

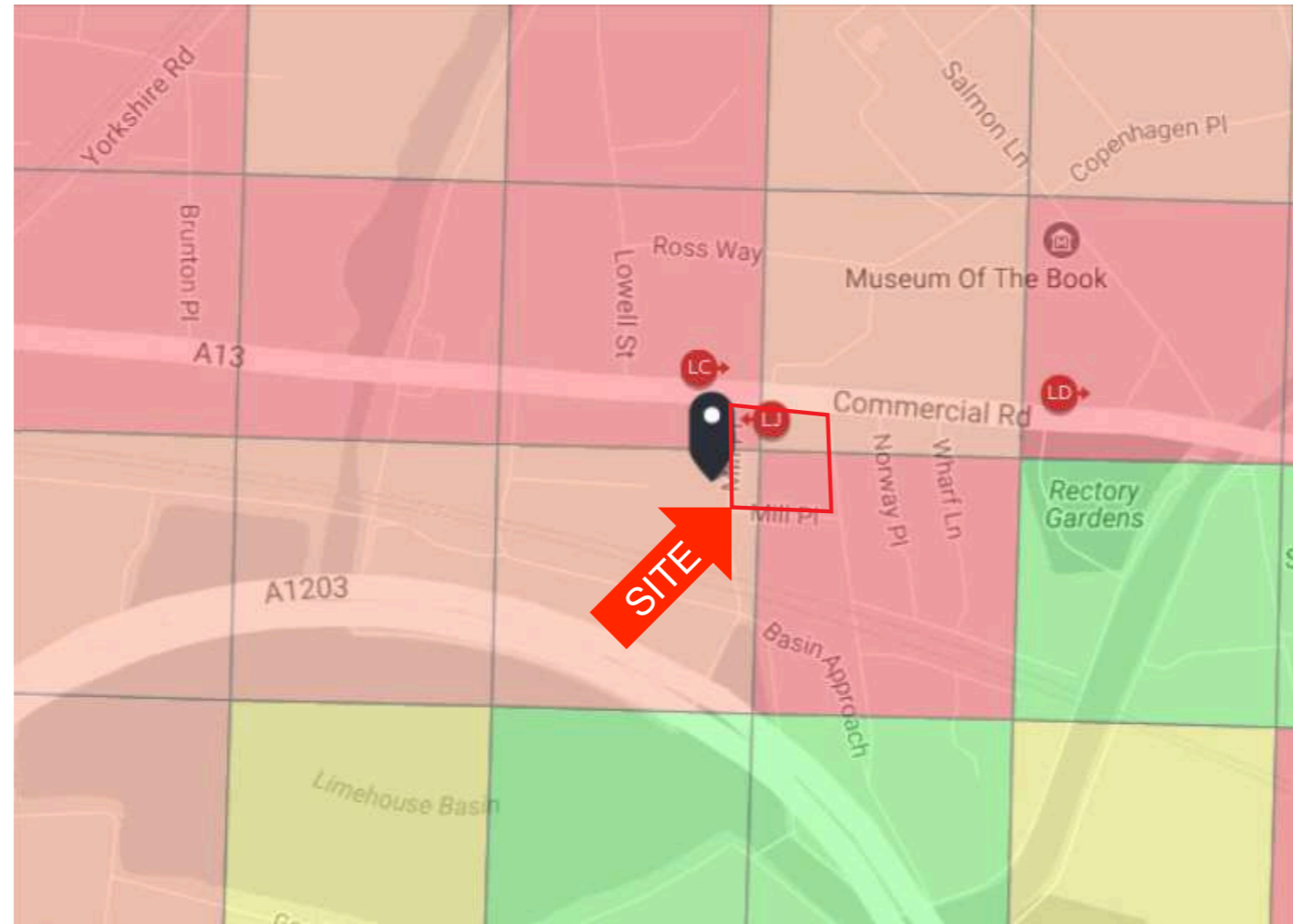
2. Opportunities & Constraints

Transport - PTAL

The PTAL (Public Transport Accessibility Level) of the site is 5/6a - Excellent, as shown on the map opposite, according to the following rating:

- » 1a Very Poor
- » 1b Very Poor
- » 2 Poor
- » 3 Moderate
- » 4 Good
- » 5 Very Good
- » 6a Excellent
- » 6b Best

The site is well suited for high density of development as the site is very well provided for with local bus services and a nearby DLR connection.



