Introduction

The Application

1.1 This document provides a Non-Technical Summary (NTS) of the Environmental Statement (ES) for the construction of a high quality residential-led mixed-use development (hereafter referred to as the ‘Proposed Development’) within the administrative boundary of the London Borough of Tower Hamlets (“LBTH”) (the ‘site’). The Proposed Development will be known as ‘London Dock’. The planning application is a hybrid application with part submitted in outline and part submitted in detail.

1.2 The site, which has an area of approximately 6.1 hectares (ha), is located at 10 Virginia Street, London, E1W 2AD and is bound by Pennington Street to the north, Tobacco Dock to the east, Vaughan Way to the west, and the residential development, Quay 430, to the south.

1.3 Figure 1 shows the location of the site and Figure 2 shows the site plan and red line boundary.

The Environmental Impact Assessment Process

1.4 URS Infrastructure & Environment UK Limited (URS) has been commissioned by St George Central London Limited (the ‘Applicant’) to undertake an Environmental Impact Assessment (EIA) in line with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (the ‘EIA Regulations’).

1.5 The findings of this process are presented within the Environmental Statement (ES), and accompanying technical appendices, which describes the potential effects of the Proposed Development during the demolition, construction and refurbishment phase and on completion and occupation of the Proposed Development.

1.6 This document, known as the NTS, provides an overview of the findings of the EIA. The NTS has been prepared for a general audience including parties close to or potentially affected by the Proposed Development.

Figure 1: Site Location
The ES details the likely significant environmental effects of the Proposed Development on its neighbours, local environment, local and regional economy and wider project area. Sensitive receptors in the vicinity of the site, which have the potential to be affected by the Proposed Development, have been identified. The criteria for indentifying those receptors include the nature of the receptor, proximity to the works, and extent of exposure to effects and effect interactions.

The identified sensitive receptors include the Grade II Listed Pennington Street Warehouse located on-site, neighbouring commercial properties and local residents along the southern boundary of the site (Tradewinds Court, Spice Court, Leeward Court, China Court; Waterman Way and President Drive); the northern boundary of the site (Breezers Court, Artichoke Hill and Telford Yard); and along Wapping Lane to the east of the site, as well as local cyclists, pedestrians, road users and new onsite receptors that are created as the construction of the Proposed Development progresses.

Specific criteria for each technical area have been developed, giving due regard to the following:

- Extent and magnitude of the effect;
- Effect duration (short, medium or long-term);
- Effect nature (whether direct or indirect, reversible or irreversible);
- Whether the effect occurs in isolation, is cumulative or interactive;
- Performance against environmental quality standards;
- Sensitivity of the receptor; and
- Compatibility with relevant planning policy.
1.10 The ES has highlighted the residual effects, which are those effects that remain following the incorporation of any identified mitigation measures. The significance of residual effects has been evaluated with reference to definitive standards, accepted criteria and legislation where applicable. Where it has not been possible to quantify effects, qualitative assessments have been carried out based on professional experience and judgement. Cumulative effects have also been assessed.

1.11 Effects have been classified as being adverse, negligible or beneficial in significance. Where adverse or beneficial effects are identified, their magnitude has been further categorised as either minor, moderate or major. Where possible, effects have also been assigned a geographic scale; for example, Local, District or Regional.

1.12 Mitigation measures, designed to offset or reduce any significant adverse environmental effects, have been incorporated into the project design wherever possible.

1.13 The ES also describes the consultation process undertaken to ensure that the views and concerns of interested parties, and statutory consultees, have been given due consideration in the design process.

1.14 The ES consists of:
- **Volume I - Environmental Statement**: this document forms the main body of the ES detailing the results of environmental investigations, effects arising and proposed mitigation measures. It also includes details of the development and construction activities;
- **Volume II - Townscape, Conservation and Visual Assessment**: a separate document produced to assess the effects on key and strategic views to and from the site. Volume II also contains an assessment of effects to above ground built heritage;
- **Volume III - Technical Appendices**: Comprises survey data, technical reports and background information supporting the assessments and conclusions given within the main body of the ES; and
- **Non-Technical Summary**: (this document) summarises the key findings of the ES in non-technical language.

**Consultation and Scoping**

1.15 The process of consultation is critical to the development of a comprehensive and balanced ES. Views of key statutory and non-statutory consultees serve to focus the environmental studies and to identify specific issues, which require further investigation. Consultation is also an ongoing process, which enables mitigation measures to be incorporated into the project design, thereby limiting adverse effects and enhancing benefits.

1.16 Consultees involved in the evolution of the design and assessment of environmental and socio-economic effects include:
- The London Borough of Tower Hamlets (LBTH);
- Greater London Authority (GLA);
- The Design Council;
- English Heritage (EH);
- Natural England (NE);
- Environment Agency (EA);
- Transport for London (TfL);
- Thames Water Utilities Limited (TWUL); and
- London City Airport (LCY) and the Civil Aviation Authority (CAA).

1.17 In addition to those stakeholders noted above, the Applicant has consulted with local residents. A dedicated community consultation website was set up to provide details on the project (www.londondockconsultation.co.uk). A public exhibition was held on-site for 4 days between the 8th and 12th September 2012 at which members of the design team were present to provide the public with an opportunity to review and comment on the application proposals. Two community workshops were held on Thursday 20th September and Saturday 22nd September 2012 to discuss the initial concepts in more detail. A second phase of public consultation commenced on Wednesday 14th November 2012 with an exhibition that ran for 4 days until Saturday 17th November 2012 and a third phase of public consultation was held on-site for 4 days between the 24th and 27th April 2013.

1.18 This was considered to be the most effective method of ensuring adjacent residents and others with an interest in the site, including amenity groups and local businesses, were fully informed of the proposals. The Community Engagement Statement (submitted in support of this Planning Application) provides a description of the consultation undertaken by the Applicant with stakeholders.

1.19 The ES has also been preceded by a scoping exercise to determine those environmental aspects that may be significantly affected by a development, and, as such, should be included in the scope of the EIA. Through Scoping, the potential significance of
effects associated with each environmental aspect becomes more clearly defined, resulting in the identification of a number of priority issues to be addressed in the EIA. A Scoping Report setting out the proposed scope of the EIA was submitted to LBTH on 29\textsuperscript{th} November 2012 and a Scoping Opinion was subsequently received from LBTH.

