



Environmental Statement
Non-Technical Summary

ABERFELDY VILLAGE MASTERPLAN



Aberfeldy Village Masterplan

Environmental Statement

Non-Technical Summary

Prepared for:
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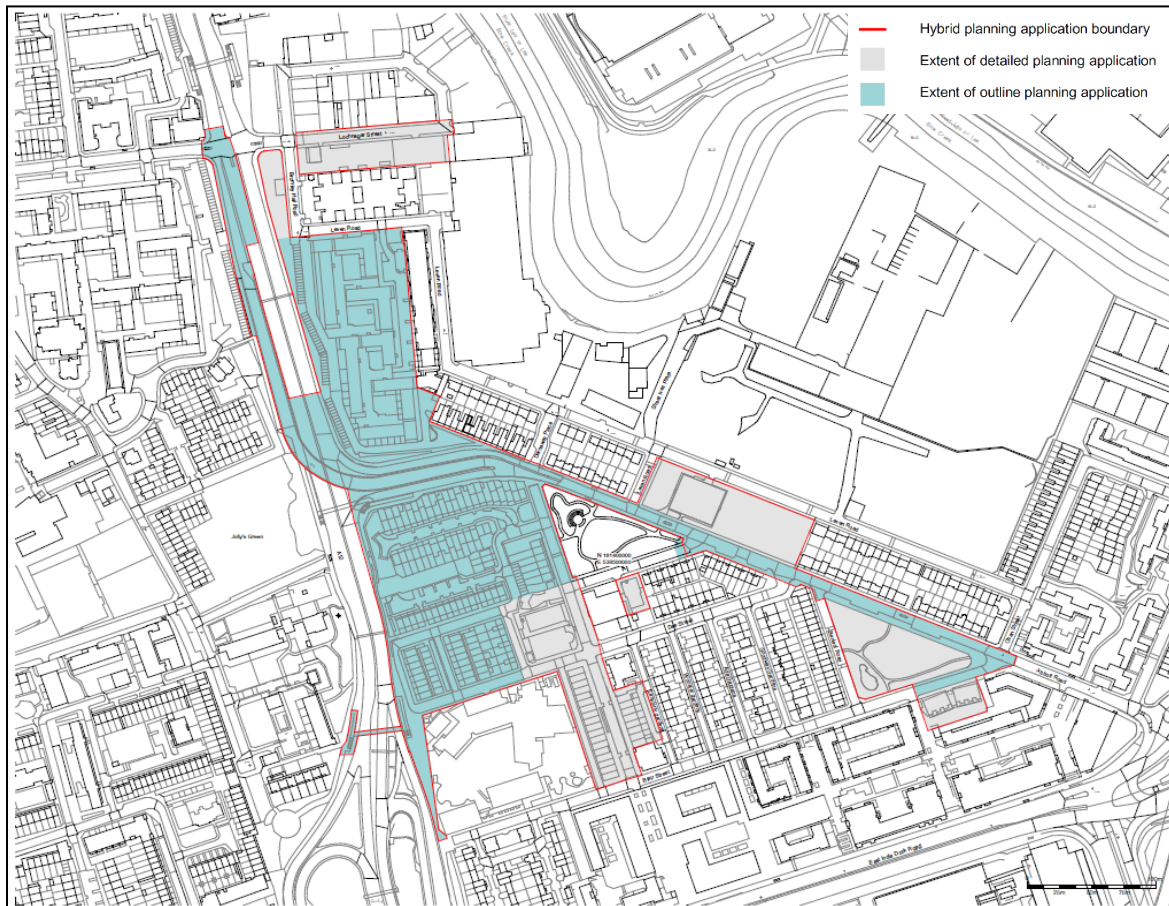
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INTRODUCTION

- 1 This Non-Technical Summary is part of the Environmental Statement that supports the planning application to the London Borough of Tower Hamlets for the redevelopment of land located at the site of the Aberfeldy Village Estate. The planning application is submitted by Aberfeldy New Village LLP, who are referred to as the ‘Applicant’.
- 2 The planning application seeks permission to demolish all the existing buildings and then the construction of a new development, in two parts. The first part of the application seeks full¹ (also referred to as ‘detailed’) permission for construction of five building plots² that will provide a mixture of new homes and retail space. The second part of the application seeks outline³ permission for construction of eleven ‘plots’, which will provide a mixture of new homes, with some flexible workspace and retail space. In total, these proposals will create up to 1,628 new homes across 24 new buildings (ranging in height from 2 to 28 storeys) and will include new areas of open space and landscaping around the site, as well as some alterations to the surrounding road network. Throughout the rest of this document, the above works are referred to as the ‘Proposed Development’.
- 3 **Figure 1** shows the extent of the outlined and detailed elements of the Proposed Development.

Figure 1 **Extent of Outline and Detailed Elements of the Proposed Development**



- 4 The site covers a total area of 8.14 hectares, encompassing fourteen buildings, and is bordered by the unoccupied Bromley Hall School and Lochnagar Street to the north; Abbott Road (B125) and

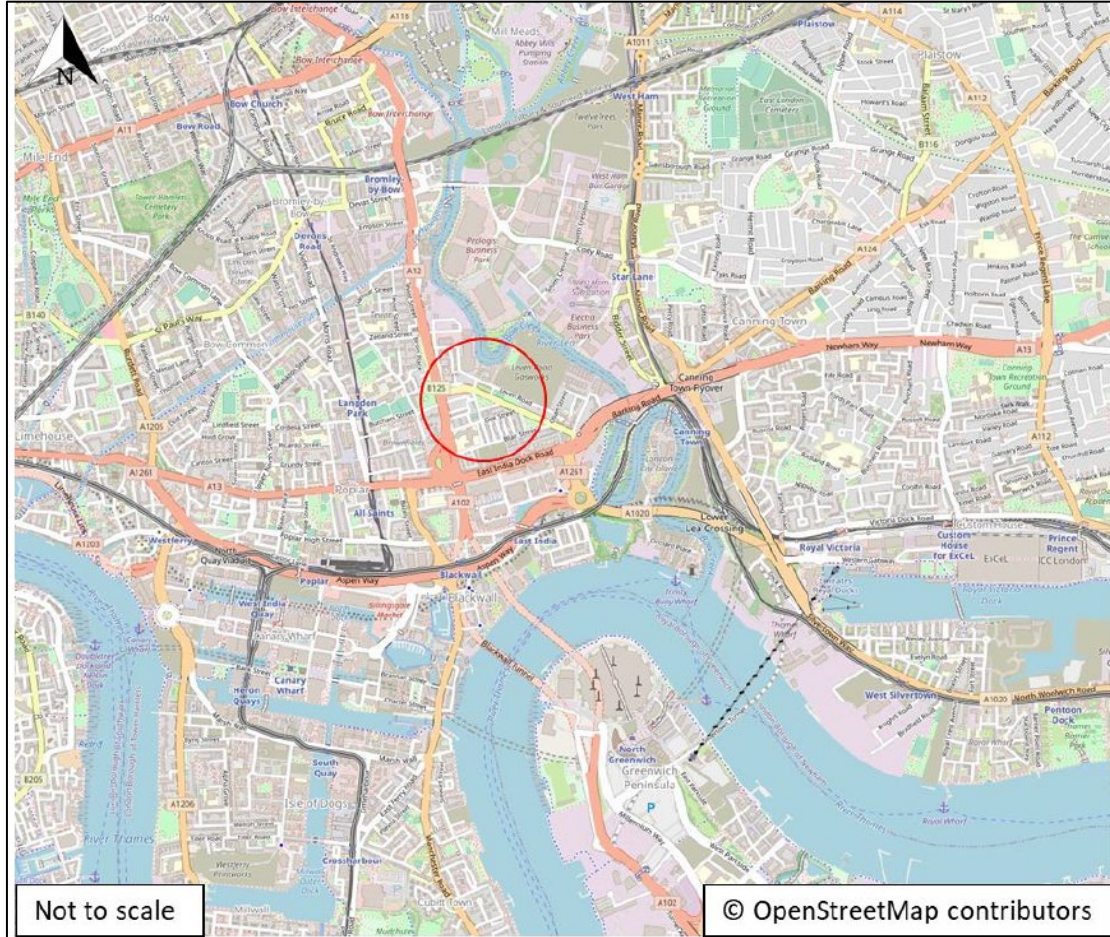
¹ A ‘Full’ planning application includes detailed drawings and schedules that set out exactly what is proposed to be built.

² Each building ‘plot’ may include several individual buildings.

³ An ‘Outline’ planning application seeks permission for key principles of development, including maximum building heights and amount/use of development, with the further detailed design (including actual appearance and design of the buildings) left for approval at a later stage (through a Reserved Matters application).

Leven Road to the east; Culloden Primary School and residential areas off Blair Street to the south, beyond which lies the A13; and the A12 (Blackwall Tunnel North Approach) and properties on Joshua Street to the west. Throughout the rest of this document, the above area is referred to as the ‘Site’, the location of which is shown below in **Figure 2**.

Figure 2 Site Location



- 5 The area around the Site comprises a mix of residential and commercial uses, and roads. The Site is bordered by Bromley Hall School, Lochnagar Street and industrial land to the north; Abbott Road (B125) and Leven Road to the east; Culloden Primary School and residential areas off Blair Street to the south; and the Blackwall Tunnel Northern Approach Road (A12) and properties on Joshua Street to the west.
- 6 This document is a Non-Technical Summary of the findings of the Environmental Impact Assessment (also referred to as EIA) which are reported on in the October 2021 Environmental Statement. This Non-Technical Summary has been prepared to explain the Proposed Development, the reasonable alternatives studies by the Applicant, the likely significant beneficial and adverse environmental effects of the Proposed Development and the measures proposed to protect the environment. The Environmental Impact Assessment has identified the effects that could result during the demolition and construction works, and when the Proposed Development is completed and in use.
- 7 The Environmental Statement has been prepared in accordance with the relevant regulations relating to Environmental Impact Assessment.

Figure 3 Illustration of the Proposed Development



Purpose of the Environmental Impact Assessment and Non-Technical Summary

- 8 Environmental Impact Assessment is a process that allows the beneficial and adverse (positive and negative) environmental effects of certain projects on the environment to be identified and reported upon. This is required by law and helps the local authority (in this case, the London Borough of Tower Hamlets) understand the environmental effects of a new development when they make their decision on whether to grant planning permission for it.
- 9 Measures to protect the environment, otherwise known as ‘mitigation measures’ have also been identified as part of the Environmental Impact Assessment process.
- 10 Trium Environmental Consulting LLP has undertaken the Environmental Impact Assessment for the development and has prepared the Environmental Statement and this Non-Technical Summary document. The Environmental Statement is made up of a number of documents and so this Non-Technical Summary provides an overview of the Environmental Statement in non-technical language.

ASSESSMENT METHODOLOGY

Scoping

- 11 Scoping forms one of the first stages of the Environmental Impact Assessment process and it is through this scoping that the Local Planning Authority, (in this case the London Borough of Tower Hamlets) and other key statutory and non-statutory consultees are consulted on those environmental topics that should be considered in the Environmental Impact Assessment.
- 12 An EIA Scoping Opinion under the Environmental Impact Assessment Regulations was requested from the London Borough of Tower Hamlets on 12th August 2021. The London Borough of Tower Hamlets issued their response to this (called the EIA Scoping Opinion) on 8th September 2021. The scope and approach to the Environmental Impact Assessment has been informed by this EIA Scoping Opinion.

Environmental Impact Assessment Technical Topics

13 Several technical topics have been considered as part of the Environmental Impact Assessment process. The below lists all the technical topics considered. For some technical topics, initial research identified that no significant environmental effects would be likely and, on this basis, no further work in relation to these technical topics was necessary. Where significant environmental effects were considered likely, further detailed studies have been undertaken as part of the Environmental Impact Assessment (these topics are highlighted in **bold**):

- **Socio-Economics;**
- Health;
- **Traffic and Transport;**
- **Noise and Vibration;**
- **Air Quality;**
- **Wind Microclimate;**
- **Daylight, Sunlight and Overshadowing;**
- **Light Pollution;**
- **Solar Glare;**
- **Archaeology;**
- **Climate Change;**
- **Greenhouse Gas Emissions;**
- **Townscape, Built Heritage and Visual**
- Major Accidents, Vulnerability and Natural Hazards⁴;
- Geo-environmental (Land Contamination);
- Land Take;
- **Water Resources, Drainage and Flood Risk;**
- Ecology;
- Aviation;
- Television (TV), Radio and Mobile Telephone Reception; and
- Waste and Materials.

Impact Assessment Methodology

- 14 The Environmental Impact Assessment process is undertaken in a number of stages, with each technical topic assessment following the same process.
- 15 Firstly, the 'baseline' is identified. The baseline considers the existing conditions of the Site and surrounding area. Where an area is subject to widespread, planned change, and is rapidly changing, a 'future baseline' is established. This future baseline makes reasonable predictions (based on published information and professional knowledge / experience) of the likely change that may occur within the area over time – for example in relation to traffic and air quality.

⁴ *Project Vulnerability, Major Accidents, and Natural Disasters have been discussed inherently as part of the Wind Microclimate assessment (in relation to the potential for strong winds) and as part of the Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare assessment (in relation to any potential for solar glare). As a result, no additional assessment or discussion has been made in respect to Project Vulnerability, Major Accidents and Natural Disasters both within ES Volume 1 and the NTS*

- 16 Within the relevant baseline conditions, a number of key ‘receptors’ are identified. The sensitivity of the receptor is then established based on the baseline research.
- 17 The potential environmental impacts associated with the Proposed Development, during the demolition and construction works and when the Proposed Development is completed and operational, are then assessed. The magnitude (the scale or extent) of a predicted impact is considered against the receptors and receptor sensitivity (or importance) in order to identify the scale of an effect. The duration and geographic scale of the effects are also taken into account.
- 18 For defining the scale of an effect, the following language is used: ‘negligible’; ‘minor’; ‘moderate’; and ‘major’. Specific definitions are given in each technical chapter of **Volume 1, Environmental Statement**, but generally the following criteria is used:
- **‘Negligible’** Imperceptible effect;
 - **‘Minor’** Small effect;
 - **‘Moderate’** Medium effect; or
 - **‘Major’** Large effect;
- 19 For defining the nature of effect, the following language is used: ‘beneficial’; or ‘adverse’ in nature. Generally speaking, these terms mean the following:
- ‘Adverse’: Negative effects to an environmental / socio-economic resource or receptor; or
 - ‘Beneficial’: Positive effect to an environmental / socio-economic resource or receptor.
- 20 In relation to the assessment on townscape and views, the term **‘Neutral’** may also be used. A neutral effect is one in which either there is no noticeable beneficial or adverse effect, or, in which the effect is considered neither beneficial nor adverse overall, having made a ‘net equation’ judgment that takes into account both beneficial and adverse impacts.
- 21 As a general rule, the following applies to identifying whether an effect is considered ‘significant’ or ‘not significant’ (although where this differs for a technical topic, this has been clearly stated in the topic’s methodology):
- ‘Moderate’ or ‘Major’ effects are deemed to be ‘significant’;
 - ‘Minor’ effects are considered to be ‘not significant’, although they may be a matter of local concern; and
 - ‘Negligible’ effects are considered to be ‘not significant’ and not a matter of local concern.
- 22 It is important that the ‘significant’ adverse effects are identified and reduced as far as is practical through the design process, or through other measures, and represent key factors or material considerations in the planning decision making process. If a significant adverse effect is identified, measures are required to reduce or remove the effect; these measures are referred to as ‘mitigation measures’. Once the mitigation measures have been identified, the effect is re-assessed to understand whether the scale of effect has changed because of the mitigation measures. All adverse effects, both significant and not significant, will be mitigated as far as possible. Any impacts that remain once these measures are put into place are reported as ‘residual effects’.
- 23 Effects resulting from a combination of the Proposed Development and other surrounding development schemes are assessed; in addition, the combination of lots of different effects from the Proposed Development on a single receptor are assessed as well. These are referred to as ‘cumulative effects’.
- 24 All of the likely effects of the Proposed Development are reported within the Environmental Statement, and the likely significant beneficial, adverse and neutral residual effects (after mitigation measures)

are specifically highlighted.