Map key - PTAL



Map layers



2. Opportunities & Constraints

Air Quality

The adjacent extracts are taken from the London 2013 Air quality map. The model is dated to 2013 as this was identified as the best basis for measurement samples and modelling techniques available at the time. The 4 pollutants shown are identified as there is measurable data for them, and they are known to be harmful to health. Measurements are quantified to the annual averages, as long-term exposure is known to be detrimental to health.

The site air quality is characterized by the presence of Commercial Road to the north, with road traffic creating the most notable impact on the site.

Nitrogen Dioxide

The EU Air Quality Directive 50/2008 sets the annual limiting value of $40\mu\text{g}/\text{m}^3$. The majority of the site in 2013 sits at the $40\mu\text{g}/\text{m}^3$ limit, and it is exceeded to the northern side on commercial road by an additional $30\mu\text{g}/\text{m}^3$.

Particulates

The EU Air Quality Directive 50/2008 sets the annual limiting value of $40\mu\text{g}/\text{m}^3$ for PM_{10} and $25\mu\text{g}/\text{m}^3$ for $\text{PM}_{2.5}$. The site does not exceed the thresholds for these measurements.

Ozone

The measurement of Ozone tolerance is characterized by a $120\mu\text{g}/\text{m}^3$ daily maximum 8-hour average, which is not to be exceeded more than 25 times a year. The annual average site measurements are well below, so it is not expected that ozone presents a risk on site.

As with much of London, the NO_2 levels are exceeded. However, NO_2 levels are progressively falling (70% drop since 1996), and legislative changes and the Mayor's Air Quality Strategy to improve air quality and will steadily improve, particularly via traffic management systems, and incentives to reduce heavy goods traffic and cut diesel emissions which are the primary cause of NO_2 emissions.

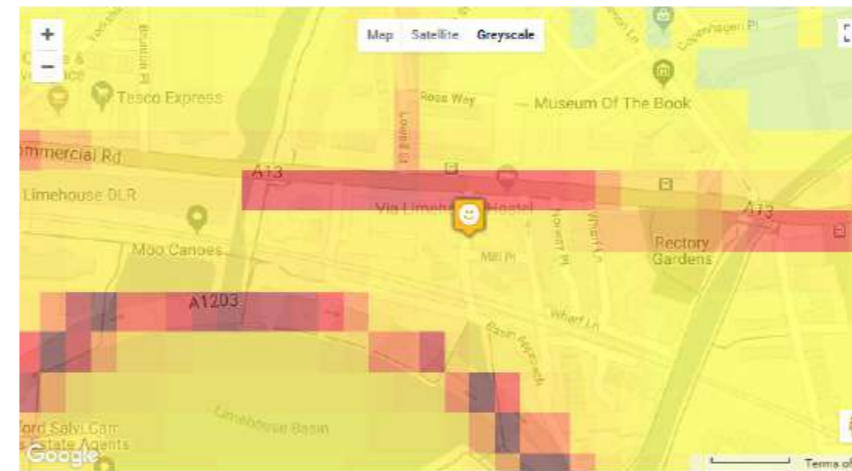
The Transport Research laboratory indicates that 8% of traffic along commercial road is HGV, travelling at an average speed of 34km/h, and the flow of traffic is reasonable. Traffic lights are within 100m of the site, but do not create excessive standing traffic outside the site which would increase the risk of emissions to the site.

With the ongoing improvements in air quality, likely already improved from the 2013 modelling and measurements, reduction of further emissions via increased taxation and implementation of LEZ (Low Emission Zones); the site will see an improvement of air quality to general background levels, and immediately to the site and particularly to the North elevation, to tolerable levels.

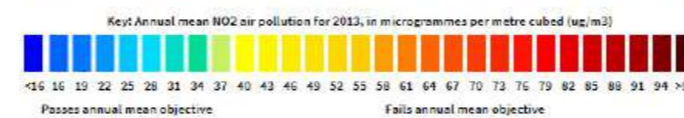
Pollutant levels reduce significantly away from street level, so it is recommended that public spaces are kept to above the first story to reduce the risks from pollutants.

It is believed that natural ventilation for the bedrooms is acceptable, as per the existing buildings in the area. Mechanical ventilation is provided for the communal rooms and all external accessible spaces will be located on first floor or above.