Planning Policy Context

1.20 The EIA has been undertaken with reference to the National Planning Policy Framework (NPPF) (2012). The policies contained within the NPPF articulate the Government’s vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

1.21 The Statutory Development Plan comprises the London Plan 2011, the LBTH Core Strategy 2010 and the LBTH Managing Development Document (MDD) Development Document Plan (DPD) 2013. On a local scale, the Core Strategy is the principal document of the Local Development Framework (LDF). It identifies the key issues and the social, economic and environmental objectives for future development and is a key driver in delivering sustainable development in the LBTH.

1.22 An assessment of the Proposed Development in the context of relevant national, regional and local planning policy is set out within the Planning Statement, which is submitted in support of the planning application. Planning policy has also been considered in the relevant technical chapters of the ES as appropriate for the consideration of environmental effects.

Existing Site Context

1.23 The site is located in Wapping and was formerly occupied by News International. Before this, the site was occupied by the former London dock system that covered 90 acres of Wapping and once formed part of London’s international trading empire.

1.24 The existing site measures 6.1 ha\textsuperscript{1} and comprises two principal parcels of land:

- The main site is bounded by Vaughan Way to the west, The Highway and Pennington Street to the north, a Grade 1 listed Warehouse – Tobacco Dock to the east and a large residential development (Quay 430) to the south (5.85 hectares);
- The second smaller site (0.25 hectares) is located immediately north of Pennington Street and south of The Highway, between Breezers Hill and Artichoke Hill. It is occupied by the six storey office building known as Times House.

1.25 The main site comprises the Grade II Listed Pennington Street Warehouse, a two storey brick built structure comprising of former warehousing and vaults with a frontage extending to 315 metres (m) along the southern side of Pennington Street and the 1980s built Print Works building to the south. A large surface car park is located to the east of Vaughan Way. The buildings on the main site, now largely vacant, were used by News International until November 2011 for newspaper editing and production with the full use of the car park continuing until March 2012.

1.26 The site is not located within a Conservation Area; however, it lies in close proximity to a number of Conservation Areas, namely: St George in the East to the northeast; Wiltons Music Hall to the northwest; The Tower to the west; Wapping Pierhead to the south; and Wapping Wall to the southeast and east.

1.27 The site lies substantially within the EA’s River Thames Flood Zone 1 (low risk), however, the southern areas of site fall within EA Flood Zone 3 Defended (high risk, but benefiting from flood defences). The northern portion of the site, the surface car park area and Times House, falls within an Area of Archaeological Importance.

Figure 3: Aerial Photograph of Existing Site (centre), looking Southwest

\textsuperscript{1} The ‘site area’ covers the full extent of the application site upon which development will occur and extends to approximately 6.1 ha, with the sole exception of the area in the south eastern corner which falls outside of the Applicant's ownership and where the only works of development proposed to be carried out are the provision of a new pedestrian linkage to the canal towpath.
Alternatives and Design Evolution

1.28 Under the EIA Regulations (as amended), an ES is required to provide “an outline of the main alternatives studied by the applicant or appellant and an indication of the main reasons for [his] choice, taking into account the environmental effects”. The alternatives analysis is a key part of the EIA process and serves to ensure that environmental considerations are built into the project design at the earliest possible stage.

1.29 The EIA has considered the ‘no development’ alternative, the use of ‘alternative sites’ and ‘alternative designs’ in response to consultee comments.

1.30 The ‘no development’ option results in a number of undesirable outcomes including the under utilisation of the site by the existing building; the loss of opportunity to provide additional homes and housing types; and the loss of opportunity to provide new public realm to the locality, as well as a new development that improves the local townscape that is currently compromised with the existing building, which has no architectural merit. This option was rejected by the Applicant.

1.31 No alternative sites were considered as part of the proposals as 10 Virginia Street is an appropriate and suitable site for the construction of a mixed-use scheme and the Proposed Development has therefore been designed as a direct response to the specific site’s potential.

1.32 The design of the Proposed Development has evolved considerably through meetings with specialist consultants, agents, local neighbourhood groups and regular workshops with LBTH Planning Officers since July 2012. A site of this scale and nature has meant a number of designs have been tested for the Proposed Development; however the constraints and the nature of the site have helped inform the final design proposal.

1.33 Following an initial investigation of alternative designs for the site, the Applicant and design team agreed the following design principles:

- Provide cross site connections and routes through the existing buildings;
- Create new public realm;
- Open up views into and through the site;
- Provide new cultural and retail facilities;
- Create a strong relationship with the historic context;
- Shape the site through its landscape; and
- Provide a variety of architectural forms.

1.34 A central aspect of the design process was the alignment of the site based on the key concept of connectivity and permeability, both north-south and east-west. Early concept sketches and diagrams played a key role in shaping the arrangement of spaces on-site (Figure 4 and Figure 5).

1.35 The site’s historical context established a powerful geometry on the site and the listed Pennington Street Warehouse was an important factor in informing the layout of the buildings and public realm of the Proposed Development.

1.36 The most appropriate location for the public squares became apparent early on in the design process and helped to shape the massing of the scheme.

1.37 Consideration of the masterplan massing in terms of townscape was paramount and an early identification of views in which tall buildings were most sensitive was completed. Visibility of the proposals was a key factor and had to be considered alongside a desire to engage with the site’s surrounding urban context.

1.38 It became apparent that a taller element to the west of the site could be accommodated and would become a ‘marker’ for the site and surrounding area.
The inclusion of a marker building was seen as key in creating the so-called ‘route to prosperity’ through the Proposed Development to Tobacco Dock and Shadwell Basin.

1.39 Following the initial design analysis, a series of massing options were considered that included a cluster of taller buildings to the west of the site. This was in response to the height of Thomas More Square, situated to the west of the site. Examples of these designs are shown in Figure 6 and Figure 7.

Figure 6: Early Stage Massing

Figure 7: November 2012 Massing Design

1.40 Following consultation, and in response to feedback regarding the size of the building, the height of the ‘marker’ building was reduced from approximately 38 storeys to approximately 33 storeys (Figure 8).

1.41 Other changes to the Proposed Development included reductions to the residential buildings where the taller elements of the blocks (shown in blue, Figure 9) were set back to reduce the visual effect of the scheme from Pennington Street, whilst the south-facing stepped terraces were introduced to break up the massing of the buildings.

Figure 8: Evolution of the Tower Building

Figure 9: Articulating the Residential Blocks

1.42 The final massing design of the Proposed Development is presented in Figure 10, and includes the taller ‘marker’ element to the west of the site. The masterplan of the Proposed Development and the key elements is presented in Figure 11.