- 25 The Non-Technical Summary of the Environmental Statement (i.e. this document) is required to present a summary of the likely significant effects of the Proposed Development. As such, a summary of the likely significant effects relating to the Proposed Development is contained within this Non-Technical Summary, with the detailed assessment being contained within each relevant technical topic assessments reported within the Environmental Statement (**ES Volumes 1-3**).

THE SITE AND SURROUNDING AREA

Site Description

- 26 Currently, the Site comprises fourteen buildings, predominantly low rise (up to four storeys), which provide 330 homes. However, its surroundings have a diversity of heights, ranging from two to twenty-six storeys. There are many residential buildings currently located in the site, as well as public open space, which include, but are not limited to the following:
- Abbott Road;
 - Aberfeldy Street;
 - Balmore Close;
 - Blairgowrie Court;
 - Heather House;
 - Tartan House;
 - Numbers 33-35 Findhorn Street;
 - 384 Abbott Road (Poplar Works);
 - Lochnagar Street;
 - Nairn Street Estate; and
 - Leven Road Open Space and Braithwaite Park.
- 27 Existing retail and community uses within the Site are present along Aberfeldy Street, including a row of shops, the Aberfeldy Community Centre and the Aberfeldy Practice (GP surgery).
- 28 Key features and buildings in the immediate surrounding area include the following:
- Millennium Green;
 - St Nicolas Church;
 - Culloden Primary School on Dee Street;
 - The unoccupied, listed Bromley Hall School to the north of the Site;
 - Bow Creek (a tributary to the River Lea); and
 - New residential development to the south (Phases 1 – 3 of the Aberfeldy Village Masterplan)⁵.
- 29 **Figure 4** provides some images of the Site and surrounding area.
- 30 The Aberfeldy Estate is one of the most physically and geographically segregated parts of the London Borough of Tower Hamlets, with the A12 and A13 road networks splitting the Estate from the rest of Poplar and Blackwall. No cycle routes are located within the Estate and two pedestrian underpasses connecting the Site to the west under the A12.

⁵ The Aberfeldy Village Masterplan received outline planning consent in 2012. Phases 1, 2 and 3a of the original masterplan have been completed on site and are now occupied. Phase 3b of the masterplan is currently under construction and nearing completion.

Figure 4 Photographs of the Existing Site



Aberfeldy Street



St Nicholas Church, Aberfeldy



View looking West along Balmore Close



Looking south along Nairn Street



Poplar Works development along Nairn Street



Entrance to pedestrian underpass along Abbott Road



Jolly's Green



View along Dee Street to Balfron Tower

Environmental Context

31 The site and the surrounding area’s main environmental features and designations are presented in **Table 1** and shown in **Figure 5**.

Table 1 Outline of the Site and Surrounding Area’s Environmental Context

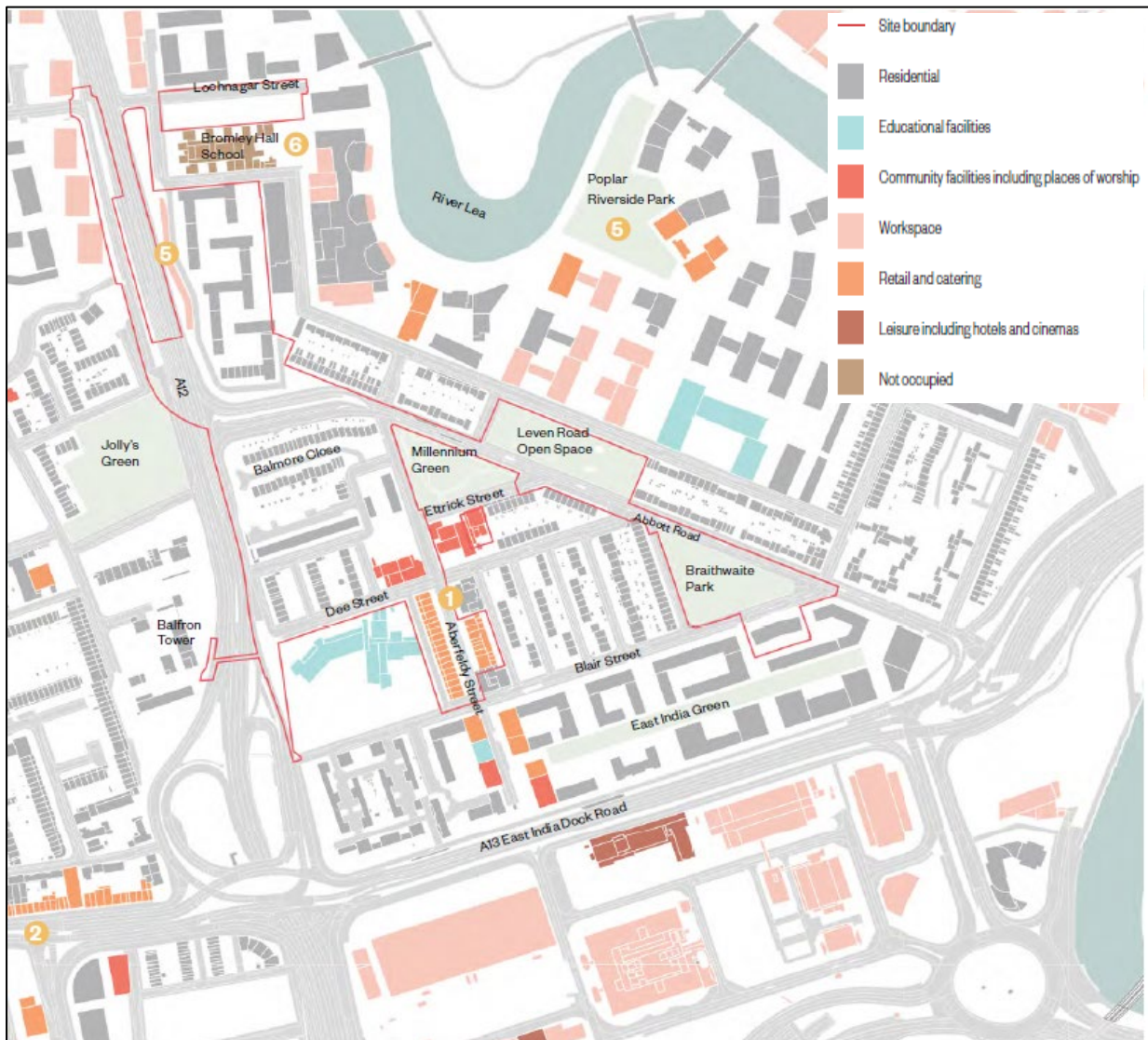
Environmental Topic	Key features and designations
Air Quality	<ul style="list-style-type: none"> The whole of the London Borough of Tower Hamlets has been identified by the council as having air pollution levels which are, or are likely to, exceed national air quality objectives. Monitoring of air quality is undertaken at Blackwall, directly adjacent to the Site.
Archaeology	<ul style="list-style-type: none"> The Site lies within an area that has the potential for archaeology to be present in the ground.
Daylight, Sunlight, Overshadowing and Solar Glare	<ul style="list-style-type: none"> Residential buildings that are close to the Site and therefore most at risk to changes in daylight and sunlight received inside the properties as a result of new buildings being developed on the Site, include those along Lansbury Gardens to the east of the Site and Blair Street to the south of the Site. Other nearby (non-residential) buildings that may be at risk of changes in daylight and sunlight as a result of new buildings being developed on the Site, include Bromley Hall School, Poplar Baptist Church, St Nicholas Church and the buildings on Brion Place. Traffic and road users of the A12 adjacent to the Site may be sensitive to solar glare⁶ as a result of the Proposed Development. Areas at risk of experiencing overshadowing⁷ include gardens of nearby homes, nearby parks/open spaces, including Millennium Green and also Bow Creek / River Lea.
Ecology and Biodiversity	<ul style="list-style-type: none"> The Site has limited ecological value and low potential to provide habitat to any protected species (other than nesting birds), as it is comprised of buildings and hardstanding.
Ground Conditions	<ul style="list-style-type: none"> The geology below ground is not sensitive.
Noise	<ul style="list-style-type: none"> The main existing source of noise is from road traffic on the A12 to the west of the Site and the East India Dock Road (A13) to the south of the Site.
Education and Healthcare Facilities	<ul style="list-style-type: none"> There are three early years facilities within the local area, offering care for 2-4 year olds. There are a total of 14 primary schools within a 3.2km (2 mile) radius of the Site. Culloden Primary School is located on the boundary of the Site. There are 9 secondary schools in the London Borough of Tower Hamlets, four of which are within 3.2km (2 miles) of the Site. Within the local area there are six dental practices, the closest to the site being the All Saints Dental Care (approx. 640m east).
Transport	<ul style="list-style-type: none"> The Site is assessed as having a poor to moderate level of access to public transport based on the existing public transport links available on the Site and nearby. Langdon Park DLR Station is the closest station to the site located approx. 275m to the west of the Site. The closest bus stops are located 10m to the east of the Site on Leven Road and 100m south of the Site on Brunswick Road which provide multiple services including routes 309, 108 and 115 towards Canning Town, Bethnal Green and East Ham. Only the 309 bus route goes through the Site. Cycleway Superhighway 3 forms the main strategic cycle route in the surrounding area, located approx. 300m south of the site. The Site is very well connected with the wider area, but poorly connected to the immediate context, which has an isolating effect on this neighbourhood.

⁶ A direct reflection of the sun from the surface of a building.

⁷ A shadow cast on the ground.

Environmental Topic	Key features and designations
<p>Townscape, Built Heritage and Views</p>	<ul style="list-style-type: none"> • There are no listed buildings within the Site and the site is not located within a Conservation Area. • There are nine Conservation Areas within 1km radius of the site, the nearest being the Balfroon Tower Conservation Area, located approximately 15m west of the Site (on the opposite side of the A12). • There are no listed buildings located within the Site. However, 17 listed buildings are located within 1km radius of the Site, the closest one being the Balfroon Tower, St Leonard's Road (Grade II* listed) which is located approximately 15m to the west (on the opposite side of the A12). • St Nicholas' Church is located within the site, which performs an important civic and social function for the neighbourhood (although is not a Listed Building). • Borough Designated View 5 – Balfroon Tower from Langdon Park and Borough Designated View 6 – Balfroon Tower from East India Dock Road have been included in the Townscape Assessment.
<p>Flood Risk</p>	<ul style="list-style-type: none"> • The Site is located within Flood Zone 3 due to it's proximity to the River Lea, and is therefore at high risk of flooding, although it benefits from flood defences which lowers the risk of flooding.

Figure 5 Site and Surrounding Area Environmental Context



Sensitive Receptors

- 32 The receptors that have been considered within the Environmental Impact Assessment are very varied and include, but are not limited to the following receptor 'groups' identified:
- The Site's existing and future residents, visitors and workers;
 - Local commercial buildings and occupants;
 - Construction workforce;
 - Community facilities, including GPs, nurseries and schools (including the nearby Culloden Primary School);
 - Users of the roads and public transport, pedestrians and cyclists;
 - Open space users (i.e., roof terraces, public realm, gardens, amenity spaces and play areas);
 - Existing residents and homes close to the Site;
 - Local townscape and views into and across the Site;
 - Listed buildings and Conservation Areas, including the Balfron Tower Conservation Area, the Balfron Tower, St Leonard's Road Grade II* listed building and St Nicholas' Church; and
 - Potential below ground archaeological remains.
- 33 Individual sensitive receptors are detailed in the Environmental Statement (Volume 1, Chapter 2: EIA Methodology).

ALTERNATIVES AND DESIGN EVOLUTION

- 34 The following sections of this Non-Technical Summary explain the alternative sites considered, the option of not developing the Site and the design process that has taken place.

No Development Alternative

- 35 The 'No Development Alternative' refers to leaving the Site in its current state and not building the Proposed Development.
- 36 Aberfeldy is one of the most physically and geographically segregated parts of the borough, with the A12 and A13 road networks splitting the existing Estate from the rest of Poplar and Blackwall. The No Development option would not be desirable as the existing housing estate is in a poor state of repair and is in need of improvement. The No Development option of the Site has therefore not been considered in further detail as the Site represents an opportunity to be redeveloped to provide much needed housing and public realm enhancements to the Aberfeldy Estate in accordance with the aspirations of the London Borough of Tower Hamlets.
- 37 Regeneration of this nature will lead to both new residential floorspace and employment opportunities which leads to other direct and indirect socio-economic benefits that would otherwise not be realised should the Site be left in its current state.

Alternative Sites

- 38 No alternative sites or locations have been considered for the Proposed Development. The Site is identified for regeneration by the London Borough of Tower Hamlets⁸.

⁸ London Borough of Tower Hamlets, *Regeneration Delivery Plan, 2019*

Alternative Designs

- 39 There are several key design considerations and framework principles which have guided the design evolution of the Proposed Development. The design has evolved as a result of these starting principles. No wholesale alternative designs have been developed, which differ from these starting principles, however the design of the Proposed Development has emerged and evolved in response to feedback from the pre-application consultation process (both in terms of the public consultation process and the pre-application discussions with the London Borough of Tower Hamlets, Transport for London and the Greater London Authority) as well as design development, and input in relation to the technical and environmental design aspects of the scheme.

Design Evolution

Consultation

- 40 An extensive programme of consultation has been undertaken throughout the design evolution of the Proposed Development. This included a series of pre-application discussions with the London Borough of Tower Hamlets and the Greater London Authority on the evolving design of the Proposed Development, as well as close discussions with Transport for London and other statutory consultees. The principal meeting topics with the statutory consultees included:

- Planning Policy and Land Use;
- Design and Townscape;
- Transport; and
- Open Spaces and Public Realm.

- 41 Additionally, a two-year long programme of public consultation has been undertaken, engaging local schools and residents about the Proposed Development, seeking feedback to feed into design considerations. Design considerations the design team have incorporated within the masterplan, in response to feedback from children and young people, in their manifesto and in early design discussions, include, amongst others:

- Improved connectivity between homes, community infrastructure and open spaces for pedestrians and cyclists;
- Improved road safety for pedestrians and cyclists and an improved environment to walk around;
- More and improved access to shared green spaces, with these spaces offering play opportunities for all ages;
- Improved play and hang out opportunities for teenagers including a bucket swing, climbing frame and social benches and improved opportunities for diverse ball games. Improved opportunities for adventurous play and exercise including a good outdoor gym, bouldering and parkour. Informal hard spaces for scooting, skating and skateboarding. More incidental and informal doorstep play;
- Improved lighting to key routes subject to biodiversity considerations;
- Enhanced school street;
- Quiet spaces;
- Spaces for community events; and
- More intergenerational spaces.

- 42 For full details on the consultation undertaken that has fed into the design evolution of the Proposed Development, please see **ES Volume 1, Chapter 3: Alternatives and Design Evolution**.

Design Considerations

- 43 The EIA team has worked alongside the Design Team to ensure that ‘mitigation by design’ principles have been incorporated into the evolving scheme, and so the evolution of the design has included, where relevant, consideration of environmental effects and issues.
- 44 Further to design evolution in response to public consultation, the design of the Proposed Development has also considered the opportunities and limitations presented by the site and surrounding context. The key considerations during the design evolution of the scheme are presented below:
- Respond to and address the severance caused by the strategic infrastructure that surrounds the site (A12, A13 and River Lea);
 - Improve pedestrian connectivity between the Site and the west of the A12 by repurposing or improving the existing vehicular and pedestrian underpasses;
 - Improve the character and environment of the existing Dee Street underpass;
 - Improve connectivity and permeability within the Site generally and ensure that pedestrian movement within the site stitches into the surrounding movement network including any emerging connections;
 - Create a new public green open space at the heart of the Proposed Development;
 - Create new public spaces throughout the Proposed Development;
 - Improve the existing green spaces of Leven Road Open Space and Braithwaite Park and connect the green spaces along a Healthy Street;
 - Traffic calm Abbott Road and make it more pedestrian friendly;
 - Retain and integrate existing mature trees into new public realm where possible;
 - Continue the narrative of Poplar Works and introduce a new creative hub parallel to the A12;
 - Improve the retail offer along Aberfeldy Street and promote it as a Local Centre;
 - Consider the noise and air quality impact of the A12 and create a buffer to this through landscaping and buildings to help minimise the noise and air quality impact of the A12 on the Site;
 - Consider the location of heritage assets and listed buildings in close proximity to the site and their architectural character, including Balfron Tower, Carradale House, Glenkerry House, Bromley Hall School and Saint Nicholas Church;
 - Consider the site’s location with the Poplar Riverside Opportunity Area, and the opportunity to locate taller buildings along the A12, whilst responding to the listed landmarks of Balfron Tower and Bromley Hall School;
 - Consider the location of the site in proximity to surrounding conservation areas, notably the Balfron Tower Conservation Area;
 - Consider the existing and emerging built form adjacent to the site when determining the scale and massing of the Proposed Development; and
 - Consider the site’s location within Flood Zone 3 and the proximity of the River Lea and River Thames.
- 45 The consultation process coupled with the design considerations outlined above led key stages of the design evolution.

