier and Entrance Lock to the former East India Dock Basin

East India Dock, E14

Description of Receptor and Receptor Sensitivity

Grade: II / List Entry Number: 1260086 / Date first listed: 01-Jul-1983

This is the entrance lock to Rennie and Walker's East India Dock Basin constructed in 1803 with later enlargement. The site is important because of its historical associations with the East India Company and links with the development of the London docks. It is significant as the largest surviving portion of the once much larger East India Docks.

In terms of setting, the receptor derives its significance from its riverside location and relationship with the tidal Thames. Its original built environment context has been lost.

Assessment: The receptor's heritage significance as embodied in its 'special architectural and historic interest' is Medium. It is able to absorb some change in its setting without significantly altering its character therefore its sensitivity to change in this regard is Medium.

Potential Effects

Demolition and Construction

The receptor lies c.750m from the closest part of the site therefore distance will mean that demolition and construction effects will not be noticeable. The nature of the effect is therefore Negligible/None-Neutral (not significant).

Demolition and Construction Effects				
Receptor	Sensitivity	Impact magnitude	Significance of Effect	Nature of Effect
Blackwall Pier and Entrance Lock to the former East India Dock Basin (GII)	Medium	Negligible	Negligible	Negligible/None-Neutral

Completed Development

The receptor lies within the ZTV therefore it is expected that the tallest elements of the Site would be seen in distant views if standing on the pier and looking north west, away from the receptor. Distance

and intervening built form will render the significance of effect to be negligible. The overall effect is Negligible/None-Neutral (not significant).

Completed Development Effects				
Receptor	Sensitivity	Impact magnitude	Significance of Effect	Nature of Effect
Blackwall Pier and Entrance Lock to the former East India Dock Basin (GII)	Medium	Negligible	Negligible	Negligible/None-Neutral

Cumulative effect

There will be no cumulative effect

Royal Oak Public House (former)

67, Barking Road E16

Grade: II / List Entry Number: 1358000 / Date first listed: 25-Oct-1984

The former Royal Oak Public House building was built in the late 19th century as a public house and is in use as a restaurant at ground floor with residential above.

The receptor does not fall within the ZTV and therefore there is no intervisibility between the former Royal Oak Public House and the Site.

As the ZTV map view cones illustrate, the long views of the Proposed Development travel in the direction of west-to-east and not north-to-south therefore none of the proposed new buildings, which are almost 1km away, would appear in the setting of the receptor (figs. 1 & 2):

- If standing on Barking Road, facing the main elevation of the former Royal Oak Public House, the Proposed Development does not appear in its setting.
- If standing at the west flank wall of the receptor looking west towards the site, one would not see the Proposed Development as it is hidden by the flank wall of No. 65 Barking Road.
- If one was to walk north on Oak Crescent to stand in front of the modern properties situated to the rear of the receptor and look west towards the site, it is presumed that one might be able to see some of the taller elements of the Proposed Development in the distance, almost 1km away.

An assessment of this asset using the agreed methodology, combined with this lack of intervisibility and distance from the Site, results in the following conclusions:

Potential Effects

Demolition and Construction

There is no intervisibility between the receptor and the Proposed Development meaning that the effect will be Negligible/None-Neutral (not significant).

Demolition and Construction Effects				
Receptor	Sensitivity	Impact magnitude	Significance of Effect	Nature of Effect
Royal Oak Public House (GII)	Medium	Negligible	Negligible	Negligible/None-Neutral

Completed Development

There is no intervisibility between the receptor and the Proposed Development meaning that the effect will be Negligible/None-Neutral (not significant).

Completed Development Effects				
Receptor	Sensitivity	Impact magnitude	Significance of Effect	Nature of Effect
Royal Oak Public House (GII)	Medium	Negligible	Negligible	Negligible/None-Neutral