1.43 The form, layout and design of the Proposed Development are the result of an extensive process in which a large number of options have been explored, and a wide range of factors taken into consideration.

1.44 A number of alternative conceptual approaches were considered, finally leading the team to propose the current masterplan arrangement. The masterplan continued to evolve through regular design workshops with LBTH planning officers and specialist consultants and through consultation with local stakeholders, who helped the team develop the public realm, massing and façades.
Key Features of the Proposed Development

1.45 The Proposed Development will comprise a residential-led mixed-use development with commercial, retail, leisure and education uses.

1.46 The site comprises nine building plots in total with a variety of building sizes and scale. Three of the building plots are submitted in full detail, whilst the other buildings, including the landscaping and spaces between, have been developed as outline proposals. There is a general strategy of commercial use at ground floor level with residential above.

1.47 The Proposed Development will include the following uses:
- Up to 1,800 residential units in a range of sizes including 15% affordable housing;
- Non-residential floorspace including:
  - Retail, financial and professional services, food and drink uses (Class A1-A5);
  - Business uses including office and flexible workspace (B1);
  - Community and cultural uses (D1); and
  - Assembly and leisure uses (D2).

1.48 Additional details are provided in Table 1.

Table 1: Proposed Area Schedule by Use

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Maximum Gross External Area (GEA) (m²)</th>
<th>Total Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>187,888</td>
<td></td>
</tr>
<tr>
<td>School</td>
<td>9,550</td>
<td></td>
</tr>
<tr>
<td>Retail</td>
<td>15,028</td>
<td></td>
</tr>
<tr>
<td>Business (offices and flexible workspace)</td>
<td>10,735</td>
<td></td>
</tr>
<tr>
<td>Non-residential institutions</td>
<td>6,441</td>
<td></td>
</tr>
<tr>
<td>Assembly and Leisure</td>
<td>6,441</td>
<td></td>
</tr>
<tr>
<td>Basement</td>
<td>37,346</td>
<td></td>
</tr>
</tbody>
</table>

1.49 The Proposed Development will include the demolition of all existing buildings on-site except for Pennington Street Warehouse, which is Grade II listed, and Times House, and will open up the site into a permeable, publicly accessible site.
1.50 The building forms of the Proposed Development will be assembled around green landscape spaces and will draw reference from the typology of existing buildings, thus helping to frame views to the Pennington Street Warehouse.

1.51 The detailed component of the site which is immediately east of Thomas More Square and Vaughan Way includes five new buildings. These buildings have been designed to respond to both the surrounding context and the new green landscapes that they will front. The tallest building will sit on the edge of the main square and its form changes to address the historic views from the west and the new views from Canary Wharf in the east. It will create a visual marker, which together with the Thomas More buildings will form a cluster of tall buildings (Figure 12).

1.52 Two building plots will front the Highway. One of these will accommodate a new secondary school (up to five storeys) and the other, a building of up to 10 storeys at the junction with Vaughan Way, will accommodate predominantly residential use with ground floor non-residential uses. These buildings will reinforce the established street edge.

1.53 The remainder of the building plots will run from west to east, south of Pennington Street. These will accommodate buildings arranged around landscaped courtyards, ranging in height between seven and nineteen storeys.

1.54 The refurbished Pennington Street Warehouse will act as a mixed-use ‘spine’ for the Proposed Development and will incorporate non-residential uses such as art galleries, exhibition space, cafes and offices.

1.55 In order to create a more distinct notion of neighbourhood and coherence, the final masterplan seeks to unify the proposed new buildings in terms of materials, scale and architecture. At the same time, each building will develop its own character within the scheme.

1.56 An important concept of the Proposed Development is to break down the mass that currently exists, open up the site to the public and respond positively to the site’s existing surrounding built environment. The existing News International building currently acts as a huge barrier, blocking all visual and physical permeability from north to south. The Proposed Development will break down the barrier and create a series of permeable routes and views through the site.

1.57 The landscape and public realm strategy will be an integral part of the Proposed Development. A series of public spaces are proposed to provide order to the Proposed Development and will be reinforced by the building edges. 50% of the site will be open space including public realm, and all spaces will be visually accessible.

1.58 Two main squares, Gauging Square and Market Square (Figure 13), will greet the public at the west and the east ends of the site and are connected by two vistas. The Quayside to the north creates a new threshold into the Pennington Street Warehouse and the Promenade to the south will provide a green walk with a pool of water at the centre (Figure 14).

1.59 Running at right angles to these east west vistas are a series of market gardens that will encourage ecology, and semi private water garden style courtyards that will provide a visual amenity for the site. These features will provide a series of intimate, quieter spaces for people to walk through, sit and enjoy, and invoke the historic, cultural and social context of the site.

1.60 As defined by LBTH’s LDF, the site’s open space and communal amenity space will be publicly accessible, excluding access routes, bike storage or waste storage. The plot layouts and the public realm will provide more than ten times the minimum requirement of open space.
Private amenity space will be provided in the courtyard gardens and on the terrace immediately to the south of the tower. These spaces are only accessible from specific buildings and so are exclusively for the residents of the adjacent buildings. There is no private amenity on the roofs of any of the buildings.

Private amenity space will be provided at grade for residential units. Above this level, all homes will have balconies or roof terraces.

Sustainability

With regard to sustainability, a combination of a 39.6% reduction in regulated carbon dioxide (CO\(_2\)) emissions over Building Regulations Part L 2010, along with a commitment to achieve Code for Sustainable Homes (CfSH) level 4 and Building Research Establishment Environmental Assessment Method (BREEAM) ‘Very Good’, with best endeavours to achieve ‘Excellent’ represents the highest viable levels of sustainable design and construction. It is therefore considered that the proposals accord with all levels of planning policy.

Through the incorporation of sustainable design and construction methods, energy, water and waste saving measures, as well as open/green space provision and measures to enhance the ecological value of the site, a high quality and sustainable Proposed Development is proposed.

The Energy Strategy for the Proposed Development has been formulated following the London Plan Energy Hierarchy: ‘be lean’, ‘be clean’ and ‘be green’. A range of ‘be lean’ energy efficiency measures are proposed which enable the Proposed Development as a whole to meet the Building Regulations (2010) baseline through energy efficiency measures alone. This represents a very high level of sustainable design and construction.