Environmental Considerations

- 46 Many environmental considerations were assessed during the evolution of the site layout including air

quality, noise and vibration, daylight, sunlight and overshadowing, transport, wind microclimate and heritage.

- 47 As the western boundary of the Site runs along the A12, the design team investigated design opportunities to amend the positioning of the new buildings to create a noise barrier to reduce noise levels within the Site. Buffer buildings and non-residential workspace uses were introduced along a large portion of the western Site boundary, which acts as a noise barrier between the A12, and the proposed residential land uses to the east of the Site. The location of the buffer building reduces noise and air pollution to the homes within the lower floors of the residential buildings.
- 48 The daylight, sunlight and overshadowing specialists worked closely with the architects throughout the design process to ensure daylight and sunlight impacts upon neighbouring homes, external open spaces and the Proposed Development itself were minimised as far as possible. In total, the Proposed Development was tested as a whole five times, with an additional five tests undertaken on localised areas, with the scheme being amended accordingly, based on the results of the assessment. Amendments were made throughout the scheme, including changes to the massing, to reduce the impact upon sensitive receptors.
- 49 Working closely with the Transport Consultants, the proposals developed to reconfigure the A12 and Abbott Road junction. Many iterations of the site layout were tested to identify the best location for the new junction and different options to improve the pedestrian crossing. Following extensive consultation, the decision was made to extend Abbott Road to align to its historic route and create a new A12 junction further to the north. The decision was also made to retain the existing vehicular underpass and repurpose this for pedestrian use, improving connections between east and west Poplar.
- 50 In addition, the wind consultants input into the proposals from the outset and tested various iterations of the scheme which resulted in changes to the massing, layout and landscaping proposals.
- 51 The redevelopment of the Site considered the presence of St Nicholas' Church adjacent to the Site. As such, the Proposed Development has sought to reinstate the importance of St Nicholas' Church as a civic presence in the area by creating a new public Town Square in front of the Church and pedestrianising Aberfeldy Street at the Church's entrance.
- 52 Further information on the environmental considerations can be found in the Environmental Statement (**Volume 1: Chapter 3 Alternatives and Design Evolution**).

Building Massing, Orientation and Building Heights

- 53 The massing and building heights of the Proposed Development respects and responds to the scale of the existing site context. The heights of the Proposed Development have been guided by the height of adjacent and future developments, the Balfour Tower and Balfour Tower Conservation Area and planning policy on tall buildings.
- 54 Tower Hamlets, and in particular the area around the Aberfeldy Estate and along the River Lea, is changing rapidly and will continue to change because of the new and emerging development in the Leaside area which surrounds the site. This changing context has informed the Proposed Development proposed massing.
- 55 Throughout the design development process, the scheme has undergone a number of changes to the massing and building heights in response to feedback received from the London Borough of Tower Hamlets, the Greater London Authority and Historic England. Tall buildings are positioned in such a way as to avoid breaking the silhouette of any tall buildings clusters when seen from the southern bank of the Thames Riverfront.
- 56 A key consideration to the design development process was the need for a sensitive response to

Balfron Tower (Grade II* listed) and consideration of the borough designated views towards Balfron required the preservation of sky space surrounding Balfron and resulted in the redistribution of height and massing across the masterplan. The proposed tall buildings are located to mark the new underpass at Highland Place and to consolidate density away from Balfron Tower. Buildings in the vicinity of Balfron Tower are lower and so will not undermine the existing building's impact and imposing scale. By keeping buildings in this area low, the 'sky-space' around Balfron Tower and the Balfron Tower Conservation Area will be protected, ensuring that the Proposed Development and the historic buildings read as separate and distinct from one another.

- 57 Further information on the design evolution of the Proposed Development can be found in the Environmental Statement (**Volume 1: Chapter 3 Alternatives and Design Evolution**).

THE PROPOSED DEVELOPMENT

- 58 The Proposed Development (as shown in **Figure 6**) will comprise a new residential led mixed-use scheme comprising of 24 buildings of varying heights.
- 59 The Proposed Development will provide up to 1,628 residential units, retail, workspace, food and drink uses, car and cycle parking, a new pedestrian route through the existing vehicular underpass, landscaping including open spaces and public realm, as well as new means of access, associated infrastructure and highway networks.
- 60 The majority of buildings within the Site, as well as 330 existing homes will be required demolition as part of the Proposed Development. A Decant Strategy has been submitted alongside the planning application which sets out the relocation options available to the existing residents. The proposed phasing strategy and approach to redevelopment will allow all residents the opportunity to move only once and stay on the Aberfeldy Estate should they so wish.
- 61 The 24 buildings will range from 1 to 28 storeys, reaching up to a maximum height of 100m Above Ordnance Datum. One of the buildings within the Proposed Development will have a single basement level, reaching a maximum depth of -2m Above Ordnance Datum.
- 62 The detailed part of the planning application seeks the demolition of the existing buildings (with the exception of the Aberfeldy Practice building and some of the Poplar Works building) and construction of five buildings plots ranging in height from 5 storey to 11 storeys. This part of the planning application will provide 277 residential units and retail space and will also provide cycle parking a new public realm.
- 63 The outline part of the planning application seeks permission to construct 11 building plots which range in height, with the highest being 100m Above Ordnance Datum and the lowest being 39m Above Ordnance Datum. This will comprise residential uses, retail space, workspace, car parking, cycle storage and the provision of associated highway and infrastructure networks.
- 64 The Proposed Development will be delivered in four phases (Phases A, B, C and D). Phase A comprises the part of the Proposed Development for which detailed planning permission is sought. Phases B, C and D comprise the part of the Proposed Development for which outline planning permission is sought.
- 65 **Figure 6** shows the split between the area of the Proposed Development covered by the detailed part of the planning application (shown as Phase A), the area covered by the outline part of the planning application (shown as Phases B, C and D) and the layout of the proposed buildings.

Type and Amount of Development

- 66 The maximum amount and type of development that planning permission is being sought for is set out by planning phase below.
- 67 Phase A of the Proposed Development will provide:
- 277 residential units in a mix of studio, 1-bed, 2-bed, 3-bed, 4-bed and 6-bed units;
 - Retail space;
 - Cycle parking; and
 - New public Realm.
- 68 Phases B-D of the Proposed Development (the Outline Application) will provide:
- Up to 1,351 residential units in a mix of studio, 1-bed, 2-bed, 3-bed, 4-bed and 6-bed units;
 - Retail space;
 - Work space;
 - Car parking;
 - Cycle Storage; and
 - Associated highways and infrastructure works. .

Layout, Massing and Scale

- 69 The heights of the buildings within the Proposed Development range from 2 to 28 storeys and are displayed in **Figure 7**. For context, the heights of the existing buildings in the surrounding area, as well as the buildings within the Site to be retained - Aberfeldy Practice and some of the Poplar Works buildings, are also shown.

Figure 7 Building Heights (in Storeys) of the Proposed Development and Surrounding Area



Detailed Proposals

- 70 There are five building plots included in the Detailed Proposals (Phase A): Building Plot F, Building Plot H (which provides two buildings), Building Plot I, and Building Plot J.
- 71 **Building Plot F** ('The Square') is located towards the centre of the Site (north of Culloden Primary School) and will be up to 11 storeys above a ground floor, with a maximum height of 42.73m. The ground floor of Building F will be dedicated entirely to the provision of the main entrance lobby, retail, marketing suite, cycle storage and plant areas. Floors 1 – 11 are predominantly residential, with some plant space included on the first floor, containing one, two and three-bedroom homes with private balconies / terraces. The rooftop includes a communal roof terrace and plant.
- 72 **Building Plot H** will comprise two buildings (H1-2 and H3), located east of Culloden Primary School. Building H1-2 will be jointly connected and lie on the southern side of Aberfeldy Street whilst Building H3 will lie on the eastern side. Buildings within Plot H are located adjacent to Blair Street and Lansbury Gardens. Building H1-2 will range in height between 29.58 and 30.87m. Building H3 height ranges between 20.35 and 25.17m. The ground floor levels comprise of entrance lobbies, retail units with common facilities, plant and cycle storage. The general arrangement of floors one to seven comprise

of one, two, three and four-bedroom homes with private balconies / terraces. Across buildings H1/3, floor 1 to 7 include a mix of one, two, three and four- bedroom homes with private balconies / terraces. A communal terrace on each side of the building will be located on the fifth floor.

- 73 **Building Plot I** is located south of Blair Street and east of Blairgowrie Court. The building comprises ground floor plus 10 storeys with a maximum height of 39.38m. Ground floor uses across Building I include residential amenity, plant, general storage, cycle storage and two two-bedroom homes with gardens to the front and rear. Floors 2-10 will include a mix of one- and two-bedroom homes. A communal terrace on the east side of the building will be located on the sixth floor whilst another communal terrace will be on the west side of the building on the seventh floor.
- 74 **Building Plot J** is located adjacent to Bromley Hall Road and Lochnagar Street. Building J will be six storeys with a maximum height of 26.90m. Ground floor uses across Building J include an entrance lobby and plant / cycle storage and residential uses comprising a mix of three, four and six-bedroom homes with private gardens. Floors 1-5 will contain three and six-bedroom residential units, roof lights for the existing residential units, private roof terraces to the residential units and green roofs.

Outline Proposals

- 75 The Outline Proposals are being delivered across Phases B, C and D in 5 building plots: A – E.
- 76 **Building Plot A** is located adjacently to the A12 on the west site and Leven Road located to the north and east. Building A1-2 ranges in height between 9 and 49.5m. Building A3 ranges in height between 13.5 and 16.5m. Ground floor uses across Building A-2 will contain non-residential and residential use. These uses will be split across a lower and upper ground floor. Ground floor uses across Building A3 will comprise residential use. Across buildings A1-3, upper floors will be residential.
- 77 Across **Building Plot B**, there are 4 buildings (Buildings B1-5). Building B1-2 jointly connected and located directly south of Buildings A1-2 and lies adjacently to Enterprise Yard. Building B3 is located south of Buildings B1-2. Building 4 lies to the east of Building 1-2 with Leven Road located on the east side of Building B4. Building B5 lies adjacently to the A12 and Building B3. Across Plot B, buildings range in height between 10 and 100m AOD. Buildings B1-2 ranges between 10 and 83.5m in height. Building B3 is the tallest building within this Plot and across the entire Proposed Development ranging between 15 and 100m AOD in height. Building B4 will be a of maximum 13.5m AOD and Building B5 will be a maximum of 19m AOD in height. Ground floor uses within Building B1-2 will comprise both non-residential and residential use. Building B3 and Building B4 ground floor uses will comprise residential use only and Building B5 located adjacent the A12 is commercial with no residential use. Upper floor uses across Building B1-2, B3 and B4 comprise residential use only.
- 78 **Plot C** is located south-west of Jolly's Green. Plot C is made up of 3 buildings (Buildings C1-C6). Buildings C1-4 are connected whilst Building C5 and C6 stand as individual. Buildings C1-4 are located south of Building B3. The buildings are positioned in the centre of the Proposed Development. Building C5 and C6 are located adjacent to the A12 with Buildings C1-4 located east of C6 and 6. Building heights across Buildings C1-4 range between 10 and 84m. Building C5 will be a maximum of 18m in height. Building C6 will be a maximum of 18.5m in height. Ground floor uses across Buildings C1-4 comprise both residential and non-residential use split across upper and lower ground floor. Upper floor uses across Buildings C1-4 will comprise residential use. Ground floor uses and upper floor uses across Buildings C5 and C6 comprise non-residential use.
- 79 Buildings within **Plot D** comprised Buildings D1-4. These are all jointly connected and lie to the western side of the Site Boundary. Plot D is located adjacently to the west of Millennium Green and on the eastern side of Buildings C1-4. Plot D ranges in height between 15.5 and 39m AOD in height. Ground floor uses across Buildings D1-4 will comprise residential and non-residential uses. Upper floors uses will be residential.

80 Buildings within **Plot E** included Buildings E1-3 which are all jointly connected. Plot E lies to the south of Buildings C1-4 and to the north of Culloden Primary Academy. Plot E ranges in height between 9 and 43.5m in height. Ground floor uses across Buildings E1-3 will be residential and non-residential uses. This will be split across and upper and lower ground floor. Upper floors will be residential.

Appearance

Detailed Plots

81 The material for the external treatment of Plot F will include rich red tones in combination with textured applications of precast concrete. The frontage of Plot F at ground floor is predominantly active (i.e. retail uses) with the rest of the block occupied by residential units, apart from the south facing communal roof terrace. This building is chamfered⁹ to increase the opportunities for light to enter corner units. Where possible, the balconies of this building focus on The Square, a new proposed public open space (**Figure 8**).

Figure 8 Plot F Illustrative Image



82 The material for the external treatment of Plot H is characterised by terracotta and sand / beige brickwork tones in combination with a variety of precast concrete. The frontage of Plot H will predominantly comprise small retail shops, with the residential units located on the upper levels. This building has well-articulated corners, which have been recessed to embed balconies within the façade. Plot H also benefits from a pitched roof (**Figure 9**).

⁹ 'Chamfered' refers to sloping angles/corners.

Figure 9 Plot H Illustrative Image



83 The material for the external treatment of Plot I includes primarily sandy grey brickwork tones set against a rich plum base. To respond to the surrounding massing, Plot I has two smaller buildings to the east and west, with the tallest element located in between. The appearance of this building comprises horizontal bands, with inset balconies (**Figure 10**).

Figure 10 Plot I Illustrative Image



84 The material for the external treatment of Plot J includes rich red tones in combination with textured applications of precast concrete. Plot J will mainly comprise of a Victorian terraced housing style with front and rear gardens for each plot. Within this Plot, the pitched roofs change to become flat roofs at the lower levels (**Figure 11**).

Figure 11 Plot J Illustrative Image



Outline Plots

- 85 As the Building Plots in Phases B, C and D are subject to the outline part of the planning application, at this stage detailed of the materials and appearance of these buildings has not been defined. To guide the design of these buildings at a later stage, a Design Code has been developed which stipulates a number of design controls that will ensure that the buildings within the Outline plots will all be similar in architectural appearance. All the buildings, with the exception of one, will share the same general façade appearance, with high quality brick façades, glazing with metal window frames and concrete plinths to the lower non-residential floors. The façade of Building B3 will be durable, robust and high-quality cast material, glazing with metal window frames and a two storey concrete plinth.
- 86 Blank façades will be avoided in areas overlooking the public realm areas so that the public realm benefits from surveillance by the surrounding residential uses. Balconies will be recessed on the homes facing the A12 and in the taller buildings of the Proposed Development. Projecting balconies will be provided to all other homes within the Proposed Development.

Landscaping

- 87 The landscape design for the Proposed Development will create connections to the existing public green spaces both within the Site and in the surrounding area, which include:
- Millennium Green;
 - Braithwaite Park (within the Site);
 - East India Green;
 - Leven Road Open Space (within the Site); and
 - Poplar Riverside Park.
- 88 As part of the Proposed Development, the existing open spaces Leven Road Open Space and

Braithwaite Park will be relandscaped creating a more open space with a range of uses.

- 89 The landscape design comprises various Character Areas. These Character Areas have been defined across the Proposed Development and are shown within **Figure 12** and detailed below.

Healthy Street

- 90 The new Healthy Street comprises a green spine connecting the series of public open spaces that will run along the existing Abbott Road. The existing Leven Road Open Space and Braithwaite Park will be improved as part of the Detailed Proposals (i.e., in Phase A) of the Proposed Development. Leven Road Open Space will become a hub for sporting, fitness, and adventurous play. There will be new seating, paving and outdoor gyms. New tree planting to enhance the existing trees will be provided. Braithwaite Park re-provisions include a mix of activity such as; play, picnics, walks, relaxation and socialisation. It will be developed to be a sensory garden. The Proposed Development includes provisions of children’s play space and paving, and new tree planting.