Nitrogen Dioxide



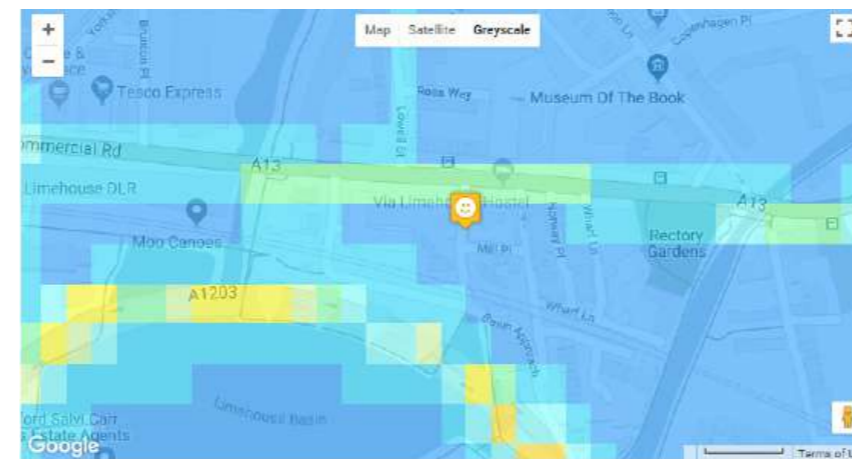
Modelled annual mean NO_2 air pollution, based on measurements made during 2013. This map was used with permission from The Greater London Authority and Transport for London, who fund, develop and maintain the London Atmospheric Emissions Inventory. For more information please visit data.london.gov.uk



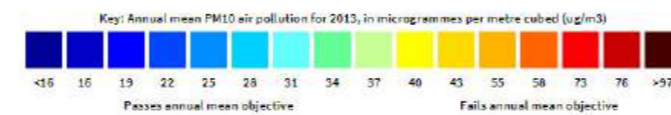
Select species: Nitrogen Dioxide (NO2)

Select visibility: 75%

Particulates 10 μm



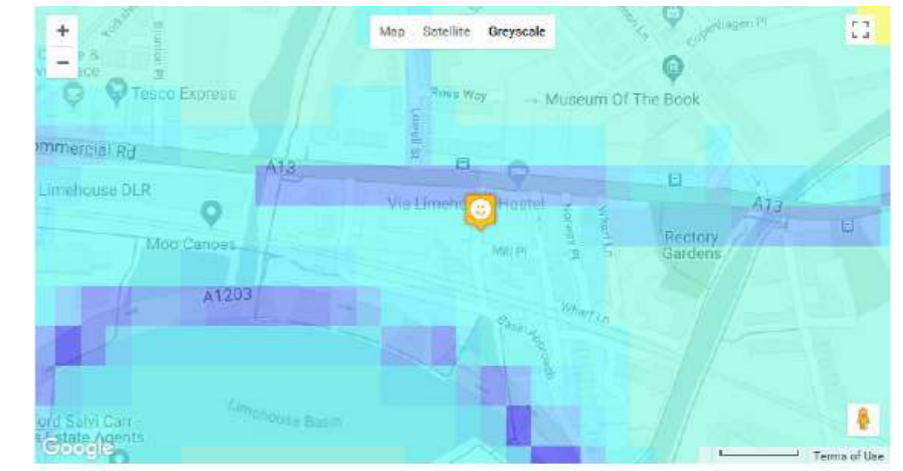
Modelled annual mean PM_{10} air pollution, based on measurements made during 2013. This map was used with permission from The Greater London Authority and Transport for London, who fund, develop and maintain the London Atmospheric Emissions Inventory. For more information please visit data.london.gov.uk



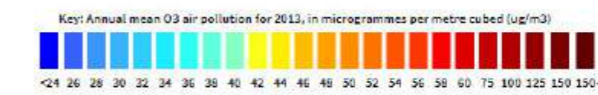
Select species: PM10 Particulates

Select visibility: 75%

Ozone Levels



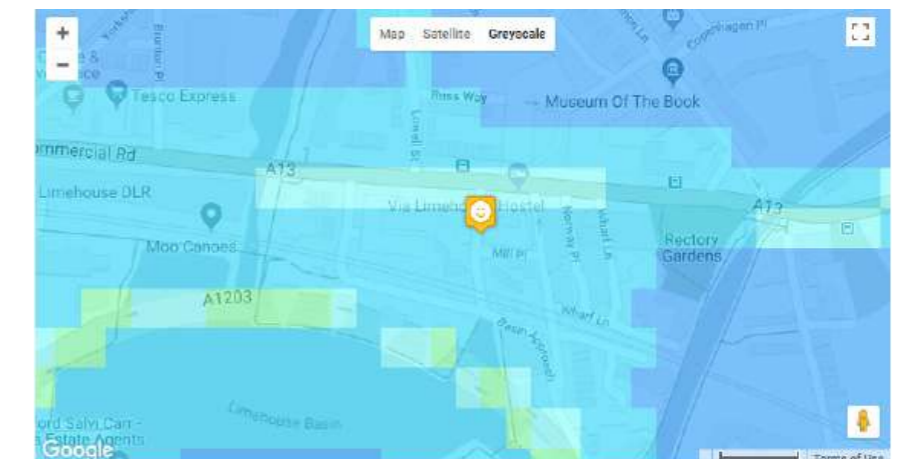
Modelled annual mean O_3 air pollution, based on measurements made during 2013. This map was used with permission from The Greater London Authority and Transport for London, who fund, develop and maintain the London Atmospheric Emissions Inventory. For more information please visit data.london.gov.uk