In line with the London Plan, the feasibility of decentralised energy production as a ‘be clean’ measure has been carefully examined. It has been concluded that a Combined Heat and Power (CHP) engine is viable for the Proposed Development and will enable a reduction in carbon dioxide (CO\(_2\)) emissions after ‘be lean’ energy efficiency measures have been applied of 36% (regulated) and 21% (total) respectively.

The full spectrum of ‘be green’ renewable energy generating technologies has also been considered and the utilisation of a Variable Refrigerant Volume (VRV) heat pump system within the market homes for secondary heating will result in a further reduction in regulated CO\(_2\) emissions of 3%.

Demolition, Construction and Refurbishment

Given the scale of the Proposed Development, the current expectation is that the demolition, construction and refurbishment works would take approximately 15 years.

Whilst all details regarding future demolition, construction and refurbishment have not been finalised at this stage, it is expected that following site wide demolition, the Proposed Development will be constructed in six phases (Figure 15). The construction programme of each phase will comprise the following key stages:

- Substructure and basement works;
- Construction of the superstructure;
- Construction of the envelopes and roofs, and shell and core of the building; and
- Fit-out and external works.
1.70 The refurbishment of Times House and the Grade II Listed Pennington Street Warehouse will take place during the construction phasing. All work carried out to Pennington Street Warehouse will be in accordance with the Listed Building Consent (submitted in support of this Planning Application).

1.71 The Applicant will develop, and issue to LBTH for approval, an Environmental Management Plan (EMP), a Demolition and Construction Method Statement (DCMS) and a Site Waste Management Plan (SWMP), which will apply to all contractors, sub-contractors, trade and site management. The DCMS will place obligations on contractors to adopt best environmental practice, such as careful programming, resource conservation and adhering to health and safety regulations and quality procedures. The DCMS will include detailed working procedures for the control of emissions and environmental risk, and will also specify working hours.

1.72 Specifically, the EMP and DCMS will include measures for, among others:
- Neighbour and public relations, and provisions for handling complaints;
- Site hoarding, housekeeping and security;
- Traffic management and parking provisions;
- Road and utility diversions;
- Waste management and clean road management;
- Noise and vibration control;
- Protection of ecological, archaeological and water resources; and
- Energy and water usage.

1.73 Measures to mitigate potential construction effects on the environment and public health and safety will also be detailed within the EMP.

1.74 It is anticipated that the core working hours for demolition and construction will be as follows:
- 08:00 – 18:00 hours Weekdays;
- 08:00 – 13:00 hours Saturday; and
- No working normally undertaken on Sundays or Bank Holidays.

1.75 It is recognised that approval from LBTH is required for any works that need to be undertaken outside these permitted hours and that the LBTH may vary these hours where the works are in close proximity to sensitive businesses or residential properties.
1.76 Chapter 6: Socio-Economics of the ES presents the socio-economic effects of the Proposed Development and the extent to which the Proposed Development conforms to relevant socio-economic planning policy.

1.77 The key areas of potential effect that have been assessed as part of this study comprise the following:

- An economic effect assessment, including employment effect on the labour market and additional local spending;
- Consideration of the effect on office and retail provision; and
- A review of other relevant socio-economic effects, including the provision of private/affordable housing and the demand on existing social infrastructure such as education, primary healthcare and open space.

1.78 In summary, it is considered that the Proposed Development will have a long-term minor beneficial effect on the creation of construction jobs during the demolition and construction phase, most of which are likely to be taken up by workers from the Greater London area.

1.79 During the operational phase of the Proposed Development, there will be an estimated net employment generation of 1,527 jobs on-site, representing a moderate beneficial effect once completed.

1.80 The increase in employment generation will be supported by the provision of approximately 7,407m² GEA of business floorspace, including offices and flexible workspace, as well as 9,768m² GEA of retail floorspace, which will have a minor beneficial effect on both the London office market and on local retail facilities.

1.81 It is estimated that the Proposed Development will have a moderate beneficial effect on both the local and regional economy, through additional local spending, as well as contributing 58% of LBTHs annual housing target of 2,885 houses. This represents a long-term major beneficial effect on the provision of market housing, whilst 15% of the houses will be affordable housing which represents a minor beneficial effect.

1.82 The Proposed Development’s effect in terms of increased healthcare demands and education will be negligible with the creation of a new secondary school on-site considered minor beneficial to the local area.

1.83 The Proposed Development will also provide approximately 26,918m² of publically accessible open space and 3,829m² of child play space, which represent moderate and minor beneficial effects respectively.

Traffic and Transport

1.84 Chapter 7: Traffic and Transport of the ES presents an assessment of the effect of the Proposed Development on the surrounding road network and public transport facilities.

1.85 In consultation with TFL and LBTH, the EIA has identified the expected number of person trips, by mode, which will be generated to and from the site during construction and once the Proposed Development is complete. In doing so, a full assessment of the effect of the Proposed Development on pedestrian movements, cycle infrastructure, public transport and the surrounding road network, has been undertaken.

1.86 During the demolition and construction phase of the Proposed Development the effect on traffic is negligible. Whilst the proportion of HGVs using The Highway increases more significantly, overall traffic will only increase by 1.3% and 1.2% in the AM and PM peak periods respectively. Moreover, it should be noted that the assessment considers a worst case scenario, which will be limited principally to the initial phase of construction. During the other periods the construction vehicle flows are generally a third, or less, than these peak activity periods.

1.87 In summary, the implementation of the DCMS, EMP and Access and Egress Strategy will ensure that construction traffic would not cause undue disruptions to the local highway network and capacity. As such, the identified negligible effects of the demolition and construction works will be maintained.

1.88 Once the Proposed Development is completed and occupied, the effect to local highways, the rail, London Underground, Docklands Light Railway and bus networks would be negligible.

1.89 The Proposed Development will have a minor beneficial effect on pedestrians and users of major transport nodes through enhanced pedestrian connectivity and permeability, in particular between the south-west of the site and The Highway. The proposals are in line with current national, regional and local transport policies, being highly accessible to a variety of transport services, and the proposed design will help encourage the use of sustainable modes of transport. In addition, the pedestrian
footways and cycle facilities in the network adjacent to the site are of a high standard. On-site car parking will be provided in accordance with the LBTH and London Plan standards.

Air Quality

1.90 Chapter 8: Air Quality of the ES provides an assessment of the potential effect on local air quality resulting from construction dust, road traffic during both the construction and operational phases of the Proposed Development, and the emissions associated with the heating and power plant for the operational buildings.