Aberfeldy Street

- 91 The current Aberfeldy Street will be re-provided with a mix of retail and community facilities and will retain the existing street alignment and mature trees. The Square, a new proposed public open space positioned adjacently to Building F and St. Nicholas Church, will be used for community events or local markets.
- 92 Kirkmichael Road will become closed to traffic (as its existing state) to create a Play Street. Lansbury Gardens will be transformed into a functional residential street which will provide pedestrian, cycle, and vehicle access and parking to the existing homes. New tree planting will provide greenery to the street and break up arrangement of parking.
- 93 The Aberfeldy Street will act as a key route for connecting the various Building Plots and previous phases of the Aberfeldy Village Masterplan.

Community Lane

- 94 Community Lane is a residential north-south route with community at its heart. The street provides connections to Leven Road to Culloden Primary School and is intended to family and child friendly. Soft landscaping will be provided in order to encourage doorstep play. A mix of dedicated and playable opportunities and multiple play areas will be designed to cater for several ages, groups and abilities.

Enterprise Yard

- 95 Enterprise Yard will run parallel to the A12 and connects Poplar Works to the north and Blair Street to the south. The East West Links will improve permeability and connectivity within the masterplan and its surroundings, allowing pedestrians and cyclists to move freely through the neighbourhood between Aberfeldy Street, Community Lane and Enterprise Yard.

Podium Buildings

- 96 Three podium level communal spaces have been included within the Outline Proposals of the planning application and have been designed to be inclusive and accessible. The communal spaces can be found in Building Plots A, C and E and provide 80% play space and 20% communal space.

Allotments

- 97 A small section of land located adjacent to Plot J currently comprises a makeshift allotment area. The new proposed public realm will be centred on community togetherness and wellbeing with a community garden at its centre. The existing allotments will be built upon and expanded to a new interactive area and functioning community garden.

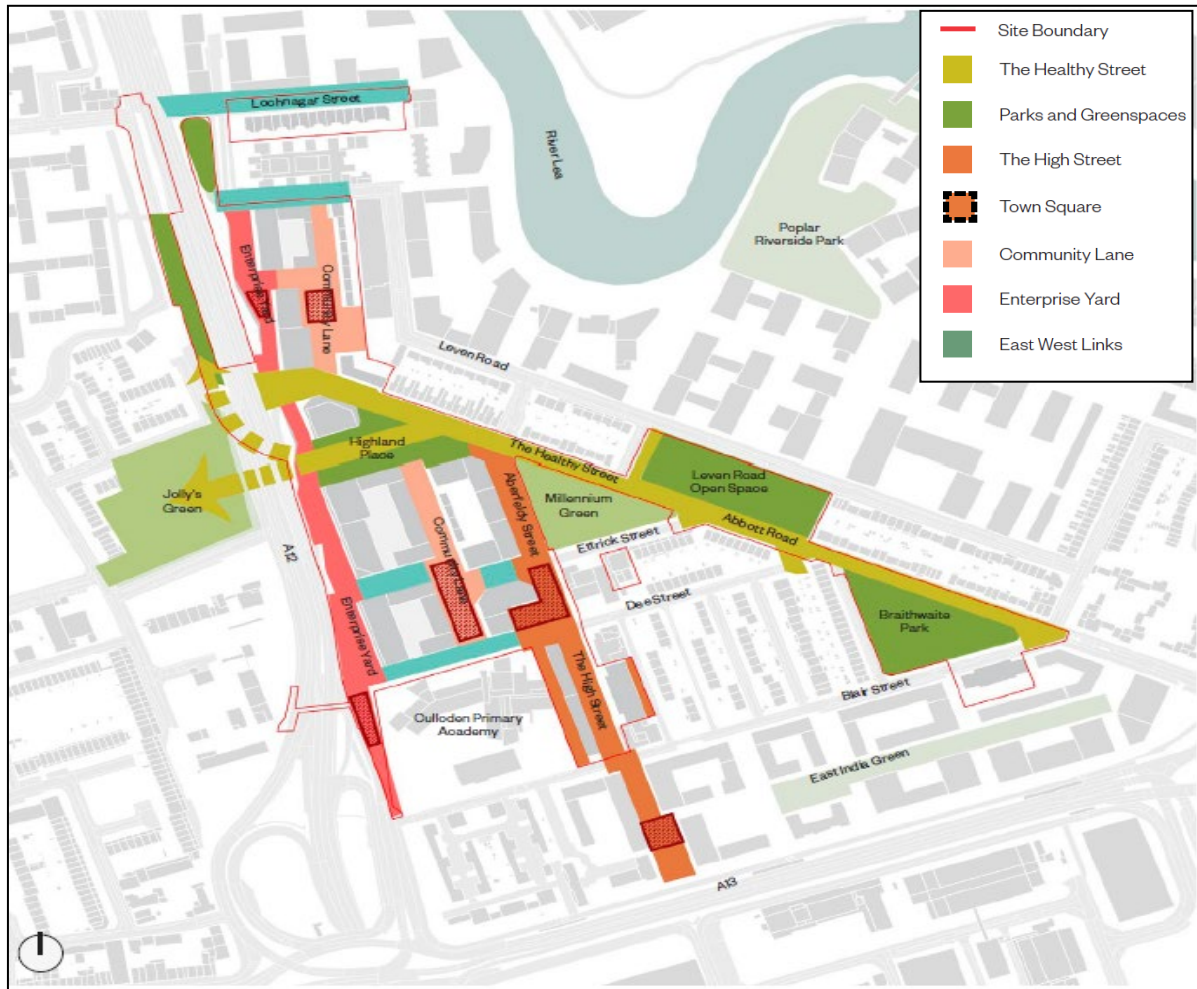
Roof Gardens / Terraces

- 98 Roof gardens will be spread across the Outline Proposals of the planning application with their design

providing a variety of activities and promoting socialisation.

- 99 Roof terraces are located within Plots F, H3 and I, included within the Detailed Proposals of the planning application. The roof terraces will provide communal space for relaxation, exercise, work, small gatherings, and events. There will be a variety of hard and soft surfaces, with hard surfaces for circulation, formal activity with a texture and interest and soft surfaces for informal relaxation. The roof terraces will encourage biodiversity with the provision of wildlife installations, bird baths and bird feeding stations.

Figure 12 Landscape Character Areas



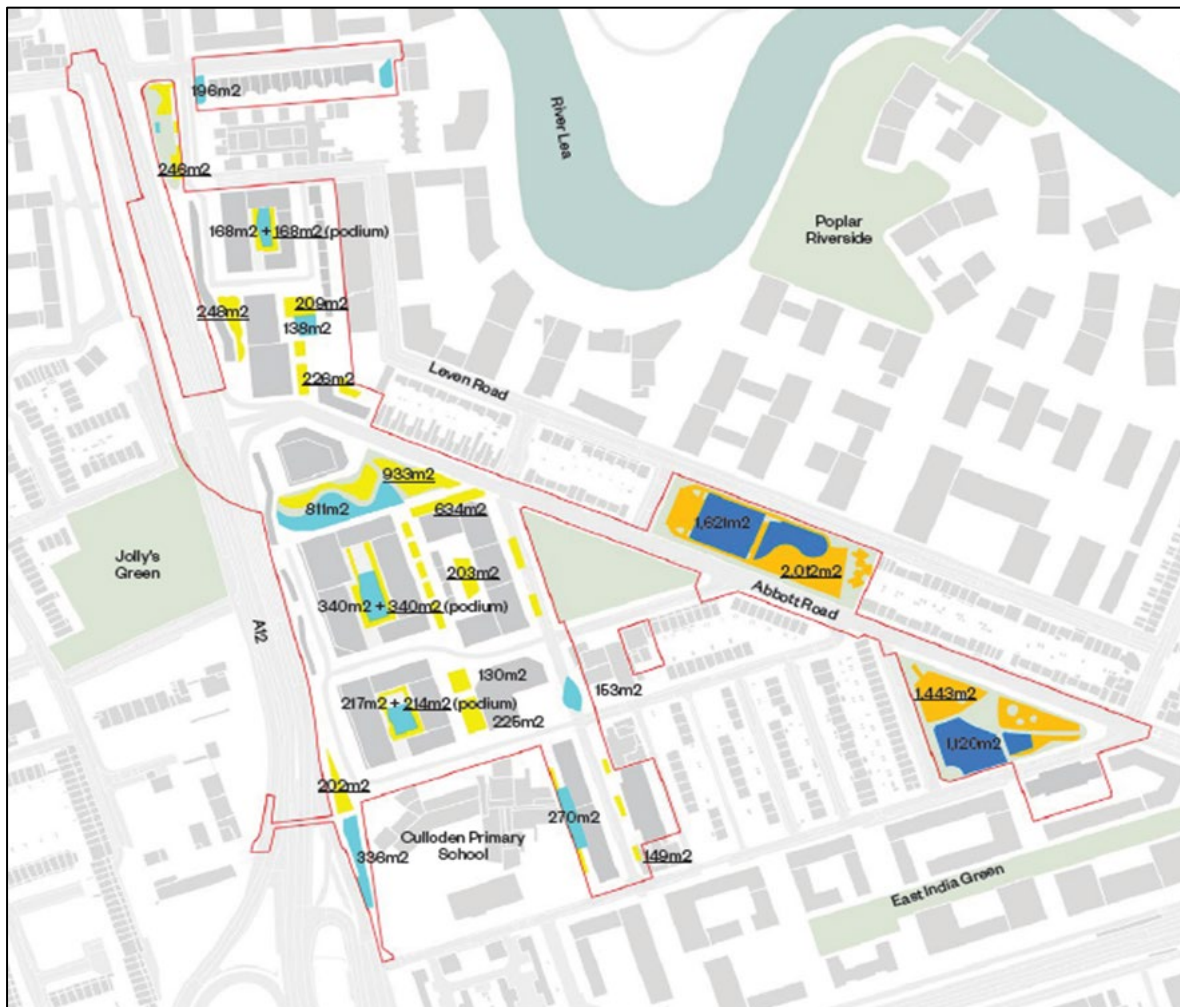
Play Space

- 100 The Proposed Development provides an increase in the available playspace within the Site and surrounding area.
- 101 The breakdown of play space provision across the Proposed Development is shown in **Table 2** and **Figure 13** below.

Table 2 Play Space Provision

Play Typology	Scheme Provision (m ²)
Dedicated Play (All ages)	2,831
Playable Landscape (All ages)	3,926
TOTAL	6,757
Dedicated Play (Existing Open Space)	2,741
Playable Landscape (Existing Open Space)	3,455
TOTAL	6,196

Figure 13 Illustrative Play Space Provision

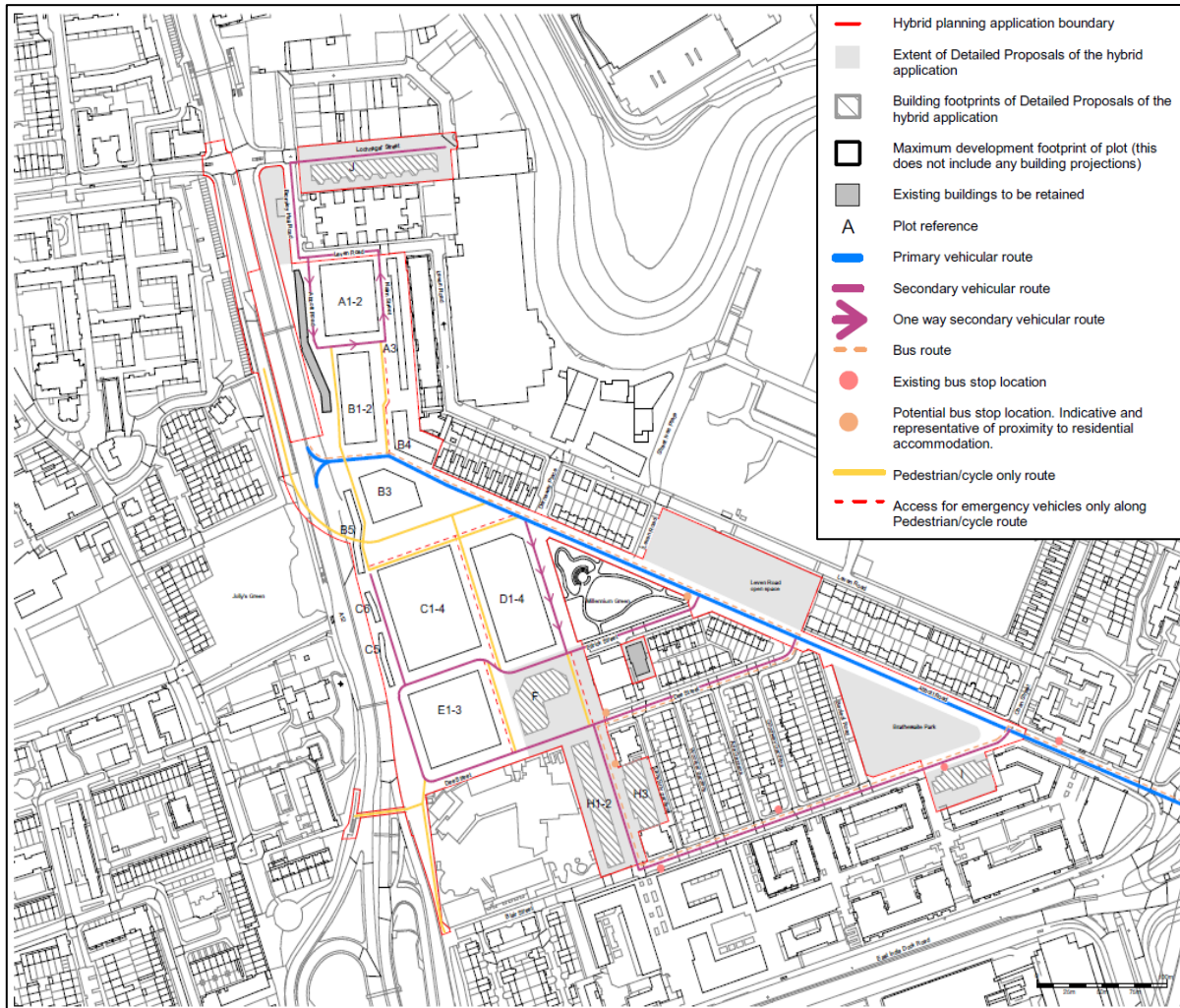


Access and Parking

Vehicular Access

102 Vehicles arriving at the Proposed Development will be able to access the Site from A12 (north) and A13 (south). Access from A12 is via a slip road which provides entry directly onto the northern side of Abbott Road. Access from A13 leads to the southern side of Abbott Road. Both access points provide entry to all areas of Aberfeldy Village. All pre-existing vehicular access points will remain unchanged in location; however, the road network will be improved with general maintenance. This is shown in **Figure 14** below.

Figure 14 General Access and Movement Strategy



Pedestrian and Cycle Access

- 103 The existing site is accessible by pedestrians and cyclists from multiple locations along the A12 and A13. However, these are unpleasant, enclosed, provide poor lighting and lack of surveillance. Therefore, the Proposed Development will repurpose the existing underpass as a new walking and cycling route, which will provide an easier and attractive method to cross the A12, separating pedestrians and cyclists from any potential interaction with vehicular traffic.
- 104 All other access points for pedestrians, cyclists and vehicles will remain unchanged in location; however, footways and will be improved with general maintenance.
- 105 Additionally, the existing Dee Street subway will be improved significantly as part of the Proposed Development, which will not only benefit future residents of the site, but existing residents and school children of the Culloden Primary Academy as well.

Car Parking

- 106 The Proposed Development will be car free except for Blue Badge parking spaces for all land uses. However, returning residents are permitted to apply for a parking permit due to their existing car parking spaces being removed. A total of 71 returning residents have applied for the permit and in order to protect local parking amenity, new residents would be prohibited from obtaining on-street parking permits. There are 149 private car parking spaces and 92 public CPZ spaces that would be

directly affected by the Proposed Development.

Cycle Parking

107 Cycle Parking will form part of the Detailed and Outline Proposals. All phases will include both long and short stay cycle parking provisions, with a total number of 3,257 total spaces to be provided across the Proposed Development.