Select species: Ozone (O3)

Select visibility: 75%

Particulates 2.5 μm



Modelled annual mean $\text{PM}_{2.5}$ air pollution, based on measurements made during 2013. This map was used with permission from The Greater London Authority and Transport for London, who fund, develop and maintain the London Atmospheric Emissions Inventory. For more information please visit data.london.gov.uk



Select species: PM2.5 Particulates

Select visibility: 75%

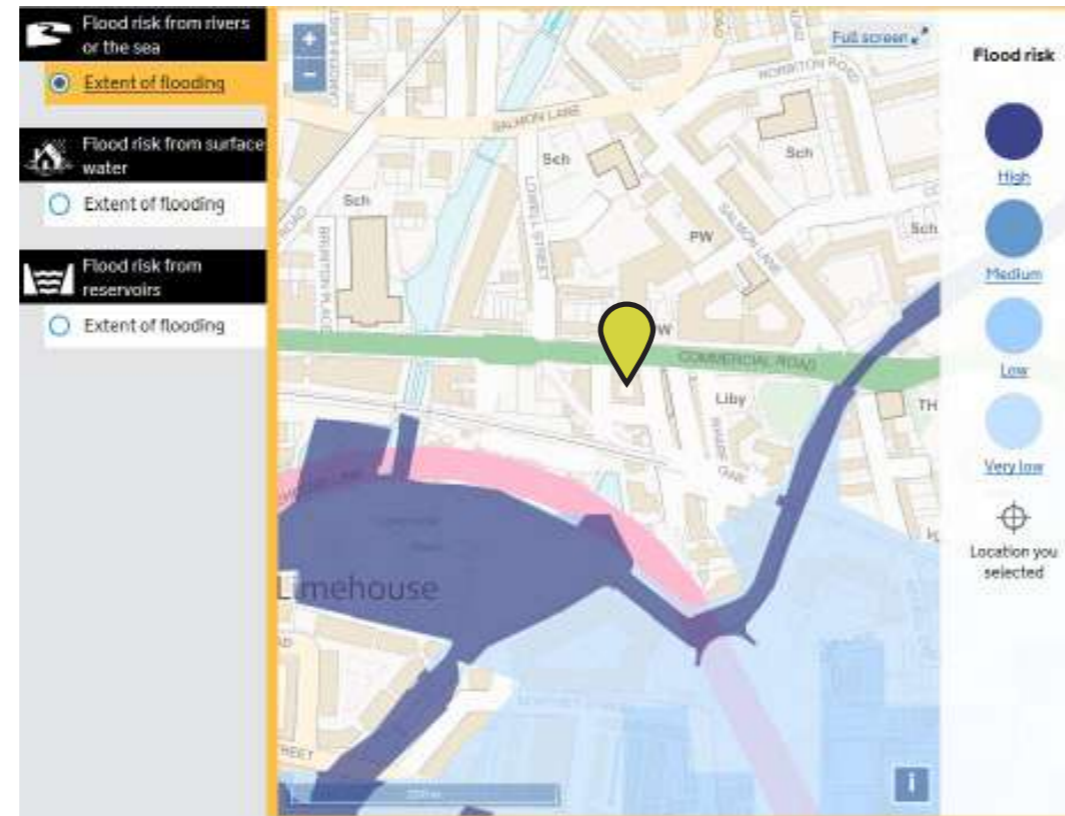
2. Opportunities & Constraints

Flood Risk

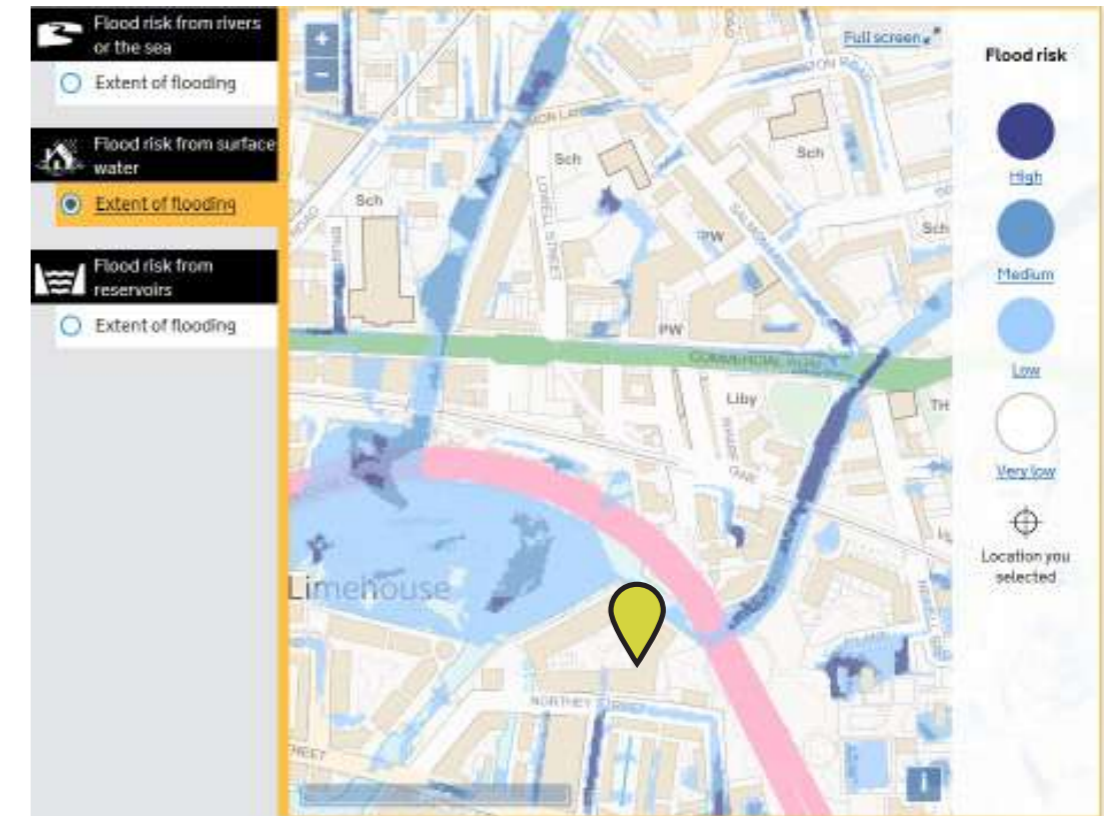
Reference has been made to the Environment Agency flood risk analysis maps.

The site does not fall with any areas of flood risk, and as such, the proposals will not need to incorporate flood mitigation measures.

Fluvial floor risk - none



Pluvial floor risk - none



2. Opportunities & Constraints

Planning History - Existing Building