1.91 The effect of dust emissions and PM$_{10}$ concentrations from the demolition, construction and refurbishment phase are considered to be of short-term minor adverse significance; however, the adoption of appropriate mitigation measures will help to reduce the overall significance at all receptors. This will include:

- Watering of rubble chutes where necessary to prevent dust emission;
- Screening of buildings with debris screen/sheets, as appropriate;
- Storing materials away from the site boundary wherever possible;
- Appropriate covering of skips and vehicles leaving the site. Materials will be handled in such a way that it does not give rise to excessive dust; and
- Dust-generating machinery e.g. disk cutters must be fitted with vacuums.

1.92 The effectiveness of the LBTH’s Code of Construction Practice (CoCP) measures will also be monitored and reported to the LBTH.

1.93 The effect of construction traffic emissions associated with the Proposed Development would have a negligible effect on air quality for existing receptors in the surrounding area and proposed on-site receptors. Likewise, the effect of operational road traffic emissions associated with the Proposed Development would have a negligible effect on air quality.

1.94 The effect of the proposed heating/energy plant on air quality during operation of the Proposed Development is considered to be of negligible to minor adverse significance. The combined effect of road traffic and the Proposed Development’s heating/energy plant will not result in any additional exceedances of the annual mean objective for NO$_2$.

Noise and Vibration

1.95 Chapter 9: Noise and Vibration of the ES presents an assessment of the likely significant effects of the Proposed Development with respect to noise and vibration to surrounding properties, in terms of:

- Predicted noise and vibration levels from demolition and construction works;
- Noise and vibration from the building services plant during operation; and
- Any increases in noise due to road traffic attributed to the Proposed Development.

1.96 The assessment is supported by a series of noise surveys, which were undertaken during daytime and night time periods in October and December 2012. It considers the suitability of the site for the proposed uses, in terms of existing noise and vibration, and the need to provide an adequate internal and external noise environment within the Proposed Development itself.

1.97 The noise surveys confirmed that the existing background noise and vibration levels at the site are suitable for the intended land-uses and suitable mitigation can be included in the design of the building façade to ensure that acceptable internal noise levels can be achieved.

1.98 The demolition of the existing site and construction of the Proposed Development have been assessed based on a 15 year (continuous) programme of works. The Proposed Development is likely to lead to short-term periods of elevated noise and vibration effects to sensitive receptors, as well as the new onsite receptors that are created as the construction of the Proposed Development progresses; however, the mitigation measures advised to employ “best practicable means” will control noise and vibration resulting in a minor adverse effect.

1.99 Construction noise and vibration will be managed to reduce effects, and mitigation measures will be documented within the EMP and also in the DCMS. These include:

- Use of hoarding around the site perimeter to assist in the screening of noise and dust generation from low-level sources;
- Hydraulic techniques for breaking to be used in preference to percussive techniques where practical;
- All plant and equipment to be used for the works to be properly maintained, silenced where appropriate, and operated to prevent excessive noise;
• Plant will be certified to meet relevant current legislation as defined by British Standard 5228;

• Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around the site will be conducted in such a manner as to minimise noise generation;

• Noise complaints, or exceedances of action levels will be reported to the Contractor and immediately investigated; and

• Wherever possible, plant and equipment will be switched off when not in use.

1.100 The effect from construction and operational traffic noise, as well as operational noise and vibration from the building services plant is assessed as negligible.

Ground Conditions

1.101 Chapter 10: Ground Conditions of the ES addresses the effect of the Proposed Development on ground conditions, hydrology and hydrogeology of the site and surrounding area. It draws on information from a number of sources including a series of intrusive investigations undertaken across the site, as well as a review and collation of available information pertaining to the current condition of the soils and groundwater on-site.

1.102 The information has been reviewed in the context of the Proposed Development to evaluate the short, medium and long-term, direct and indirect effects on soils and groundwater.

1.103 Consideration of effects associated with potentially contaminated soils and groundwater is made in the context of existing site conditions, construction works and site operations. The evaluation of ground conditions has also included a general geotechnical assessment of the potential for soil movement and comment on the potential for unexploded ordnance, ground gas and underground structures on-site.

1.104 In summary, the historical land uses of the site, including any existing made ground, present potential contamination sources. This coupled with the results of previous investigations undertaken at the site show that the site is considered to have a potential for moderate levels of soil contamination.

1.105 Through the use of industry recognised standards and best practice measures which will be managed through the EMP, SWMP and Site Health and Safely Plans, the assessment concludes that following the incorporation of a range of mitigation measures, negligible effects to the ground conditions are expected to occur throughout the demolition and construction phase and on completion of the Proposed Development.

Water Resources, Drainage and Flood Risk

1.106 Chapter 11: Water Resources, Drainage and Flood Risk of the ES presents an assessment of the effect of the Proposed Development on water resources, drainage and surface water run-off associated with the construction and operation of the Proposed Development. The chapter also examines the potential for flood risk associated with the Proposed Development.

1.107 Consideration of potential effects is made in the context of existing site conditions; demolition and construction works; and once the Proposed Development is operational. The need for mitigation measures is addressed and residual effects are identified. The assessment has been based on professional judgement and a review of baseline data including historical site data, together with a review of relevant literature, policies and legislation. The assessment is supported by a Flood Risk Assessment (FRA) and an Outline Drainage Strategy.

1.108 Effects could arise from demolition and construction activities including the disturbance of potentially contaminated land; spills and leaks of oils; an increase in suspended sediments in the volume of water to drains, and an increase in water usage.

1.109 The assessment indicates that through the incorporation of mitigation measures that form part of standard practice operational guidelines, and which apply control at the source or along the pathway of the pollution, means that’s the overall effect on the water environment, during the demolition and construction phase of the Proposed Development will be of negligible significance.

1.110 Upon completion and occupation of the Proposed Development, the effect to groundwater, the drainage network, the River Thames and the local water supply network are assessed as being of negligible significance.

1.111 With regards to flood risk and drainage, the Proposed Development will not increase the risk from tidal, groundwater or overland flow sources. Therefore, any effect is considered to be negligible. An Outline Drainage Strategy has been developed for the site. Approximately 4,694m$^2$ of green and brown roofing will be spread across the site and a further 1,510m$^2$ of tanked attenuation storage will be provided to accommodate peak flows for the 1 in 100
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year plus climate change (+30%) critical storm duration. The Proposed Development will therefore be fully compliant with the requirements of the London Plan resulting in a minor beneficial effect on general flood risk.