Cumulative effect

There will be no cumulative effect

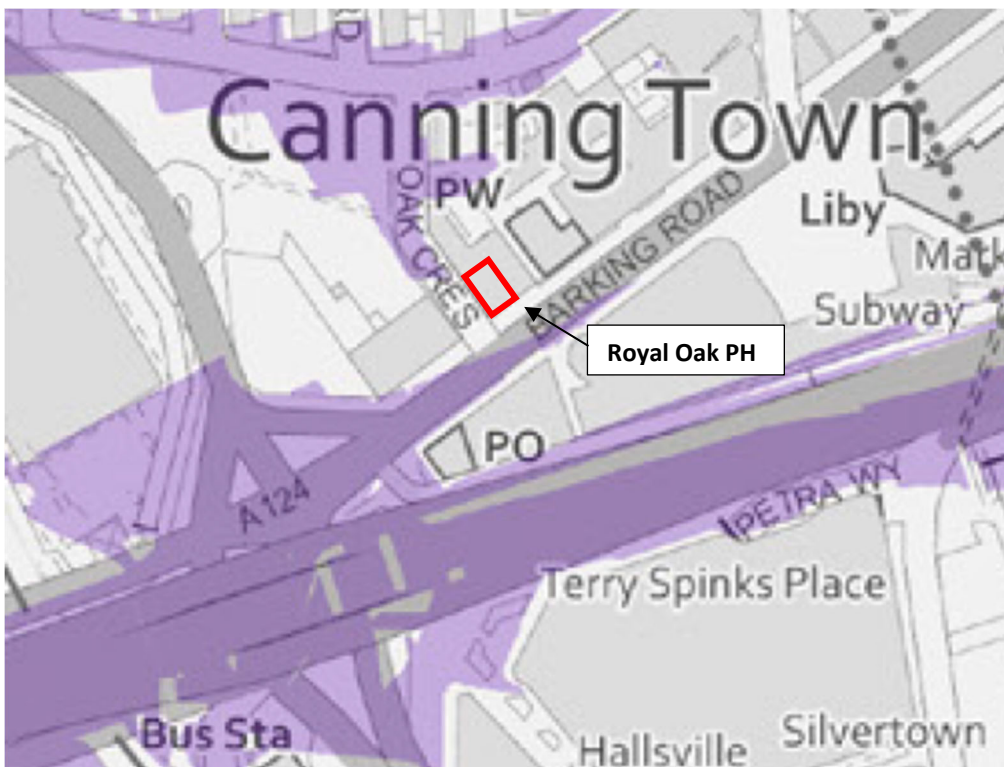


Figure 1: Extract from ZTV map showing the location the former Royal Oak PH

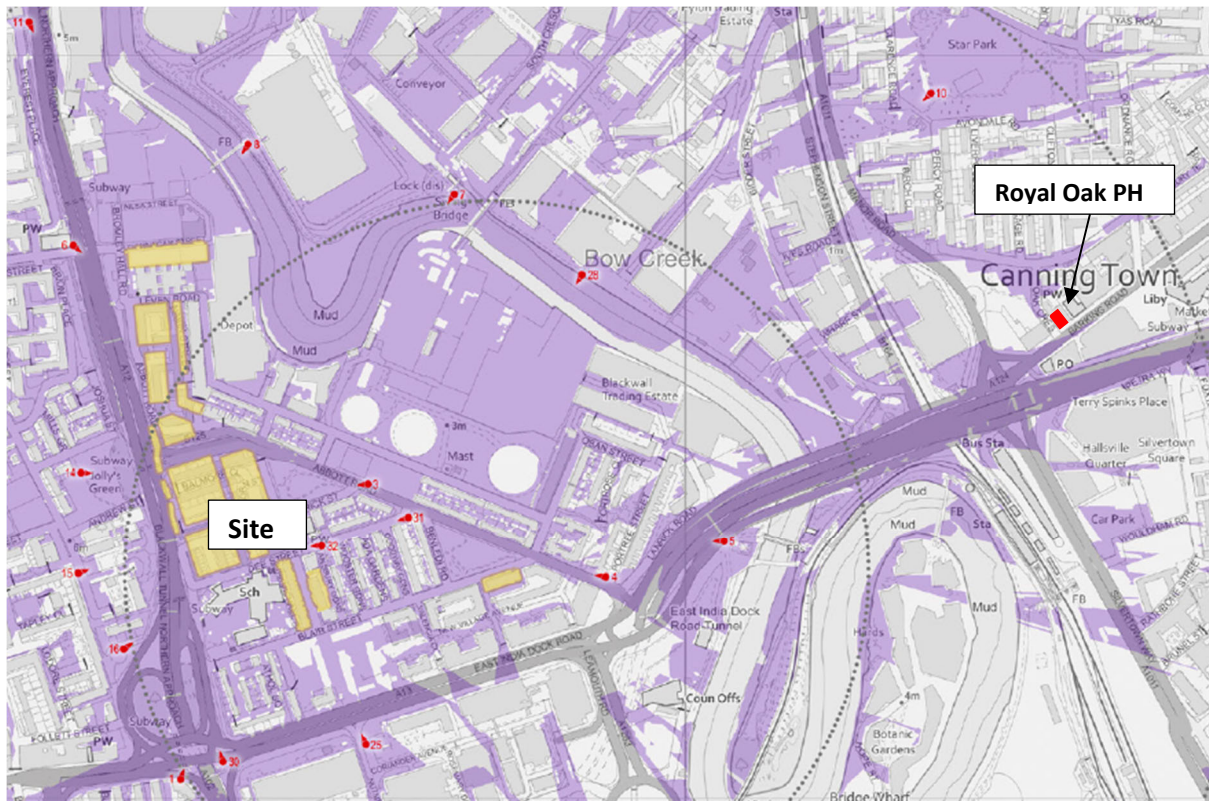


Figure 2 Extract from ZTV map showing the location the former Royal Oak PH in longer view

MARTIME GREENWICH WORLD HERITAGE SITE (WHS)

Description of Receptor

Date of Inscription: 1997

Location: London Borough of Greenwich (N51 28 52.2 W0 0 13.6)

The World Heritage Committee inscribed this property “on the basis of cultural criteria (i), (ii), (iv) and (vi), considering that the public and private buildings *and the Royal Park at Greenwich form an exceptional ensemble that bears witness to human artistic and scientific endeavour of the highest quality, to European architecture at an important stage of its evolution, and to the creation of a landscape that integrates nature and culture in a harmonious whole.*”

Summary: The WHS is rich in heritage assets. Its key assets include the Queen's House by Inigo Jones, which was the first Palladian building built in England, the old Royal Naval College, a riverside complex designed by Christopher Wren, the Royal Park, laid out on the basis of an original design by André Le Nôtre, and the Old Royal Observatory, also the work of Wren alongside scientist Robert Hooke. The whole WHS is protected by a variety of statutory designations. The aforementioned buildings are all Listed at Grade I and the site encompasses further listings at grades II* and II. Greenwich Park is a Grade I Registered Park and Garden and contains a number of Scheduled Monuments. The WHS lies within the Greenwich Park Conservation Area and the surrounding Greenwich town centre is covered by either the East Greenwich Conservation Area or the West Greenwich Conservation Area.

Receptor Sensitivity

The receptor's heritage significance is embodied in its WHS status is High. Its sensitivity to change in its setting is also High meaning that it has little ability to absorb change without the potential to fundamentally alter its present character and thereby have a significant effect on its heritage value.