The existing building is a Hostel.

The lower ground floor is split into two separate rooms, each served by a staircase. One accommodates the plant room and the other laundry facilities and ancillary rooms.

The ground floor footprint covers the whole site with a strip of defensible space fronting Commercial Road and a central courtyard space.

There is a total of 41 rooms with communal kitchen and bathroom facilities on each level.

The building provides a range of room sizes for both singles, couples and families, varying approximately from 9 to 21 sqm.

Stairs and Lifts are highlighted in yellow.

The main issues:

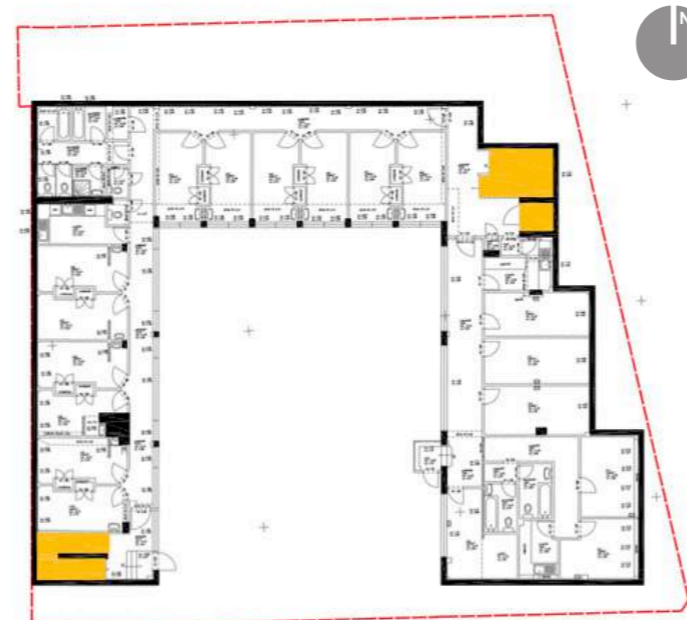
- » Navigation through the building is convoluted and the plan tricky to understand.
- » A poor provision of accessible accommodation
- » Lack of ensuite rooms and provision of privacy
- » Dead end corridors in excess distances of escape to current fire engineering principles.