Archaeology

1.112 Chapter 12: Archaeology of the ES assesses the effects of the Proposed Development on the historic environment including below ground heritage assets and archaeology. The assessment uses methodologies conforming to the standards specified by the Institute of Field Archaeologists.

1.113 The site has localised potential for pre-Roman, Roman, medieval and post-medieval remains. The site’s archaeology will have been affected the most by its history in the past two hundred years, when it was the location of the London Docks and lately the News International works. The scale of the buildings on-site since 1800 will have removed some of the earlier archaeological remains across much of the site. However, the considerable depth of the alluvium, the layer of ground beneath the site, means that much of it survives beneath the level of these effects, and as a result there is an uncertain, possibly high potential for prehistoric and Roman remains to be preserved. There is also a high potential for survival of 19th century structures associated with the dock. Survival is likely to be particularly high in the southwest corner of the site in the area currently used as car parking. This area is not known to have been impacted heavily in the past, meaning survival of remains of all periods is possible.

1.114 Without mitigation, the overall effect from the Proposed Development on known or likely buried assets will range from minor adverse to major adverse.

1.115 The desk-based study of the site suggests that no heritage assets of ‘very high’ significance are present on-site, and therefore it is considered that the environmental effect of the scheme on any assets could be successfully mitigated by a suitable programme of geo-archaeological investigation and sampling. This mitigation strategy would be undertaken prior to development, to achieve preservation by record.

1.116 This might comprise archaeological field evaluation (trial trenches/pits) designed to assess and define the presence or nature of any archaeological assets within the site. A preliminary investigation could also include the archaeological monitoring of any geotechnical pits dug for engineering purposes.

1.117 The evaluation results would be used to develop the mitigation strategy into a more detailed project design for preservation by recording and advancing understanding of asset significance (e.g. targeted archaeological excavation and recording and/or an archaeological watching brief for assets of lesser significance).

1.118 The effect upon any archaeological remains directly below the modern made ground would be removed or reduced to an acceptable level through the programme of investigation and mitigation set out above, resulting in no significant residual effects. Additionally, publication and dissemination of the results would reduce the residual construction effect to negligible. The effects would therefore be negligible.

Ecology

1.119 Chapter 13: Ecology of the ES assesses the potential effects of the Proposed Development on ecology and nature conservation during the demolition, construction and operational phases of the Proposed Development. It is based on a review of existing ecological data and an assessment of the site’s ecological importance by way of an extended Phase 1 Habitat Survey, carried out in August 2012, which included an analysis of the potential for the site to support protected species or species and habitats of conservation concern.

1.120 The site is situated within an area with few ecological receptors and is not subject to any statutory or non-statutory nature conservation designations. The nearest Sites of Importance for Nature Conservation (SINC) are located adjacent to the Proposed Development and include St George-in-the-East Church Gardens, the Swedenborg Gardens and Hermitage Basin. The River Thames and its tributaries, which together form a Site of Metropolitan Importance (SMI), are located 600m south of the site.

1.121 The majority of the site is comprised of buildings and hard standing although there are scattered pockets of semi-natural habitats on site. No notable or protected plant species were recorded during the extended Phase 1 habitat survey, whilst there are no records of protected or notable species of flora, invertebrates, amphibians, reptiles, birds or mammals within the development site, although they have been recorded within the 2km search area.
1.122 Although there have been no records of bats roosting within the vicinity of the site and appropriate mitigation measures will be implemented if bats are found on-site after the initial stop period. Demolition of the existing building will therefore not be significant for bats, and effects are considered negligible.

1.123 The effect on trees and vegetation at the site during demolition and construction represents a minor beneficial effect after the implementation of the ecology and landscaping strategy (Figure 16). Disturbance and habitat loss during construction will result in a short term negligible and minor adverse effect to peregrine falcon and black redstarts respectively. Disturbance to other mammals is assessed as being of negligible significance.

1.124 The effect associated with the removal of scattered scrub and scattered trees (outside of the bird breeding season) will be temporary, until the landscaping strategy is complete as part of the operational phase. Whilst buildings and hardstanding will cover a large proportion of the Proposed Development, there will be areas for ecological enhancements. The measures detailed below have been built into the Proposed Development’s design to not only mitigate and compensate for any adverse effects to local ecology, but also to enhance the sites overall value to biodiversity:

- Provision has been made for green and brown roofs, comprising native plant species and substrates, which will attract invertebrates and bird species such as black redstart;
• Measures to create and enhance habitat have been incorporated, including ten deadwood/log piles and four rocks and sand mounds scattered across the green and brown roofs, seven bat roost boxes, six bird boxes, six black redstart nesting boxes, seven bee nesting sites, and seven peregrine falcon ledges;
• The design incorporates large areas of soft landscaping, including additional trees, amenity grassland and ornamental shrub planting areas, as well as water features; and
• The design of the Proposed Development has created and nurtured existing green corridors and links with biodiversity both within and external to the site (e.g. green links to adjacent habitats located to the southeast, northwest and west of the site).

1.125 Once completed, the ecology and landscaping proposals will lead to an enhancement of the site’s current biodiversity, which will result in a minor beneficial effect upon vegetation and habitats, invertebrates, birds, bats and other mammals present, as those habitats lost during the construction phase of the development will be replaced. There will be a minor beneficial effect upon black redstart and peregrine falcon associated with the completed development.

Wind Microclimate

1.126 Chapter 14: Wind Microclimate of the ES sets out the effect of the Proposed Development on the wind microclimate of the site and surrounding area. The wind environment around a development is defined as suitable for different types of activity such as sitting or walking based on empirical human comfort criteria (known as Lawson Criteria). The EIA has considered potential wind effects on buildings around the site and within the Proposed Development footprint.

1.127 Wind tunnel tests have been conducted to provide a quantitative assessment of wind effects. The wind tunnel assessment was conducted using a model devoid of landscape detail to determine the likely effects of the Proposed Development on the local wind environment. The results were compared with the Lawson Comfort Criteria and focused on the windiest (i.e. winter) and summer seasons.

1.128 The results of the wind tunnel investigation have shown that the wind environment throughout the Proposed Development is compatible with the intended usage of the site, including business walking, leisure walking, standing and sitting during the windiest season.