Servicing

108 A transport / servicing strategy has been included within the design of the Proposed Development.

109 Deliveries and servicing of the existing units is currently undertaken from the public highway in the form of parking bays and sections of single or double yellow lines without loading restrictions.

110 Six dedicated on-street loading bays are proposed which will accommodate 8m rigid lorries. The proposed location for loading bays for the residential and commercial properties ensures access to all buildings can be achieved from each bay.

111 The following loading bays are proposed:

- 2 Aberfeldy Street, western side of the network;
- 1 Dee Street, eastern side of the network, west of building E1;
- 1 Ettrick Street, northern side of the network, south of building C3;
- 1 Abbott Road, southern side of the network, north of building B3; and
- 1 Nairn Street, southern side of the network, north of building B1.

112 In addition to these dedicated loading bays, sections of single and double yellow line markings are proposed to allow for flexible loading and drop-off when required.

Other Design Considerations and Management Plans

Refuse Strategy and Refuse Management

113 A strategy has been set out to manage the storage and collection of waste across the Proposed Development in line with the requirements of the London Borough of Tower Hamlets. Once the Proposed Development is built out and lived-in, an on-site facilities management will be responsible for ensuring the ongoing management of waste in line with the strategy that has been developed.

Energy Strategy

114 The buildings within Phase A will connect to the existing energy centre that was built as part of the Aberfeldy Village Masterplan in 2021. The energy centre has spare capacity and will accommodate the buildings H1-3 and F of the Proposed Development. Buildings I and J will be provided with their own air source heat pumps and water-source heat pumps and will be independent from the wider energy strategy.

115 The buildings within Phases B, C and D will be served by air source heat pumps on the roof of Building A1. A new energy centre (located at the base of Buildings A1-A2) will then distribute heat for hot water to each of the homes and non-residential units.

DEMOLITION AND CONSTRUCTION

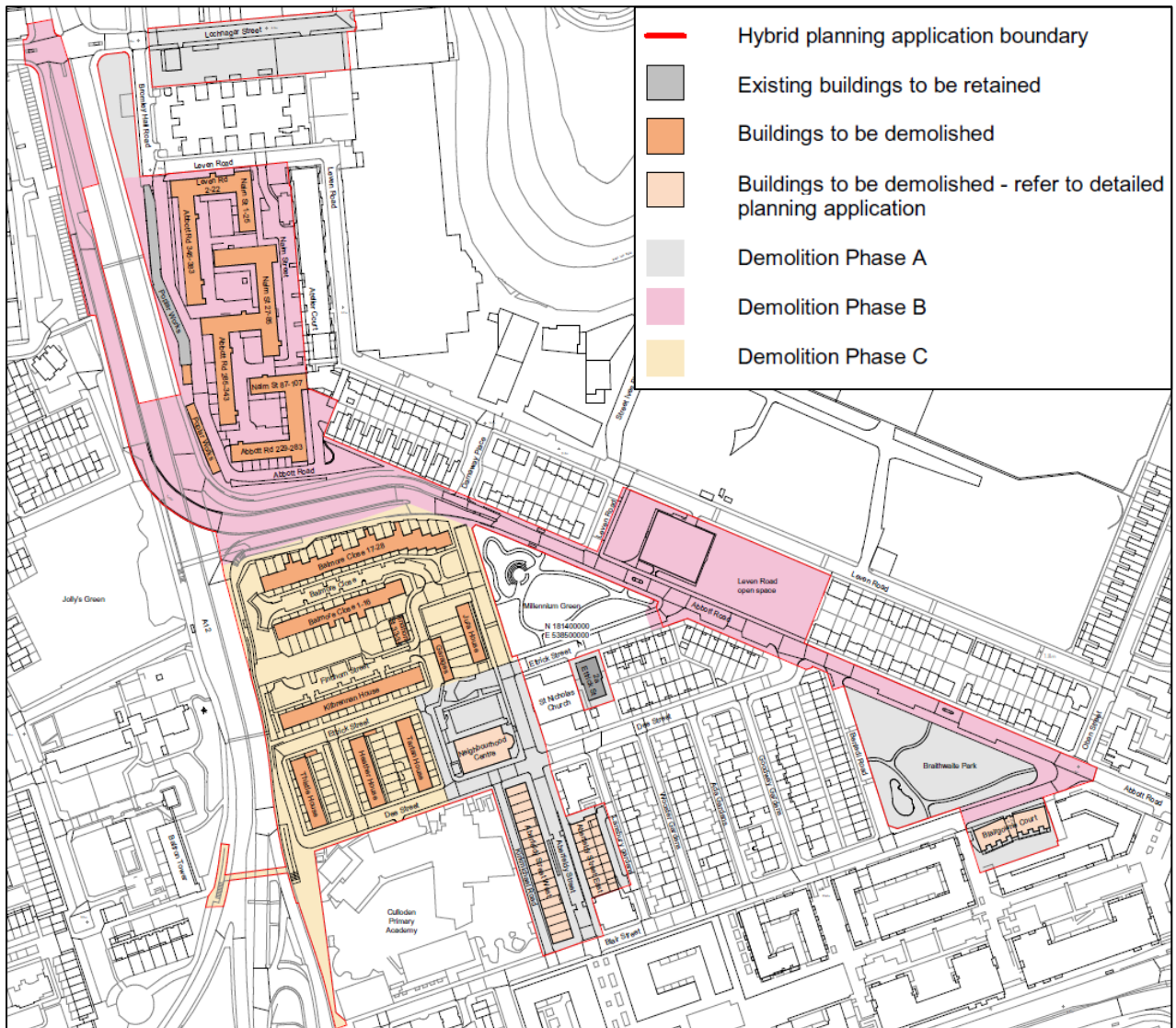
Anticipated Works and Programme

116 The anticipated works comprise phased residential development and associated demolition and public realm improvements. The works are summarised as:

- Phase A – Buildings F, H1 to H3, I, J and improvements to Braithwaite Park and Leven Road Open Space;
- Phase B – Buildings A1 to A3, B1 to B5, and extensive highways and public realm alterations;
- Phase C – Buildings C1 to C4 and E1 to E3;
- Phase D – Buildings D1 to D4; and
- Public realm works to be delivered in each phase.

117 The Proposed Development is anticipated to take approximately 128 months (10 years 8 months) to build. An indicative demolition plan is shown in **Figure 15**.

Figure 15 Indicative Demolition Plan



118 The works required to build the development include:

- Site establishment – setting up of the Site ready for the construction works including site hoardings and construction site offices;
- Demolition works;
- Earthworks, piling and foundations;

- Substructure construction;
- Superstructure construction;
- Building envelope/cladding;
- Fit-out and external works; and
- Highways works including the realignment of the junction of Abbott Road (B125) and A12.

Demolition and Construction Works

119 Prior to the start of the demolition and construction works, discussions with the London Borough of Tower Hamlets and other relevant consultees (such as Transport for London) will be undertaken in relation to demolition and construction logistics, as well as site and environmental management.

120 Also, a number of management plans will be prepared and agreed with the London Borough of Tower Hamlets, including a Demolition Method Statement, Construction Method Statement, a Construction Environmental Management Plan, and a Construction Logistics Plan. Drafts of these documents have been prepared as part of the planning application and will be competed and approved by the London Borough of Tower Hamlets before the start of the demolition and construction works onsite. Specifically, these documents will explain how the works and the site will be managed including environmental management.

121 The likely construction working hours are:

- 08:00 – 18:00 hours between Monday and Friday;
- 08:00 – 13:00 hours on Saturdays; and
- No working on Sundays, Bank or Public Holidays (unless otherwise agreed with the London Borough of Tower Hamlets).

Site Access and Egress

122 The main site access gate locations will vary as the phases develop. Construction traffic access will mostly be from the A12 and B125 (Abbott Road). From the south, vehicles will access the Site via the A2 Blackwall Tunnel, joining the B125 Abbott Road from the A13 Newham Way. From the east, vehicles will approach on the A13 entering the Site via the B125 Abbott Road. From the north, vehicles will approach on the A12, entering sites directly or via the B125.

Road Vehicle Numbers

123 It is likely that the average daily construction vehicles will peak at 64 HGVs per day (98 total vehicles per day). The monthly vehicle peak is anticipated to be 98 vehicles per day. This construction vehicle peak period is expected between months 44 and 45.

Emergency Community Liaison

124 In advance of and during the construction works, the contractor / Applicant will maintain a number of methods to communicate with the local community to keep them informed of progress on the scheme and enable concerns to be voiced and listened to. These methods will also be used as appropriate to inform local residents and neighbours of any emergency work required on site.

Complaints Procedure

125 A staffed hotline will also be available 24/7. This will provide local residents with the ability to communicate directly with the appropriate personnel allowing escalation procedures to be instigated, ensuring all enquiries are handled promptly.

ENVIRONMENTAL IMPACT ASSESSMENT

126 The following sections of this Non-Technical Summary present a summary of the environmental technical topic assessments that have been undertaken as part of the Environmental Impact Assessment. The tables within each section only provide a summary of the significant effects. Further details can be found within the Environmental Statement (**Volumes 1-3**).

Socio Economics

127 The Socio-Economics assessment undertaken has focussed on key social and economic considerations, including the creation of jobs, and new homes and the demand of the new population on community facilities such as schools and health centres/GPs.

Demolition and Construction

128 Existing residents on the Site will be offered the opportunity to be re-housed, in line with the decant strategy for the Proposed Development. The temporary loss of housing as a result of the demolition works (prior to the new buildings being complete, providing new and additional housing) results in an effect deemed as minor adverse and **not significant**. In addition, there are some existing shops with the Site and the completed Proposed Development will provide the opportunity for taking up leases within the new facilities provided within the Proposed Development. The effect of the loss of the existing retail space is considered to be negligible and **not significant**.

129 The construction phase of the Proposed Development is likely to generate approximately 651 full time equivalent jobs over the anticipated 11-year demolition and construction programme. These jobs will likely be taken up by a range of professions and construction workers from across London and is considered to be a minor beneficial effect and **not significant**.

Completed Development

130 Upon completion, the Proposed Development is to provide up to 1,628 residential units, retail, workspace, food and drink uses and public realm works. The delivery of high-quality residential units along with new public realm and landscaping will lead to improvements to the living environment of the local area. This provision of new housing is considered to have a major beneficial effect to the local area and a moderate beneficial effect to the London Borough of Tower Hamlets, both of which are considered to be **significant**, and the effect on deprivation levels within the Local area is considered to be moderate beneficial and **significant**.

131 The Proposed Development's residents will generate an increase in the demand for existing health facilities (such as GP services), open space and play space within the surrounding area. Sufficient open space and play space will be provided on-site and the demand for GP services would in part be met by the new health facility within Phase 3 of the Aberfeldy Village Masterplan to the south of the Site. Any requirement for further financial contributions required by the Council towards developing social infrastructure will need to take account of the over-provision of the health facilities in the Aberfeldy Village Masterplan.

132 It is also anticipated that the Proposed Development will create additional demand for local school places across all levels of education, there will be a sufficient number of secondary school spaces within the borough's existing schools to absorb the additional demand. The demand for primary school places will be managed by financial contributions that will be made towards developing social infrastructure secured in suitably worded planning obligations. The effect upon primary and secondary schools is therefore **not significant**.

133 Once completed, the Proposed Development will provide 6,400m² of non-residential floorspace. It is estimated that the non-residential uses have the potential to support between 177 -234 full time equivalent jobs (when taking into consideration the loss of existing jobs 46 – 63 full time equivalent

jobs) the on-site employment is assessed to be minor beneficial across the Local Impact Area, but **not significant**.

Likely Significant Effects

134 **Table 3** summarises the significant socio-economic effects of the Proposed Development once it is complete and in use.

Table 3 Summary of the Significant Residual Socio-Economic Effects

Receptor	Description of Significant Effect	Scale and Nature of Residual Effect
Contribution to housing targets	The delivery of new homes to support housing need in the local area and within the London Borough of Tower Hamlets as set out within the London Plan.	Moderate to Major Beneficial
Deprivation	Improvements to the public realm, increased labour market participation, and the delivery of new affordable units.	Moderate Beneficial

Traffic and Transport

135 A traffic and transport assessment has been undertaken to determine the effects relating to severance (being or the feeling of being isolated or separated from something); pedestrian amenity, and fear and intimidation; delay to journeys for drivers, cyclists, public transport users and pedestrians; accidents and safety; and movement and capacity for pedestrians and cyclists.

Demolition and Construction

136 During the demolition and construction programme, heavy goods vehicles will be required to access the site to enable the construction activities to take place. The monthly vehicle peak is anticipated to be 98 vehicles per day. This construction vehicle peak period is expected between months 44 and 45. It is anticipated that construction vehicles will access and egress the site via the A12/Lochnagar Street Junction. The main increases in HGV flows are expected to be on Bromley Hall Road and Lochnagar Street.

137 The impacts on the road network as a result of the increase in HGV vehicles during the demolition and construction works will be managed by a Construction Logistics Plan. The resultant residual effects are anticipated to be negligible to minor adverse and not significant.

Completed Development

138 The effects of the completed development on pedestrian and cycle severance on various highway links, including Abbott Road (east of the underpass and east of Oban Street), Abbott Road Underpass and Bromley Hall Road will have a major beneficial effect which is **significant**. This is due to the improved landscaping and public realm along this road, as well as added crossing facilities provided for pedestrians. In addition, there will be a moderate beneficial effect on bus severance on Abbott Road (east of the underpass), which is **significant**.

139 The Proposed Development includes a new pedestrian and cycling crossing facility across the A12 by using an existing underpass. The new underpass will have a minor beneficial but **not significant** effect upon pedestrian and cyclist delay.

140 The effects of the complete and operational development on pedestrian and cycle amenity, fear and intimidation will be major beneficial and **significant** due to the provision of public realm improvements, landscaping and the addition of a traffic free pedestrian and cycle connection from the Site to the west of the A12.

141 Once operational, the driver delay from traffic flow increase from the Proposed Development will have a negligible to minor adverse effect which is **not significant**.

142 The Proposed Development will provide traffic calming measures, landscaping and a new traffic free connection under the A12 for pedestrians and cyclists. The effects of the complete and operational Proposed Development will have a moderate beneficial and **significant** effect pedestrian and cyclist safety.

Likely Significant Effects

143 **Table 4** summarises the significant traffic and transport effects of the Proposed Development.

Table 4 Summary of the Significant Residual Traffic and Transport Effects

Receptor	Description of Significant Effect	Scale and Nature of Residual Effect
Completed Development		
Pedestrians and Cyclists	Severance and Amenity, Fear and Intimidation	Major Beneficial (local)
Pedestrians and Cyclists	Accidents and safety	Moderate Beneficial (local)
Cyclists	Cyclist Severance and Cyclist Amenity, Fear and Intimidation	Major Beneficial (local)
Bus passengers	Bus passenger severance	Moderate Beneficial (local)

Air Quality

144 The air quality assessment has considered the potential for both the demolition and construction works, and the operation of the Proposed Development, to result in effects on local air quality. The key considerations of this assessment have been dust emissions and emissions from Heavy Goods Vehicles and energy plant during construction, and road traffic emissions once the Proposed Development is in use.

Demolition and Construction

145 The assessment has identified that effects of dust emissions during the demolition and construction stages will be adverse, but it is considered that with recommended dust mitigation measures, the residual effects will be negligible and **not significant**. To manage the impacts, a Dust Management Plan will be developed and implemented.

146 Using the expected number of heavy goods vehicles that will access the site during construction, an assessment has concluded that the effect associated with construction traffic emissions would be negligible and **not significant** on local air quality.

Completed Development

147 The effects from operational road traffic emissions on local air quality are negligible and **not significant**. Air Quality for future residents within the Proposed Development will be acceptable within concentrations below the air quality objectives.

Likely Significant Effects

148 No likely significant air quality effects have been identified as a result of the Proposed Development.

Noise and Vibration

149 The assessment undertaken has focused on potential noise and vibration effects during demolition and construction, in particular construction road traffic and onsite works noise. Once complete and operational, the noise and vibration assessment considers noise and vibration effects associated with operational road traffic noise on surrounding roads, internal ambient noise levels for residents of the

Proposed Development and building services / plant.