Lower Ground Floor Plan



Ground Floor Plan



First Floor Plan



Second Floor Plan

2. Opportunities & Constraints

Planning History - Approved scheme - Plans

The following scheme, planning application PA/11/02318 was granted on 25/06/2012.

This is the description of the proposal:

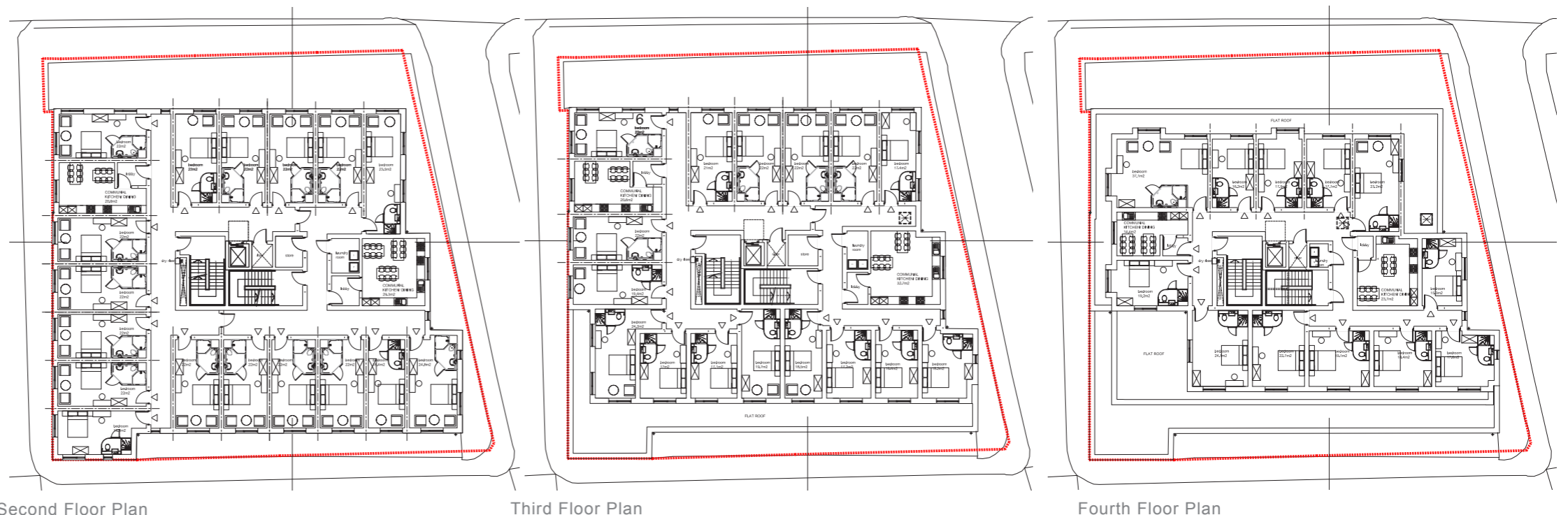
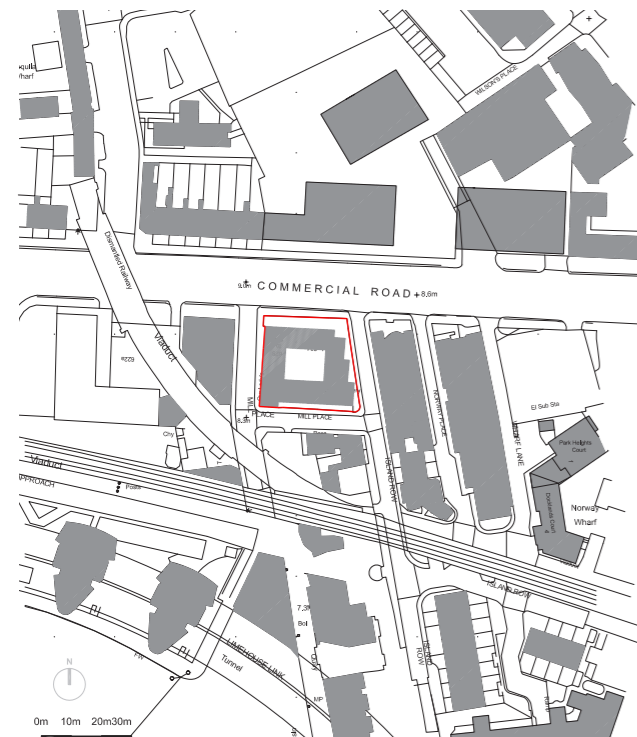
Refurbishment and extension to the existing hostel building to add two additional floors to provide an additional 33 rooms (from 41 to 74) with associated improvements to communal areas, elevations and landscaping, together with provision of enhanced refuse / recycling storage, cycle storage and motorcycle parking.