1.129 Wind effects at building entrances are considered to range between moderate adverse to minor beneficial, with most entrance receptors experiencing a wind environment suitable for entrance use, or calmer, throughout the year. Following the implementation of mitigation measures including localised screening or entrance recessing in certain areas, the effects will range from negligible to minor beneficial.

1.130 Conditions within public thoroughfares across the site are suitable for leisure walking, standing or sitting, and effects range from negligible to moderate beneficial. As conditions are in-line with those targeted for a pedestrian thoroughfare, mitigation is not required.

1.131 Wind effects within the ground level public amenity spaces and at terrace height during the summer season are considered to be negligible. Mitigation measures are advised between some buildings in the form of soft landscaping and tree planting along with balustrades and planting at terrace level.

1.132 Ground roughness will be increased by the incorporation of planting landscape elements, and the proposed trees are likely to help improve conditions within the Proposed Development by reducing the effect of façade downwash from building façades.

Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution

1.133 Chapter 15: Daylight, Sunlight, Overshadowing, Solar Glare and Light Pollution of the ES presents an assessment of the Proposed Development's potential effect on daylight and sunlight availability to surrounding neighbouring properties, overshadowing, light pollution and solar glare. The technical analysis has been undertaken in accordance with the Building Research Establishment (BRE) 2011 Guidelines.

1.134 Overall, the Proposed Development will have a negligible effect in relation to daylight with 80% of the windows in the surrounding properties meeting the BRE Guidelines. Moreover, due to the gaps created between the Building Plots, there would be major beneficial effects to some of the windows. For those windows that breach the BRE criteria the effect would likely be either minor, moderate or major adverse.

1.135 In terms of overall sunlight, 75% of the windows would meet the BRE criteria with the Proposed
Development in place resulting in a **negligible** effect. There would be **negligible** and **minor beneficial** sunlight effects to four windows, representing a reasonably high level of compliance for an urban location of a large regeneration scheme of this type, particularly when set against the BRE Guidelines which are based upon a suburban context. Nonetheless, using a strict interpretation of the BRE Guidelines, for the windows which would not meet the sunlight criteria, the effects would be **minor**, **moderate** or **major adverse**.

1.136 On balance, there is an unusually high level of daylight and sunlight compliance surrounding the entire site, and although there are some breaches, in overall terms they are considered to be consistent in the context of this urban location and of a large regeneration site of this type.

1.137 In terms of overshadowing, there would be some overshadow cast by the Proposed Development on the surrounding properties, in particular, the area to the north of the site. The shadows cast by the Proposed Development are transitory and do not continuously overshadow any of the surrounding properties or open amenity spaces for any great length of time. This increased transient overshadowing on the surrounding environment is considered to be a **minor** to **moderate adverse** effect.

1.138 The residual effects on light pollution, solar glare and sun on ground would likely be of **negligible** significance, and there will be the implementation of a EMP to control on-site lighting during construction.

**Electronic Interference**

1.139 Chapter 16: *Electronic Interference* of the ES presents the findings of an assessment of the potential effects to analogue, digital and satellite television (TV) reception associated with the Proposed Development. Consideration has also been given to the potential effect of the Proposed Development on radio reception and mobile telephone signals, wireless networks and emergency service communications.

1.140 The introduction of new structures of significant height and bulk into a residential environment can cause disruption to the reception of radio waves. This relates mostly to terrestrial TV and satellite TV signals having their signals blocked by new buildings, given that their signals use frequencies that travel more or less in straight lines. The reception of mobile telephone signals, wireless networks and emergency service communications should not be compromised unless their transmitting aerials are sited on top of nearby buildings at heights less than those of the Proposed Development.

1.141 The potential for the Proposed Development to cause interference to broadcast reception has been assessed by a combination of desk-based calculations and an on-site inspection of domestic aerial installations. The assessment has been carried out based on the following:

- Location of the Proposed Development;
- Details regarding the design of the Proposed Development, in particular siting and massing;
- Location of the Proposed Development with respect to the key radio, TV and satellite transmitters; and
- Principles of radio propagation.

1.142 Principles of radio signal transmission from transmitting to receiving antennas are used to study the effect of the Proposed Development on TV and radio reception in the area surrounding the development site.

1.143 Following suitable mitigation, effects to TV reception during the demolition and construction phase and on completion of the Proposed Development are considered to be of **negligible** significance.

**Townscape, Conservation and Visual Effects**

1.144 Volume II of the ES provides the Townscape, Conservation and Visual Assessment of the Proposed Development. The assessment tested the visual effect of the Proposed Development and consisted of a series of accurately prepared photomontage images or Accurate Visual Representations (AVR) which are designed to show the visibility and appearance of the Proposed Development from a range of publicly accessible locations around the site.

1.145 The views included in the assessment were selected by the project team with agreement and input from LBTH officers. In total, 38 viewpoints were selected, which comprised a number of local views; mid-distant views; views designated in the London View Management Framework (LVMF); South Bank river views; and views affecting the Tower of London World Heritage Site (WHS).

1.146 Figure 17 and Figure 18 provide examples of the visually verified montages used in the assessment.
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Figure 17: Looking Eastward from London Bridge

Figure 18: Looking Eastward over St Katharine Dock
Yacht Haven
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1.147 In summary, the Proposed Development complies with all requirements of local, regional and national policy and guidelines in relation to townscape and visual effect and the setting of heritage assets. It is also considered that the site is an appropriate location for a tall building and that the urban design principles of the Proposed Development will be of excellent quality in their own right. Furthermore, the Proposed Development will enhance the qualities of its immediate location and wider setting, and will be beneficial to views into and out of nearby conservation areas.

1.148 The Proposed Development will provide significantly more benefits than adverse effects. The Tower of London WHS and other designated heritage assets will be left unharmed. In conclusion, the Proposed Development will result in minor to major beneficial effects to the character of the townscape on and surrounding the site, the significance of designated heritage assets and their settings, and the composition of relevant protected views and selected representative views.

Cumulative Effects Assessment

1.149 The assessment of cumulative effects has been based upon the information available at the time of writing and currently available assessment techniques. For the cumulative assessment within Chapter 17: Cumulative Effects of the ES, two types of effects have been considered:

- The combined effect of individual effects; for example noise, airborne dust or traffic on a single receptor; and
- The combined effects of several development schemes which may on an individual basis be insignificant but, cumulatively, have a significant effect.