Demolition and Construction

- 150 The noise and vibration assessment has considered the different stages of the construction programme, to identify the potential for effects at sensitive receptors in close proximity to the works. The assessment of noise and vibration effects from the demolition and construction activities at residential properties immediately adjacent to works conclude that, with mitigation measures in place, the demolition and construction activities will result in short term minor to major adverse effects (**significant**) on noise and vibration levels.
- 151 To control the impact of noise during all phases of the construction of the Proposed Development, contractors will ensure that construction works are carried out in accordance with best practicable means (further information on the mitigation proposed is provided in **ES Volume 1, Chapter 10: Noise and Vibration** and **ES Volume 1, Chapter 17: Mitigation and Monitoring Schedule**). These will ensure that noise and vibration levels are kept as low as practicably possible, and that the local residents are kept up to date with the planned works.
- 152 The significant adverse effects experienced during the demolition works will be temporary in nature, and will cease with the completion of the Proposed Development.

Completed Development

- 153 The review of operational traffic flow data for the roads surrounding the Proposed Development has determined that the changes in noise due to operational road traffic on the Proposed Development will be negligible, with a major beneficial (**significant**) effect at two locations on Abbott Road due to a decrease in traffic as a result of the public realm and road improvements introduced by the Proposed Development.
- 154 The new homes provided in the Proposed Development will incorporate measures such as glazing and ventilation to ensure that the required internal noise levels can be met.

Likely Significant Effects

- 155 **Table 5** summarises the significant noise and vibration effects of the Proposed Development.

Table 5 Summary of the Significant Residual Noise and Vibration Effects

Receptor	Description of Significant Effect	Scale and Nature of Residual Effect
Demolition and Construction		
Residential Receptors Immediately Adjacent to Activities	Demolition and Construction Noise and Vibration	Major to Minor Adverse
Completed Development		
Residential Dwellings on Abbott Road	Changes in Road Traffic Flows	Major Beneficial

Archaeology

Demolition and Construction

- 156 The archaeological assessment has considered the potential effects resulting from the demolition and construction of the Proposed Development on buried archaeological remains.
- 157 Impacts to buried archaeological remains that may be present underneath the Site are limited to the demolition and construction phase works. Resulting effects will be permanent and would extend across the area of the Site where excavation works occurs and where archaeology remains are present.
- 158 These effects may be mitigated by a programme of archaeological site investigations, prior to below

ground demolition or construction works taking place, along with the potential publication of the results.

- 159 The residual effects on all receptors, once mitigation has been implemented, would therefore result in an adverse effect that is **not significant**.

Likely Significant Effects

- 160 Following the implementation of a programme of mitigation approved by the London Borough of Tower Hamlets, the effects on the remaining assets are anticipated to be **not significant**.

Water Resources, Drainage and Flood Risk

- 161 The assessment has considered the potential effects of the Proposed Development on flood risk, surface water runoff and the potential effects on the capacity of drinking water supply and foul and surface water drainage networks.
- 162 The Environment Agency's flood map for planning shows that the site is located within Flood Zone 3 (high risk). However, the Site is located within an area that is protected from flooding by the River Thames Tidal Defences and the Thames Barrier.

Demolition and Construction

- 163 The majority of the Site is currently impermeable and as a consequence of the proposed construction works there will be a reduction in impermeable areas given the removal of hardstanding areas; therefore, the volume of surface water run-off will decrease. The impact on flood risk is considered to be negligible to minor adverse and **not significant** once mitigation measures are in place.
- 164 During demolition and construction works, rates of surface water runoff are not expected to change significantly, however altering ground levels may cause surface water to naturally convey towards temporary low spots within the Site, which may cause an alteration of the drainage regime and lead to surface water flooding. Overall, the impact is considered to be negligible to minor adverse and **not significant**.
- 165 The Site is currently served by Thames Water's clean water supply network. The demand for water will vary throughout the demolition and construction programme and will be dependent on the specific activities on-site, however until a time of full occupancy the expected demand is not envisaged to be beyond the current demand.
- 166 During the construction stage there is the potential for impacts to surface water and groundwater quality as a result of contamination events. In addition, during periods of heavy rainfall, vehicle movements associated with construction activities resulting in damage to soil structure may generate increased sedimentation within surface runoff. With mitigation measures to control pollution incidents and surface water run-off, implementation of a Piling Risk Assessment and implementation of a Contamination Remediation Strategy (to 'clean' the soil) in place, it is anticipated that the demolition and construction activities will have a negligible to minor adverse (**not significant**) effect.

Completed Development

- 167 As part of the Proposed Development, a Drainage Strategy would be implemented. This would reduce the rate of surface water runoff discharged into the public drainage network through the appropriate use of sustainable drainage measures. This would result in a moderate beneficial (**significant**) effect on flood risk to residents within the Proposed Development and in the surrounding area.
- 168 Following completion on site, all hardstanding areas will drain to the local combined sewer system in line with the drainage strategy. No surface water will drain via infiltration and therefore there is no pollution risk that could take place on site that would lead to a detriment to the groundwater regime.
- 169 It is anticipated that the Proposed Development will increase the water demand of Thames Water

clean water supply network. Further analysis will be undertaken by Thames Water post planning to confirm any potential improvement works that may be required within the surrounding area to increase water supply within the network to directly meet the demand requirements of the Proposed Development. The Proposed Development will include water efficient fixtures and fittings where appropriate, to minimise and reduce water usage. Reasonable upgrade works will result in a **not significant** effect upon the water supply network.

Likely Significant Effects

170 **Table 6** summarises the significant water resources, flood risk and effects of the Proposed Development.

Table 6 Summary of the Significant Residual Water Resources, Flood Risk and Drainage Effects

Receptor	Description of Significant Effect	Scale and Nature of Residual Effect
Completed Development		
Residents within the Proposed Development and in the surrounding area	Flood Risk	Moderate Beneficial

Wind Microclimate

Demolition and Construction

171 Based on professional experience, as demolition and construction works progress, the conditions on and around the Site would be expected to gradually transition between those of the baseline and the final completed Proposed Development. Therefore, any effects on the pedestrians arising from changes in the local wind environment, as a result of progressive changes to the massing of the built form on site during the demolition and construction works are expected to be temporary. **No significant** effects are likely during demolition and construction on construction workers and to off-site locations including throughfares, entrances and bus stops.

Completed Development

172 A physical 3D model of the Proposed Development and the surrounding area was built and put into a wind tunnel to determine if any undesirable wind conditions would be created on-site and in the surrounding area as a result of the Proposed Development. The wind tunnel testing of Phase A (the detailed part of the Proposed Development) on its own showed that the required wind conditions would be met for the majority of this part of the Site, with the exception of one entrance, a bus stop, an area of outdoor seating and a balcony, resulting in minor adverse effects (**significant**) and requiring further wind mitigation.

173 The wind tunnel testing of the overall Proposed Development (both the detailed and outline parts) represents an extreme worst case due to the nature of the outline proposals at this stage of the planning application process not being well defined buildings. As expected, this identified minor to moderate adverse effects and strong winds, which are **significant**. The parts of the Proposed Development that fall within the outline part of the planning application would be subject to further detailed design and wind tunnel testing to ensure that suitable wind conditions can be met.

174 To demonstrate how a final scheme might be developed under the outline part of the Proposed Development (and the associated wind conditions of that), wind tunnel testing was also undertaken of an Illustrative Scheme. The Illustrative Scheme incorporates design and wind mitigation measures such that the wind conditions are improved. For the outline part of the Proposed Development, a detailed wind mitigation strategy would be tested at the Reserved Matters Stage as relevant, with more specific wind mitigation developed, if required.

175 The wind mitigation comprises of trees of varying dimensions as well as other soft landscaping elements. The full list of mitigation measures for wind microclimate is provided in **ES Volume 1, Chapter 13: Wind Microclimate** and **ES Volume 1, Chapter 17: Mitigation and Monitoring Schedule**.

Likely Significant Effects

176 The likely significant effects for wind microclimate are shown in **Table 7**.

Table 7 Wind Microclimate Likely Significant Effects

Receptor	Description of Significant Effect	Scale and Nature of Residual Effect
Completed Development		
Bus Stops	Conditions windier than required for proposed use.	Minor Adverse
On-site - Thoroughfares		Minor Adverse
On-site - Ground Level Amenity (seating)		Minor Adverse
On-site - Ground Level Amenity (mixed-use)		Moderate Adverse
On-site - Roof Terrace Amenity		Minor Adverse
On-site – Building Entrances		Minor to Moderate Adverse
On-site pedestrian areas.	Instances of strong winds exceeding the safety threshold.	Significant

Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution

Demolition and Construction

177 Due to the constantly evolving nature of the demolition and construction activities, the assessment of potential effects during demolition and construction of the Proposed Development on daylight sunlight, over shadowing and solar glare to the sensitive receptors have not been modelled and analysed.

178 Effects in relation to daylight, sunlight, overshadowing and solar glare would vary throughout the demolition and construction stage. They would, however, be less than the effects of the completed Proposed Development and temporary in nature. Those effects, which may be perceptible during construction, would be similar or less when compared to the completed Proposed Development. The effects will range from negligible (i.e. imperceptible) to major adverse (**significant**) with the worst-case results discussed within the completed development section below.

Completed Development

Daylight

179 Daylight is the general amount of light (direct and indirect) which enters a room during the daytime. To identify potential daylight effects to the existing surrounding properties, 42 existing surrounding properties have been assessed which covers 2,699 windows serving 1,470 habitable rooms. These properties are listed below:

- Carradale House;
- Balfroon Tower;
- Culloden Primary School;
- Aberfeldy Estate Phase 3 – Block J;
- Aberfeldy Estate Phase 3 – Block G;
- 134-144 Leven Road;
- 128-132 Leven Road;
- 199-225 Abbott Road;
- 110-126 Leven Road;
- Devons Wharf;

- Aberfeldy Estate Phase 2 – Block D;
- Aberfeldy Estate Phase 1 – Block A;
- Aberfeldy Estate Phase 1 – Block C;
- 46-67 Abbott Road;
- 9-15 Wooster Gardens;
- 2-12 Lansbury Gardens;
- 1-7 Wooster Gardens;
- Loren Apartments (Aberfeldy Tower);
- Sherman House;
- St Nicholas Church;
- 177-195 Abbott Road;
- Leven Road Phase 3;
- Atelier Court;
- Bromley High School;
- Ailsa Wharf – Block A;
- Ailsa Wharf – Block D;
- Ailsa Wharf – Blocks K-L;
- 1-14 & 16-64 Dewberry St;
- 4, 6-14, 1-15, 17-33 & 35-41 Joshua St;
- 1-9, 2-10, 9-15, 12-20, 17-25 Mill Grove; and
- 118-132, 134-146, 148-154 St Leonards Rd.

180 For daylight, a number of properties would experience negligible to minor adverse effects which are **not significant**. Six properties, including the St Nicholas Church and Culloden Primary School, will experience a minor (**not significant**) to moderate adverse (**significant**) effect. Five properties will experience moderate to major adverse effects (**significant**). Atelier Court and Leven Road Phase Three will experience a major adverse (**significant**) effect.

Sunlight

181 Sunlight is the direct light from the sun which can enter a room. In the United Kingdom, this is only experienced from rooms which have windows facing within 90 degrees of due south (due to the sun's location in the sky). To identify potential sunlight effects the 42 neighbouring properties listed above have been assessed. Of the 42 existing buildings assessed, 33 properties will experience negligible or minor adverse (**not significant**) effects. Aberfeldy Estate Phase One Block C and St Nicholas Church minor (**not significant**) to moderate adverse (**significant**) effects. Landbury Gardens 2-12 and Sherman House will experience moderate adverse effects (**significant**). Leven Road Phase Three, Loren Apartments and 199-225 Abbott Road will experience moderate to major adverse effects (**significant**) and Atelier Court will experience a major adverse effect (**significant**).

182 It is important to note that many of the windows that record moderate or major (significant effects) percentage changes in daylight and/or sunlight fall into one or more of the following categories:

- a) are located in rooms or properties with design or orientation features which limit daylight and sunlight amenity ingress;
- b) they currently have low levels of light and are thus susceptible to large percentage alterations;
- c) they serve less sensitive spaces such as bedrooms; and/or
- d) they serve rooms that benefit from other mitigating windows which should ensure good levels of daylight amenity are maintained or experience a negligible alteration.

183 The development of tall buildings (such as that proposed here) often result in incidences of adverse effects of daylight and sunlight amenity to some properties, which are often unavoidable. In addition, contextual factors such as the orientation and proximity of neighbouring properties indicate that some significant impacts are to be expected from a redevelopment of the Site.

Overshadowing

184 To identify potential impacts of overshadowing on open public and private spaces (gardens) in

proximity to the Site, the following open spaces have been identified:

- Abbotts Road and Leven Road;
- Aberfeldy Millenium Green;
- 2 St Nicholas Church;
- 54 Sherman House, Aberfeldy St;
- Dee Street;
- Wooster Gardens and Landbury Gardens;
- Bromley Hall;
- Culloden Primary School Playground; and
- The River Thames Tidal Tributaries SINC.

185 An additional 6 open spaces located within the Proposed Development have also been included in the assessment:

- Allotments;
- Highland Place;
- Level Road Green;
- Braithwaite Park;
- The Square; and
- Culloden House.

186 6 out of 14 open spaces at Bromley Hall School will experience minor (**not significant**) to moderate adverse (**significant**) overshadowing effects, with major adverse overshadowing effects (**significant**) at Private terraces at 3 and 4 Dee Street.

187 As done for wind, the daylight, sunlight and overshadowing effects from the Illustrative Scheme was also tested to demonstrate the likely effects that would arise from a scheme that could be built out to the maximum building envelop under the outline part of the planning application. The Illustrative Masterplan demonstrates that acceptable levels of natural light are retained for the most affected buildings.

Solar Glare

188 The solar glare assessment considers the potential occurrence, proximity and duration of solar reflections from the Proposed Development owing to its size and large areas of glazed façade at nearby road traffic junctions. A total of 14 sensitive viewpoints surrounding the Site were assessed for the potential adverse solar reflection to occur, including views from the A12, Dee Street, Zetland Street, Aberfeldy Street and Blair Street.

189 The assessment concluded that the effect of the Proposed Development on solar glare to all viewpoints will be negligible to minor adverse and **not significant**.

Light Pollution

190 Light pollution is defined as any light emitting from artificial sources into spaces where it is unwanted, such as spillage of light from office or commercial buildings onto residential accommodation, where this would cause nuisance to the occupants.

191 The elements of the Proposed Development which are detailed comprise primarily residential uses

which are not considered to be a source of light intrusion and therefore do not require assessment. The retail and marketing uses within the detailed part are not considered likely to results in any significant light intrusion effects, owing to the relative distance from sensitive uses and are therefore not assessed.

192 There is the potential for the proposed residential elements to be located within 20 meters of commercial workspace buildings and thus considered future sensitive receptors in terms of light pollution. However, the non-residential uses of the Proposed Development comprising commercial uses are currently proposed in outline and as such no light pollution assessment can be undertaken at this time.

193 An assessment of the light pollution effects relies on the detailed design of the scheme, for both the commercial buildings that would emit the artificial lighting and the apertures of the proposed residential buildings. Owing to the application for the Proposed Development being for outline planning permission, the façade materials, including glazing, as well as the lighting design, internal layouts and room uses are not yet known. As such, a full detailed analysis for solar glare and light pollution cannot be undertaken at this stage. This will be assessed in detail as required at the Reserved Matters Stage.

Likely Significant Effects

194 **Table 8** summarises the significant daylight, sunlight, overshadowing, solar glare and light pollution effects of the Proposed Development.