Lower Ground Floor Plan

Ground Floor Plan

First Floor Plan



Second Floor Plan

Third Floor Plan

Fourth Floor Plan

2. Opportunities & Constraints

Planning History - Approved scheme - Elevations

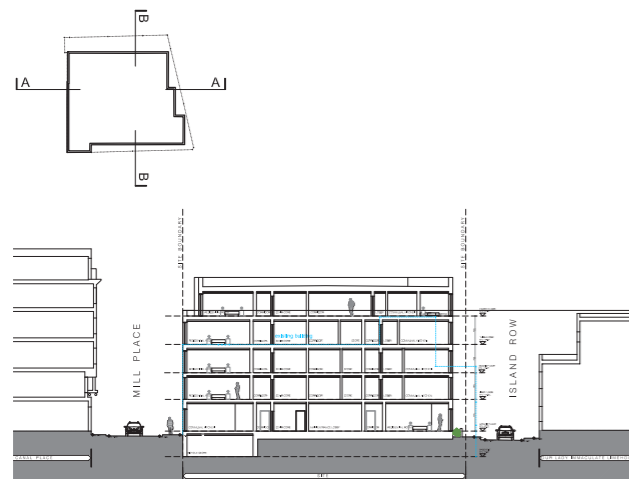
Opposite are the main elevations and a typical section to the bottom of the page.



South Elevation



West Elevation



North Elevation

2. Opportunities & Constraints

Planning History - Refused scheme - Concept & Views

The following scheme, planning application PA/15/01882 was refused on 13/07/2017

This is an extract from the Design and Access Statement prepared by CREATE DESIGN+ARCHITECTURE:

DESIGN DIALOGUE

The concept for the development of the site is simple. The proposed building comprises three elements two on the sides (X) and one in the middle (Y). The X elements will host the rooms and the Y stripe will host the vertical core. Between the elements are naturally lit corridors. We have adapted the simple shape of the three elements to the particular shape of the site (Fig. B). And have manipulated them in 3D to respond to the context. The building forms a transition in the scale of the buildings on Commercial Road (Fig. E), from Our Lady Immaculate Limehouse RC Church to Regents Canal Place.

AMOUNT OF ROOMS

We are proposing a total of 100 rooms, varying in size from 22 to 28 sqm. Each room will accommodate a bathroom with a shower pod, a kitchenette without a cooking point, a large window providing natural light and ventilation. Two wheelchair accessible units will be provided on the first, second, third, fourth and fifth floors. The total amount of wheelchair accessible units will be 10% of the total amount of rooms. So there is a total of 10 accessible rooms on a total of 100 rooms.