1.150 The locations of the development schemes consented for planning, under construction or at planning application submission stage, that have been included within the cumulative effect assessment are illustrated in Figure 19.

Figure 19: Location of other Development Schemes in Relation to the Proposed Development

1.151 The list of cumulative schemes is provided below:

1. Pennington Hotel;
2. Wapping 21;
3. St George’s Estate;
4. Dock Street;
5. Royal Mint Street;
6. Minories Car Park;
7. Goodman’s Fields;
8. Altitude;
9. Aldgate Place;
10. Aldgate Tower;
11. Trinity Building;
12. Commercial Street West;
13. Thames Tideway Tunnel Construction Site.
Demolition and construction activities are predicted to result in effects ranging from negligible to minor adverse for noise, vibration and dust emissions. It is therefore reasonable to predict that there will be a minor adverse effect on nearby sensitive receptors from the combined effect of individual effects (mainly relating to temporary plant noise, vibration and dust emissions). This effect will be temporary in nature (i.e. reversible), lasting for the duration of the demolition and construction programme and is considered to be normal for such a large-scale development. It is considered that the benefits to the local community once the Proposed Development is complete will outweigh the temporary nuisance effects experienced during the demolition and construction programme.

During the operational phase of the Proposed Development, a minor adverse effect is predicted on both air quality, and on the loss of daylight and sunlight to some local properties.

When considering the combined effects of the Proposed Development with the schemes detailed above, whilst it is acknowledged that some adverse effects will be experienced should construction activities overlap (i.e. negligible to minor adverse effects in relation to dust, noise and vibration), overall, however, it is considered that on completion of the Proposed Development, cumulative effects will be beneficial in nature. Such effects will largely relate to improvements to the public realm and local ecology: a reduction in the stock of contaminated land in the Borough; improved surface run-off management; the provision of additional commercial, retail, and leisure space; and the provision of additional employment opportunities.

There will be some minor to moderate adverse cumulative effects to overshadowing and wind microclimate within ground level amenity spaces but these are unlikely to be significant, and mitigation measures are expected to remain suitable.

With regards to the townscape and visual effects, there will be a cumulative effect with the proposed developments in mid-distant and distant views only, along the river or from open, elevated places. Together, they will add positively to the character of the River Thames and urban skyline, and to the composition of views, and will not harm the setting of any heritage assets. Where visible, the effect is considered to be beneficial and of minor to major significance.

Residual effects are defined as those effects that remain following the implementation of mitigation measures. Mitigation measures relate to any of the three key phases of the Proposed Development (i.e. design, construction and operation) and are discussed in full within the relevant technical chapter of ES Volume I. In addition, each technical chapter also contains detailed consideration of both positive and negative residual effects arising.

Throughout the demolition and construction programme, short to medium term (temporary) negligible to minor adverse effects are anticipated, especially in relation to noise, vibration and construction plant emissions. However, the construction phase will bring about a minor beneficial effect on employment generation, trees and local wind conditions in and around the Proposed Development.

A principal contractor will be appointed by the Applicant to develop and implement a site wide EMP (along with a DCMS and SWMP) setting out how LBTH’s requirements will be met. The site EMP will be prepared prior to the commencement of any on-site works in consultation with LBTH and will identify mitigation measures that will be implemented on-site to reduce the potential for significant adverse effects. Subject to the implementation of the site EMP, the demolition and construction phase of the Proposed Development is not considered likely to have any significant, long-term deleterious effects on the natural or socio-economic environment.

The design of the Proposed Development has evolved through extensive pre-application discussions with planning officers at the LBTH and extensive consultation with local residents, along with key consultees including the Greater London Authority; the Design Council; English Heritage; Natural England; the Environment Agency; Transport for London; Thames Water Utilities Limited and London City Airport and the Civil Aviation Authority.

Once completed and occupied, the Proposed Development will have an overall positive effect on the local area. With the exception of isolated effects to existing daylight and sunlight levels, no significant adverse effects have been identified. The residential element of the Proposed Development will provide a positive step towards meeting the targets for new housing provision in the LBTH and Greater London as a whole (including affordable housing).
1.162 In transport terms, the Proposed Development incorporates measures which promote sustainable development and is designed to maximise accessibility by non-car modes. The internal parking and servicing arrangements will minimise any effects on the surrounding roads and pedestrian routes provided through the site will significantly enhance pedestrian connectivity and permeability.

1.163 Through the incorporation of sustainable design and construction methods, energy, water and waste saving measures, as well as open/green space provision and measures to enhance the ecological value of the site, a high quality and sustainable Development is proposed.

1.164 The landscaping strategy is expected to increase the biodiversity of the site and will provide play and open space for future users and residents. The planting of trees and shrubs will provide suitable foraging habitat and the incorporation of numerous bat, bird and black redstart boxes will create bird nesting opportunities. Furthermore, other landscaping elements including extensive green and brown roofs and water features are expected to encourage birds to the site and provide furfher foraging habitat. This will have a beneficial effect on the Borough as a whole.

1.165 The overall conclusion of the EIA is that the Proposed Development will have an overriding beneficial effect on the LBTH and Greater London and will regenerate and enhance the site and contribute to the accessibility and connectivity of the wider area. In particular, the existing building (which is of low architectural value) will be removed and the site redeveloped with high quality residential and mixed-use accommodation, providing economic benefit through additional spending and job creation during the construction and operational phases. The Proposed Development will lead to a significantly improved public realm with enhancements to the site’s biodiversity, the incorporation of safety and security measures to offer a safer local environment, a suitable wind microclimate and significant improvements to pedestrian accessibility and amenity. The pedestrian environment within the site will be of high quality with the provision of an attractive open space, and well maintained and legible pathways and lighting. The environment will be further enhanced by improving footways around the perimeter of the site and by enhancing the Proposed Development’s permeability through additional access points as well as the connectivity across The Highway.

1.166 The Proposed Development accords with the overall objectives of planning policies at national, regional and local levels, and is considered to be in accordance with the Government’s objectives for sustainable development.

Contacts and Availability of the Environmental Statement

1.167 The ES is available for viewing by the public during normal office hours at the LBTH’s Planning Department. Comments on the planning application should be forwarded to LBTH at the following address:

Planning Department
London Borough of Tower Hamlets
Mulberry Place
5 Clove Crescent
E14 2BG

1.168 Additional copies of the NTS (this document) are available free of charge in electronic form, while copies of the full ES (Volume I, II and III) are available for purchase from:

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