Table 8 Summary of the Significant Residual Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution Effects

Receptor	Description of Likely Significant Effect	Scale and Nature of Residual Effect
Completed Development		
177-195 Abbott Road Aberfeldy Estate Phase One Block C Aberfeldy Estate Phase Three Block J Aberfeldy Estate Phase Two Block D St. Nicholas Church Culloden Primary School	Change to levels of daylight	Minor to Moderate Adverse
110-126 Leven Road		Moderate Adverse
199-225 Abbott Road Lansbury Gardens 2-12 Loren Apartments Sherman House		Moderate to Major Adverse
Atelier Court Leven Road Phase Three		Major Adverse
Aberfeldy Estate Phase One Block C St. Nicholas Church	Change to levels of sunlight	Minor to Moderate Adverse
Lansbury Gardens 2-12 Sherman House		Moderate Adverse
Leven Road Phase Three Loren Apartments 199-225 Abbott Road		Moderate to Major Adverse
Atelier Court		Major Adverse
6 out of 14 open spaces at Bromley Hall School, identified in appendix as areas n. 72, 74, 75, 76, 77 and 78	Overshadowing	Minor to Moderate Adverse

Receptor	Description of Likely Significant Effect	Scale and Nature of Residual Effect
Private terraces at 3 and 4 Dee Street		Major Adverse

Townscape, Built Heritage and Visual

- 195 The visual assessment has considered the makeup and character of views, shown in **Figure 16**, including both strategic views and views likely to be experienced by people within the surrounding area.
- 196 The assessment of townscape effects has considered how the Proposed Development will affect the character of the area. A map showing the Townscape Character Areas is shown in **Figure 17**.
- 197 The assessment of the effects on built heritage has considered any impacts of the Proposed Development on designated and non-designated heritage assets as shown in **Figure 18** and **Figure 19**.

Figure 16 Viewpoint Locations Assessed

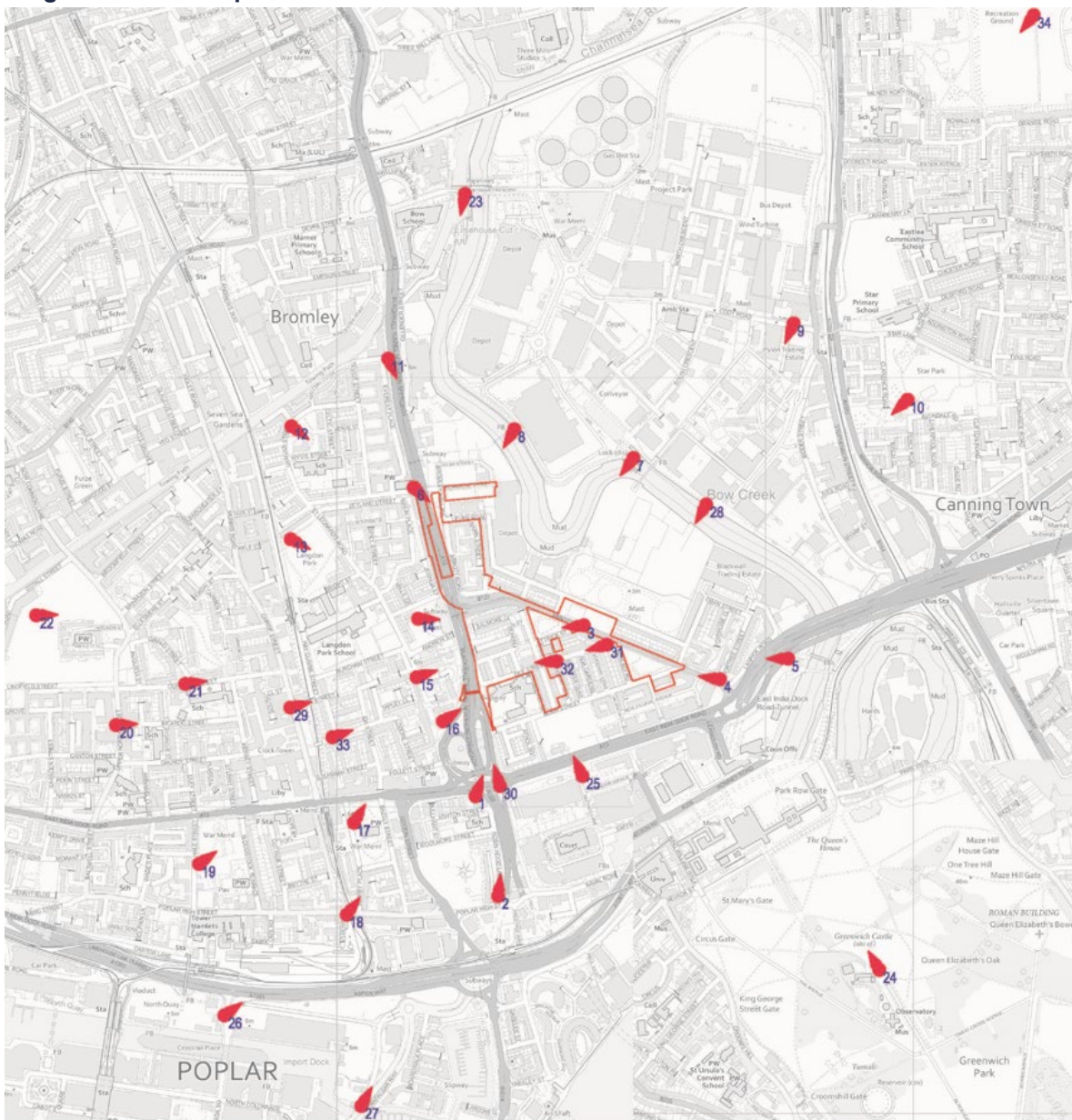


Figure 17 Townscape Character Areas

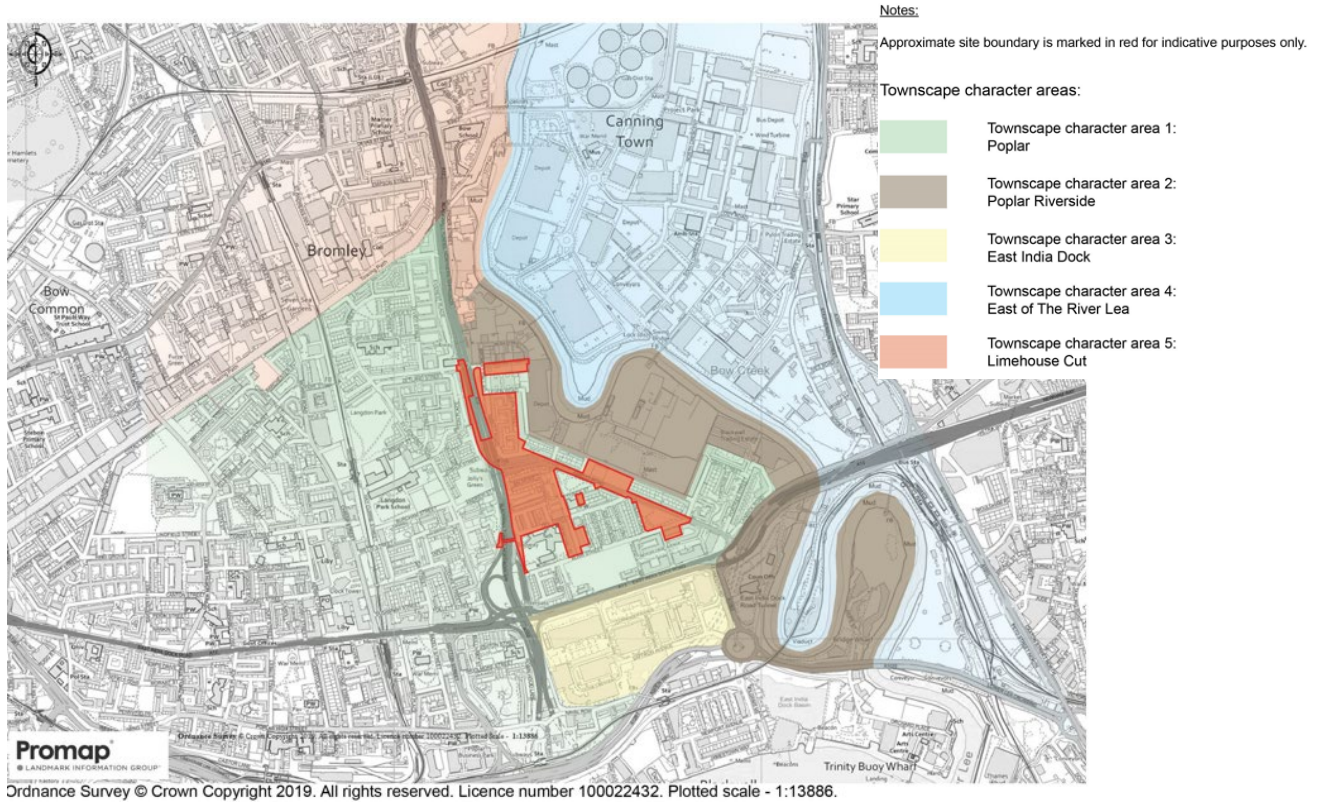


Figure 18 Heritage Receptors (1.5km from the Site)

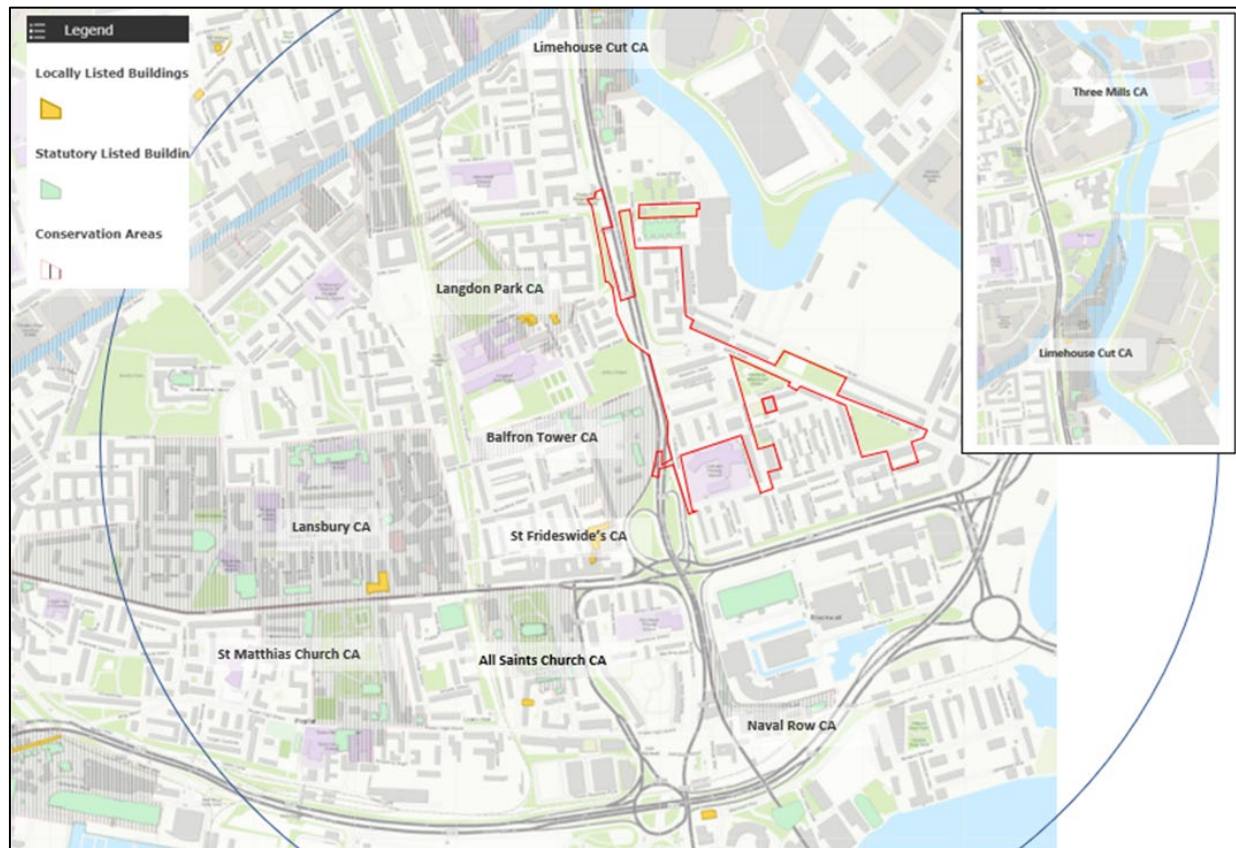
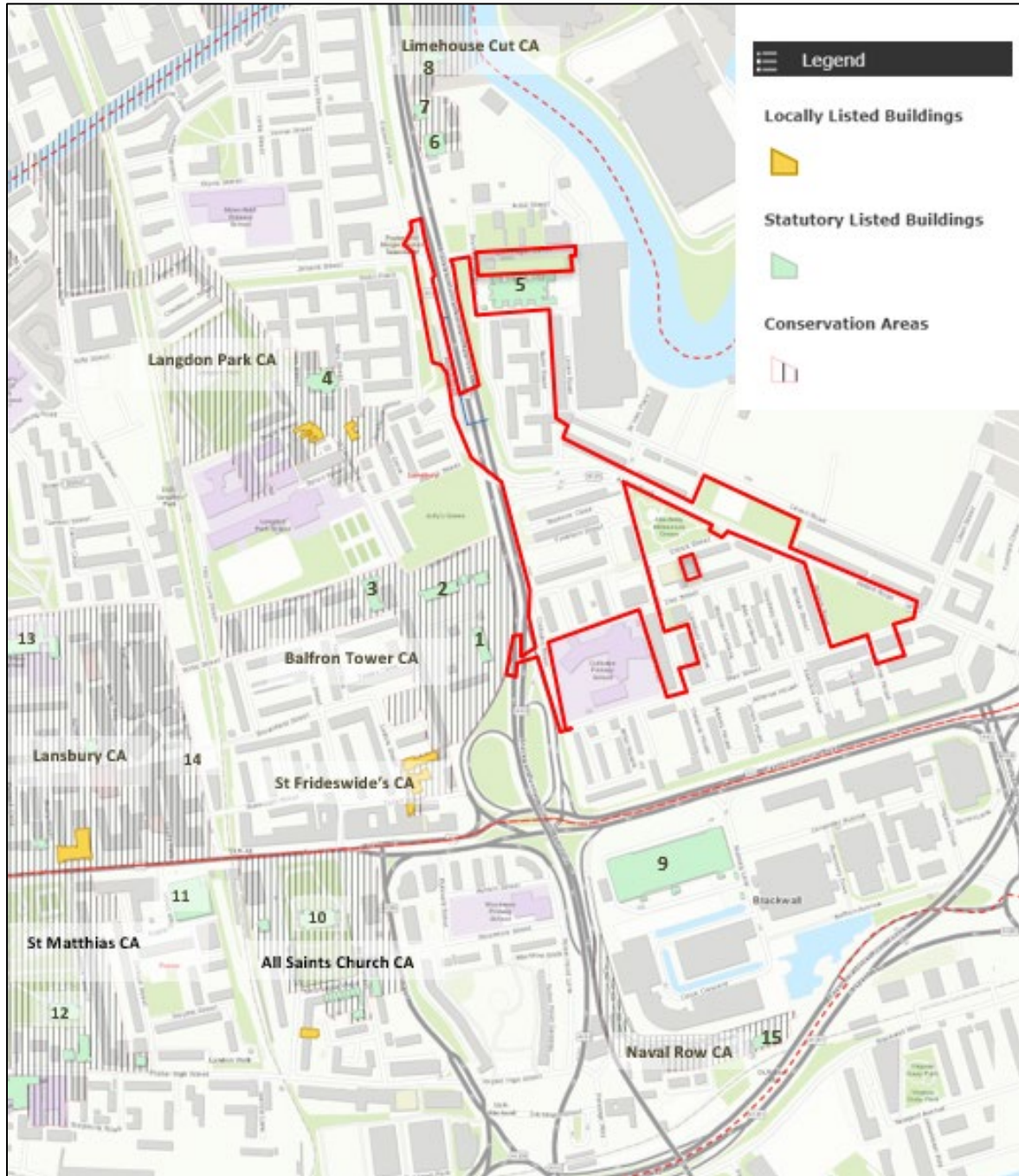


Figure 19 Heritage Receptors (500m from the Site)



Demolition and Construction

198 Activities during demolition and construction have visual effects on the quality of the surrounding townscape, landscaping and setting of built heritage receptors including transport of heavy machinery to and from the site, excavation and construction of foundations and basement, excavation for sewage and drainage, erection of hoarding, scaffolding, tower cranes and site lighting, and construction of the new build.

199 This temporary state is common as a consequence of building activity in London and there is no practical way of avoiding it. During demolition and construction, the perimeter of the site would be surrounded by hoarding in the conventional manner. This would provide some screening of construction activities on the site from street level.