Setting

The WHS boundary is approximately 3km from the southern site boundary to the nearest edge of the WHS. The closest part of the Buffer Zone falls at Island Gardens c.2.85km away.

The Historic England publication 'The setting of Heritage Assets' (GPA 3, 2017) says that the importance of setting '*lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance*' (section 9, p4). It goes to clarify that '*setting is different from general amenity. Views out from heritage assets that neither contribute to significance nor allow appreciation of significance are a matter of amenity rather than of setting*' (para 16, p 7).

Assessment

The WHS covers steeply rising land from the low riverside floodplain, across the park, to the heights of the viewing point beside the Old Royal Observatory. From this height, large swathes of London can be seen when looking towards points north from the viewing point. The tall building cluster on the Isle of Dogs rises up above the Grade I Listed grouping that includes the Queen's House and old Royal Naval College. The right side of the view takes in other tall buildings further way to the east.

The ZTV map illustrates that some of the viewing corridors from the Site fall across the WHS – most noticeably across the high points of the park but there is also some limited visibility at a few Thames side points and around the Old Royal Naval College campus.

The site of the Proposed Development does not form part of the setting which gives the WHS and its heritage receptors their heritage values. These values are derived from other attributes which includes the riverside and parkland setting of the buildings, the value derived from the relationships between the buildings and with the parkland (which includes setting), the relationship that the Old Royal Observatory has with the high ground and dark skies of Greenwich Park in which it is set, and the connections with the surrounding conservation areas. These relationships all include aspects of setting which make an important contribution to '*the significance of the heritage asset or to the ability to appreciate that significance*'.

