

STATEMENT OF COMMON GROUND

Between the London Borough of Tower Hamlets and St. William

**In respect of representations Bow Common Gas Works (site
allocation 2.1)**

**London Borough of Tower Hamlets
Local Plan**

Statement of Common Ground –Bow Common Gas Works, St. William

Tower Hamlets Local Plan Examination in Public

Date: July 2018

Parties: London Borough of Tower Hamlets (LBTH) and St. William

Issues Discussed

In relation to the representations dated 13th November 2017 submitted on behalf of St William in response to the Local Plan regulation 19 consultation, the following matters have been considered.

1. Viability/deliverability
2. Site allocation maps
3. Land use requirements
4. Design principles
5. Open space
6. Delivery considerations
7. Infrastructure requirements

Agreed Actions

Viability/deliverability

- It is agreed the proposed modification which will be included in the introductory section of the 'Delivering Sustainable Places' chapter addresses matters regarding the viability and deliverability of the site allocation

When determining a planning application, flexibility may be applied to the site allocation requirements, based on an up to date assessment of need and the agreed viability position of the scheme to ensure the site allocation is deliverable in the context of the principles of sustainable development.

Note: While St. William agree on the above wording and its insertion within in the introductory section of the 'Delivering sustainable places' chapter, they would also like the wording to be included in the delivery consideration of the site allocation (see outstanding matters).

Site allocation maps

A minor modification has been made to each map confirming that they are indicative: *For illustrative purposes* (MM204)

Land use requirements

- It is agreed that the following amendment will be made to the employment land use requirement:

Employment: Provision of employment numbers through a range of floor spaces which support small-to-medium enterprises; these can include creative industries and retail.

While the site is not a designated employment area, policy S.EMP1 makes clear that cumulatively non-designated sites can provide a significant quantum of floorspace. It would not be expected that the site would provide significant levels of employment floorspace, nonetheless there is an opportunity to provide some employment floorspace and as such the text within the land use requirements for the site are considered appropriate.

It is not considered, given the nature of gasholders, that they would meet the definition of sui generis industrial functions articulated in paragraph 5.6. As such, there would be no requirement to re-provide the gasholder floorspace as employment space.

It is agreed that the following wording will be included in the delivery considerations:

Given the nature of the gasholders, they fall outside of the definition of sui generis industrial functions. As such, there is no requirement to re-provide the gasholder floorspace as employment space.

Design principles

- Retain the following design principle:

Provide active frontages along the railway to enhance the use and setting of the railway arches as a non-designated heritage asset

It is acknowledged that active frontages do not necessarily mean a commercial use. The objective is to encourage activities in that area/locations so that it doesn't encourage anti-social behaviour. As long as the frontage encourages footfall then it will generally be acceptable. Active frontages should encourage footfall which helps to increase safety and may encourage activation of spaces within the railway arches.

It is agreed that the design principle relating to the family housing overlooking the open space is acceptable as it is an aspiration for the site to achieve good place making.

- Retain the following design principle:

Locate family housing overlooking the publicly accessible open space

It is envisaged that family housing will overlook the publicly accessible open space.

It is agreed the following design principles are acceptable:

- Provide active frontages along the railway to enhance the use and setting of the railway arches as a non-designated heritage asset.
- *Respond positively to the existing setting of the two conservation areas (Tower Hamlets Cemetery and Swaton Road) and the local nature reserve, including as well as the scale, height, massing and fine urban grain of the surrounding built environment. (MM244)*

Open space

- It is agreed that the proposed definition of consolidated open space which will be included in the glossary is acceptable:

"A process of combining open space into a single more effective or coherent whole. The way in which these spaces will function will be assessed on a site-by-site basis and agreed through the development management process. At sites with multiple-ownership, this will mean that

each site has to deliver their proportion of open space adjoining the open space which the adjoining landowner will deliver, or deliver it in such a way that the open space would still form a coherent whole over the entire site allocation. We strongly encourage landowners to work jointly to develop masterplans covering the entire site allocation to ensure consolidation can be achieved whilst balancing the impact on the landowners. Consolidation should also avoid fragmentation of open space and ensure that it fulfils the qualities and function of open space set out in the Open Space Strategy”.

- It is agreed that the following design principle in relation to open space is acceptable and will be retained.

Provide new open space with a minimum size of 1 hectare, which is consolidated and designed to provide multi-functional leisure and recreational uses.

However, the precise details of how the open space will function will be agreed through the development management process, taking account the site specific circumstances.

Delivery considerations

- It is agreed that the following wording will be included within the delivery considerations for the purposes of clarification and context:

Development should acknowledge the associated costs of decommissioning the gasworks and the relocation of any significant equipment and address any environmental pollution and on site decontamination requirements caused by the gasworks.

Outstanding Issues

Infrastructure requirements

- Provision of a secondary school

Design principle (associated with the secondary school)

- Ensure safe pedestrian and cycling access to the secondary school

Viability/deliverability – location of the proposed wording

- St. William: The wording (see the first agreed action relating to viability/deliverability) should also be located in the delivery considerations of the site allocations in order to make it clear that the sites are unviable with the policy requirements.
- LBTH: The location of the wording in the introductory section is considered to be appropriate in order to address viability across all site allocations.

Housing capacity figures

- St. William: The site allocation should include approximate housing capacity figures (set as a minimum) to give an indication of the level of housing that is expected on site.
- LBTH: The Site Allocations Methodology (SED64) confirms that site allocations are expected to deliver at least 500 homes. The finer details of capacity on individual sites will be addressed on a site by site basis through the development management process.

Signed on behalf of St. William

S. Lewis

Date: 26/7/18

Signed on behalf of London Borough of Tower Hamlets

Philip Widdowson

Date: 26/7/18