200 In terms of views (as shown in **Figure 15**), the likely effect would be moderate to major (**significant**)

and adverse in nature in respect of views 3, 8, 14, and 32; and moderate (**significant**) and adverse in nature in respect of views 1, 5, 6, 7, 12, 13, 15, 30, and 31. The likely effect would be minor to moderate (**not significant**) and adverse in nature in respect of views 2, 4, 11, 16, 22, 23, and 28; minor (**not significant**) and adverse in nature in respect of views 10, 17, 19, 21, and 34; minor/negligible (**not significant**) and adverse in nature in respect of views 18, 24, and 29; and negligible (**not significant**) and neutral in nature in respect of views 25, 26, and 27. There would be no effect on views 9, 20, and 33. The above effects would be short to medium term.

201 In terms of Townscape Character Areas shown in **Figure 16**, Townscape Character Area 1 would be moderate to major adverse and **significant**. The effects to the remaining townscape character areas would be **not significant**.

202 In terms of the heritage assets considered (**Figure 17**), the effects of the demolition and construction stage would be negligible to minor adverse and **not significant** to all heritage receptors.

Completed Development

203 The Completed Proposed Development will not have an adverse impact upon any of the identified heritage assets (**Figure 17**). Visually, a number of beneficial and neutral effects will result from the Proposed Development (see Table 9). Some of these effects are **significant** or neutral. No adverse visual effects have been identified. Likely **significant** beneficial effects (moderate to major, and major) were concluded on Townscape Character Areas 1 and 2. **Not significant** beneficial effects were concluded for Townscape Character Areas 3, 4 and 5.

Likely Significant Effects

204 **Table 9** summarises the significant townscape, built heritage and visual effects of the development.

Table 9 Summary of the Significant Residual Townscape, Built Heritage and Visual Effects

Receptor	Description of Significant Effect	Scale and Nature of Residual Effect
Demolition and Construction		
Views 3, 8, 14 and 32	Adverse effect due to demolition and construction activities on closer receptors where most infrastructure would be visible during construction.	Moderate to Major Adverse
Views 1, 5, 6, 7, 12, 13, 15, 30 and 31		Moderate Adverse
TCA 1 (Poplar)		Moderate Adverse
Completed Development		
TCA 1: Poplar	Changes in view due to Proposed Development being built out	Moderate to Major Beneficial
TCA 2: Poplar Riverside		Moderate Beneficial
Views 1, 5, 6, 7, 12, 13, 15, 30 and 31		Moderate Beneficial
Views 3, 8, 14 and 32		Moderate to Major Beneficial

Climate Change

The Impact of Climate Change on the Development

205 Climate change has the potential to alter the current environment. To consider how the environmental and socio-economic effects of the Proposed Development might change under a different climate in the future, a future climate scenario has been developed using projections published by the UK Meteorological Office. The projections consider the local climate effects arising from a series of

different greenhouse gas emission scenarios (and the associated impacts to the climate).

- 206 As a result of climate change, several different environmental factors are likely to vary in the future. These include increase in average air temperatures, increase in yearly rainfall and sea level rise. Additionally, cloud cover could slightly decrease.
- 207 Each technical topic assessment has reviewed the possible implications of a different climate in the future against the results and conclusions of impact assessment of the Proposed Development. They confirm that likely effects identified for the technical topics are not expected to change as a result of climate change.
- 208 Climate change could affect the daylight and sunlight assessment, in that the increasing level of cloud cover could affect the standard overcast sky conditions used in the daylight and sunlight assessments. While this may occur, it is not expected to significantly change the results and conclusions of the assessment in terms of size and significance of the effects.

The Impact of the Proposed Development on Climate Change

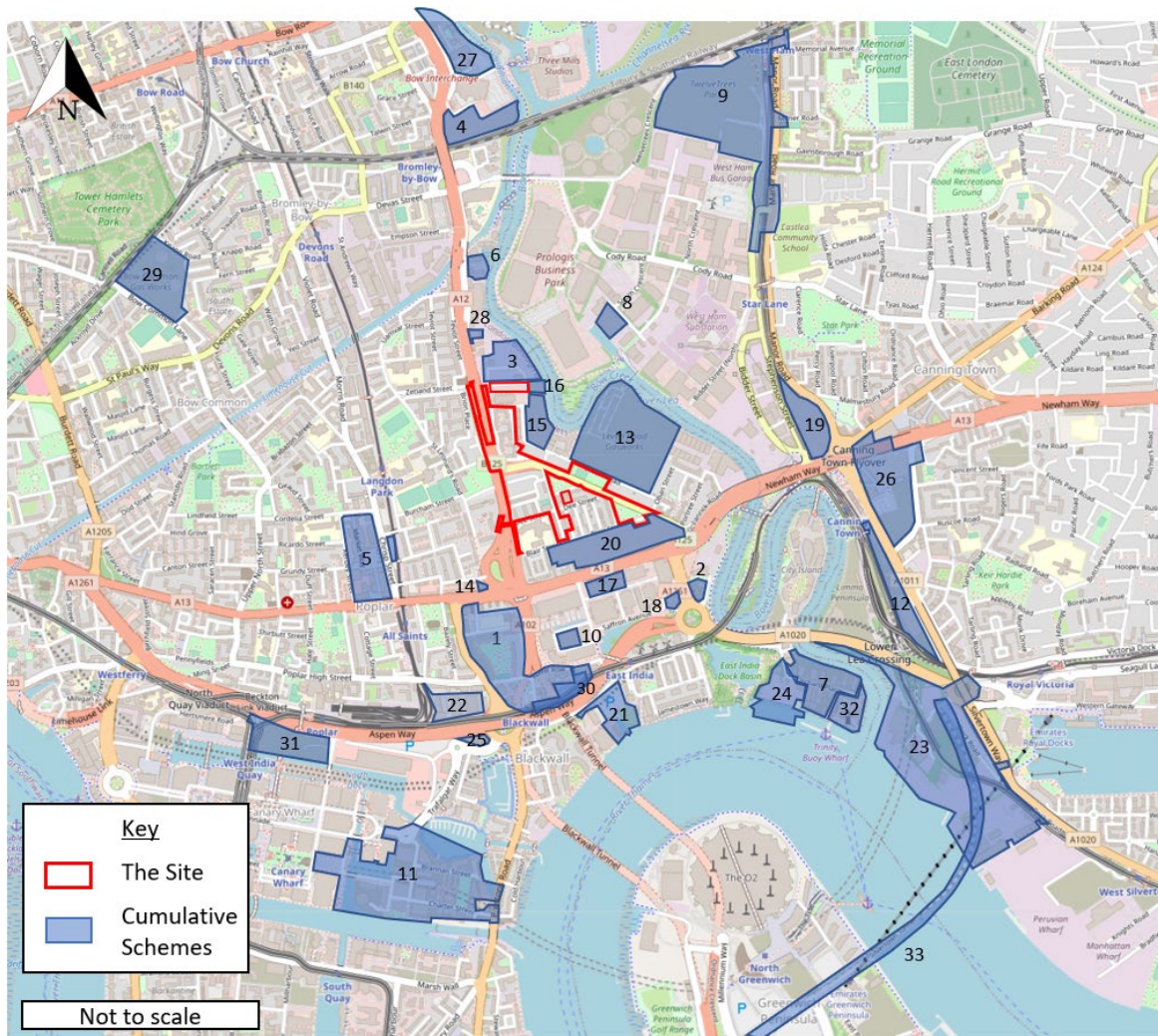
- 209 A greenhouse gas emissions assessment has been undertaken to assess the potential greenhouse gas emissions from the construction and operation of the Proposed Development. Greenhouse gases are gases in the atmosphere which have the potential to increase air temperatures.
- 210 The assessment of greenhouse gases has been undertaken for the demolition and construction, operational and decommissioning stages.
- 211 Overall, the greenhouse gas emissions assessment identified that the Proposed Development will generate a small amount of greenhouse gas emissions, however these have been mitigated with best practice and relevant guidance and ensure the Proposed Development is compliant with relevant policies and UK's target for net zero carbon emissions by 2050. It is acknowledged that there is a need to apply a systematic, coordinated approach to climate change mitigation and adaptation on a larger scale beyond the individual project level. Based on professional judgement, the assessment concludes that the effect of the Proposed Development on greenhouse gas emissions will be **not significant**.

CUMULATIVE EFFECTS ASSESSMENT

- 212 A number of upcoming schemes were assessed in order to understand the impact of the Proposed Development alongside the other surrounding (cumulative) developments.
- 213 A list of all of the surrounding developments considered within the Environmental Statement is provide below, and shown in **Figure 20**:
- 1. Blackwall Reach, The Robin Hood Gardens Estate together with land south of Poplar High Street and Naval Row, Woolmore School and land north of Woolmore Street bounded by Cotton Street, East India Dock Road and Bullivant Street (PA/20/02371);
 - 2. Castle Wharf Esso Petrol Station, Leamouth Road, London, E14 0JG (PA/16/01763/A1);
 - 3. Ailsa Wharf, Ailsa Street, London (PA/18/03461);
 - 4. Imperial 2 (formerly Clockhouse and Access House), Bromley by Bow, London, E3 3AE (18/00572/NMA & 18/00575/NMA);
 - 5. Chrisp Street Market, Chrisp Street, London (PA/15/00039/A1);
 - 6. Barrett Industrial Estate, 20-22 Gillender Street, London (PA/19/00914);
 - 7. Hercules Wharf, Castle Wharf and Union Wharf, Orchard Place, London, E14 (PA/19/02773);
 - 8. Cody Dock 11c South Crest, Canning Town, London, E16 4TL (17/03659/OUT);

- 9. Former Parcel Force Depot, Street, Canning Town, London, E16 4SB (17/01847/OUT);
- 10. Anchorage House, 2 Clove Crescent, London, E14 2BE (PA/16/01061/A1);
- 11. Wood Wharf, Prestons Road (PA/13/02966/P0);
- 12. Brunel Street Works, Canning Town Area 8 Bounded by Peto Street North and Victoria Dock Road Silvertown Way, Canning Town (16/03428/FUL);
- 13. Leven Road Gasworks, Poplar Gas Works, Leven Road, London (PA/18/02803/A1);
- 14. 267-269 East India Dock Road, London, E14 0EG (PA/19/01838/A2);
- 15. (Former Poplar Bus Depot), Leven Road, London, E14 0LN (PA/19/02148/A1);
- 16. Islay Wharf, Lochnagar Street (PA/19/01760);
- 17. London Docklands Travelodge Hotel, Coriander Avenue, London, E14 2AA (PA/18/03088/A1);
- 18. Site north west of Leamouth Road Roundabout, Leamouth Road, London (PA/18/03089);
- 19. 300 Manor Road, Land Comprising Former HSS Site And 300 Manor Road Canning Town London (18/03506/OUT);
- 20. Aberfeldy Estate, Abbott Road, London, E14 (PA/15/01826/P3);
- 21. Poplar Business Park, 10 Prestons Road, London, E14 9RL (PA/11/03375);
- 22. Land at Blackwall Yard, Blackwall Way, London, E14 2EH (PA/21/00288/A1);
- 23. Land At Thameside West And Carlsberg Tetley Dock Road Silvertown London (PA/19/00292/NC);
- 24. Orchard Wharf, Orchard Place, London (PA/20/02488/A1);
- 25. 2 Trafalgar Way, London, E14 5SP (PA/20/01402/A2);
- 26. Areas 7 and IC Barking Road, Canning Town (11/00662/LTGDC);
- 27. Bromley by Bow North, Hancock Road, London (PA/11/02423/P1);
- 28. 43 - 45 Gillender Street, London, E14 6RN (PA/19/01628/A1);
- 29. Bow Common Gas Works, Bow Common Lane, London (PA/19/02379);
- 30. Land Under The DLR Bounded By Scouler Street And Aspen Way And Prest30age Way, Aspen Way, London (PA/19/02292);
- 31. North Quay, Aspen Way, London, E14 (PA/20/01421/A1);
- 32. Trinity Buoy Wharf, 64 Orchard Place, London (PA/19/00957); and
- 33. The Silvertown Tunnel Order (2018).

Figure 20 Cumulative Schemes Map



214 Demolition and construction activities may give rise to major adverse (**significant**) short-term effects on levels of noise and vibration at nearby sensitive receptors should instances arise where activity occurs in close proximity to sensitive receptors. The majority of demolition and construction activities would give rise to minor to moderate adverse effects (**significant**) depending on the intervening distances between activities.

215 From the above list of cumulative schemes, only two (Former Poplar Bus Depot and Islay Wharf) were considered for the cumulative daylight, sunlight and overshadowing assessment. 16 of the 42 buildings will experience a moderate to major adverse (**significant**) cumulative effect in regard to daylight, including 110 – 126 Leven Road, Ailsa Wharf Block A and D, Culloden Primary School, Devon’s Wharf and Leven Road Phase 3. Ailsa Wharf Blocks K and L and Bromley Hall will experience a minor to moderate adverse effect (**significant**). Both Ailsa Wharf Block A and D will experience a moderate to major (**significant**) effect with regards to sunlight. Cumulative overshadowing effects will have a moderate to major adverse (**significant**) effect on Bromley Hall School.

216 Once the Proposed Development is completed and operational, **significant** beneficial effects have been identified for socio-economic receptors in the cumulative scenario. This includes significant beneficial effects in terms of socio-economic wellbeing and living environment, job creation/local economy and housing targets within the Borough.

IN-COMBINATION EFFECTS / EFFECT INTERACTIONS

217 In-combination effects / effect interactions are the result of interactions of effects on an individual receptor (e.g., when both noise and dust affect a particular residential property).

218 The assessment identified the following potentially significant effect interactions:

- Potential for 'significant' in combination effects relating to Traffic and Transport and Wind Microclimate as pedestrians and cyclists would experience a range of beneficial effects once completed and operational. The effect interaction is considered significant as severance, amenity, fear and intimidation and traffic safety effects are each considered significant individually. Pedestrians and cyclists would also experience a change to wind microclimate conditions around the Site;
- Potential for 'significant' in combination effects relating to Traffic and Transport and Wind Microclimate as public transport users would experience both beneficial and adverse effects as a result of the Proposed Development in regard to wind conditions in combination with improvements to passenger bus severance. However, it is reasonable to assume that the not all bus passengers that would be expected to interact with the Proposed Development would experience both passenger severance effects in combination with unsuitable / suitable wind conditions at the same time;
- Potential for 'significant' in combination effects relating to Wind Microclimate conditions at thoroughfares, entrances, ground level amenity (mixed use and on-site seating) and roof terraces on onsite introduced residential receptors. These receptors may experience these effects when moving around the site, however effects are likely to be experienced across either the summer and windiest season at different locations and as such may not be experienced at the same time or by the same introduced residential receptors;
- Potential for 'significant' in combination effects relating to reductions in daylight and sunlight conditions at the following existing residential receptors: Atelier Court, 199-225 Abbott Road, Loren Apartments, Leven Road Phase Three, Sherman House, Lansbury Gardens 2-12, Aberfeldy Estate Phase One Block C, 110-126 Leven Road and 177-195 Abbott Road; and
- Potential for 'significant' in combination effects relating to reductions in daylight and sunlight availability to St Nicholas Church.

219 It is not uncommon for a range of in-combination effects and effect interactions to be defined for a project and given the complexity, scale and nature of the Proposed Development, the identification of the above potentially significant adverse in-combination effect and effect interaction is not unreasonable and expected as a result of redevelopment within urban environments.

SUMMARY AND CONCLUSION

220 The Proposed Development offers the opportunity to redevelop a site with several planning designations and will provide significant regeneration to the surrounding area.

221 The Proposed Development will provide significant beneficial effects in terms of contribution to housing targets and overall deprivation, as well as several significant beneficial effects on pedestrians, road users and residential properties. The Proposed Development will also lead to significant beneficial townscape and visual effects.

222 Whilst significant adverse effects will be experienced once the Proposed Development is complete and operational, they are limited to wind microclimate (which can be mitigated through the detailed design process), sunlight and daylight and climate change. These adverse effects need to be considered in the context of the wider regeneration to the Site and surrounding area.

223 In the case of daylight and sunlight, significant alterations of the magnitude identified in the assessment are an expected consequence of an intensification of the town centre. In accordance with the UK planning policy, where applications are for housing, local authorities should take a flexible

approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site.

224 To purchase the complete Environmental Statement, please contact Trium Environmental Consulting LLP, at hello@triumenv.co.uk or Tel: +44 (0) 203 887 7118.



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