The distant view out of the WHS towards the Site has no effect upon '*the significance of the heritage asset[s] or to the ability to appreciate that significance*'. It is an amenity view and is dealt with in the 'Environmental Statement Volume 2: Townscape and Visual Impact Assessment and Built Heritage Assessment: View 24 LVMF 5A.1 — Greenwich Park: the General Wolfe statue — at the orientation board'. This assessment concludes that '*the visible parts of the Proposed Development (the upper levels of towers in Phases B and C), would have a minor visual presence in the view; they would not be especially noticeable at this distance from the Site. This would be a change of very low magnitude to a view of medium to high sensitivity. The significance of effect would be minor/negligible (not significant). The effect would be neutral. The effect would be at sub-regional level and long term.*'

The Outstanding Universal Value of the Maritime Greenwich WHS will be preserved and there will be no effect arising from the Proposed Development.

Potential Effects

Demolition and Construction

There is very limited intervisibility between the receptor and the Proposed Development site meaning that the effect will be Negligible/None-Neutral (not significant).

Demolition and Construction Effects				
Receptor	Sensitivity	Impact magnitude	Significance of Effect	Nature of Effect
Maritime Greenwich WHS	High	Negligible	Negligible	Negligible/None-Neutral

Completed Development

As described above, the distance between the Proposed Development and the receptor means that the effect will be Negligible/None-Neutral (not significant).

Completed Development Effects				
Receptor	Sensitivity	Impact magnitude	Significance of Effect	Nature of Effect
Maritime Greenwich WHS	High	Negligible	Negligible	Negligible/None-Neutral

Cumulative effect

There will be no cumulative effect.

Aberfeldy Village Masterplan ES Interim Review Report Response: Built Heritage IRR Ref 59

Clarification of the enabling and construction effects on the Poplar Bus Depot (non-designated heritage asset) as Negligible/None-Neutral

POPLAR BUS GARAGE

As described in paras 1.185-1.187 of ES Volume 2: Built Heritage, Poplar Bus Garage, originally a tram depot and built 1906, is neither a listed (designated) nor a locally listed heritage asset. It is however an interesting survival and has been identified by LBTH as a non-designated heritage asset.

The building is an unexceptional example of its type and has been heavily altered, including having the former tram entrances filled-in with brick. The rest of the site is occupied by low-rise 20th century brick buildings with the whole being used for storage and office use. The western façade onto Leven Road is largely blank and a metal palisade fence encloses a service yard to the south. The whole site is, itself, the subject of a successful planning application for extensive works to redevelop it.

The assessment of the Demolition and Construction effects as was arrived by applying the agreed methodology and professional judgement.

Demolition and Construction Effects				
Receptor	Sensitivity	Impact magnitude	Significance of Effect	Nature of Effect
Leven Road, E14: Former Poplar Bus Depot	Low	Negligible	Negligible	Negligible/None-Neutral

As an undesignated heritage asset, the building's heritage significance as embodied in its 'general interest' is 'Low'. This means that it is tolerant of change in its setting without significantly altering its character therefore its sensitivity to change in this regard is 'Low'.

Although there will be construction works in proximity to the building, the effect of these upon the value of the receptor will result in 'No material change' therefore the 'Impact magnitude' of those works will be 'Negligible'. The heritage value of the receptor is 'Low' and this value will remain as 'Low' throughout the demolition and construction works - there will be no material change to that value by the presence of works. It follows, therefore, that the 'Significance of effect' is 'Negligible'.

In terms of 'Nature of Effect', the definition of 'Minor Adverse' is '*Proposed Development will cause noticeable harm to the heritage value of the receptor and/or appreciation of its heritage value through harm to its setting.*' We do not believe that the demolition or construction effects will cause 'noticeable harm' to either the value of, or the appreciation of, the already Low heritage value of the former bus garage site therefore we find the 'Nature of Effect' to be Negligible/Non-Neutral' (not significant).

KMHeritage

PO Box 51

HARLESTON

IP20 9YY

mail@kmheritage.com

www.kmheritage.com

© 2022