3.1 Design Concept

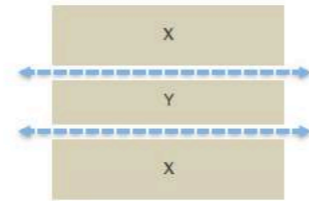


Fig. A

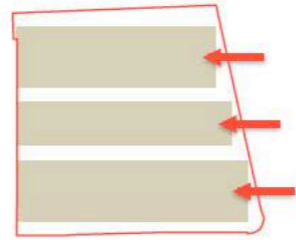


Fig. B



Fig. C

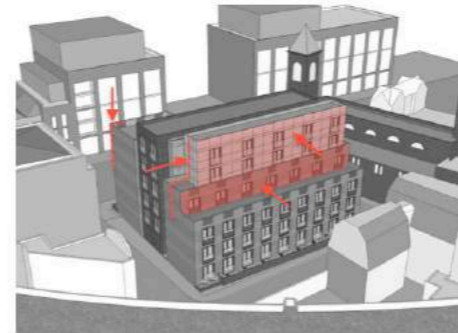
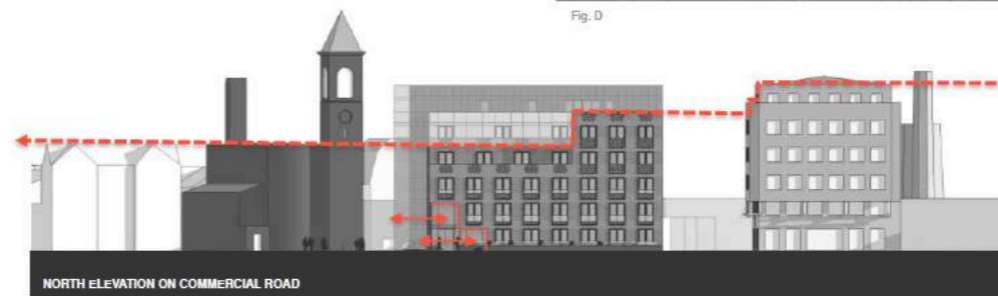


Fig. D



Initial concept



Existing Building (up) and Proposal (down)



Bird's Eye View From South-West



Bird's Eye View From North-West



Street View on Commercial Road, looking East



Bird's Eye View From South-East



Bird's Eye View From South-East



Street View on Commercial Road, looking West

2. Opportunities & Constraints

Planning History - Refused scheme - Plans

The plans feature a central core, with two wings of accommodation either side. Each wing consists of a bank of rooms with ensuites and kitchenette.



Lower Ground Floor Plan



Ground Floor Plan



First Floor Plan



Second Floor Plan



Third Floor Plan



Fourth Floor Plan



Fifth Floor Plan

2. Opportunities & Constraints

Planning History - Refusal points and Responses

CONCLUSIONS:

The site has an established lawful use as a hostel. The principle of development to provide an update to accommodation is supported. However, the proposed development fails to provide adequate information to support the scale of the proposed development at this site.

The proposed internal layout and facilities also fail to fully demonstrate the proposed arrangement would be better than the existing, particularly the Outlook for the lower ground floor guest provisions of adequate number of communal kitchen, provision of any or improved outdoor and communal area for the guests.

The design of the proposed part 3 to part 6 storeys building with multiple set back and building plane on the upper floors is not considered acceptable and is poorly related to the landmark buildings located within the St. Anne Church Conservation Area.

The choice and combination of external finishes steel is inappropriate and would have an adverse visual impact on the character and appearance of the Conservation Area.

The proposed building height, scale and mass would be excessive and result in overlooking and loss of outlook to the neighbouring properties at Regent Court on Mill Place / 626 Commercial Road and Rose Court On Mill Place.

The proposed development fails to demonstrate adequate servicing and delivery arrangement and adequate blue badge spaces can be provided to accommodate the development.

CHALLENGES:

1. Need and scale for additional accommodation

The proposed development fails to demonstrate there is a need for additional hostel accommodation in the Borough and the size is proportionate to its location within the town centre hierarchy, contrary to Policy 4.5 of the London Plan (2016), Policy SP06 Of the Council's Core Strategy (2010) and Policy DM7 Of the Council's Management Document (2013).

2. Design and conservation

The proposed part three to part six storey building, by virtue Of its height, bulk and detailed design would be visually intrusive on and harmful to the St Anne's Church Conservation Area. The proposal would fail to respect the character and appearance Of the conservation area, creating a visually incongruous development. Contrary policy 78 Of the London Plan (2016), policy DM24 (Place sensitive design), policy SPIO Of the Council's Core Strategy, policy DM27 e Councils Managing Development Document (MDD) (April 2013) and the Council's St Anne's Church Conservation Area Character Appraisal and Management Guidelines (2009).

3. Impact on residential amenities

The proposed part three to part six storey building, by reason of its height, scale and mass and relationship with the neighbouring properties at Regent Court on 626 Commercial Road and Rose Court on Mill Place would have an adverse impact on residential amenities in terms of loss of outlook and unneighbourly sense of enclosure, contrary to policy SPIO Of the Core Strategy (2010) and Policy DM25 of the Council's Managing Development Document (2013).

4. Servicing and Delivery and blue badges

In the absence of a servicing and delivery plan and provision of off-street blue badge spaces, the proposed development fails to demonstrate adequate servicing and delivery arrangement including adequate blue badge spaces to accommodate the scale Of the proposed development. Contrary to policies 6.3 and 7.2 Of the London Plan (2016), Policies SP08 and SP09 of the Council's core Strategy (2010) and Policies DM20 and DM 22 of the council's Managing Development Document (2010).

5. Air quality assessment

In the absence of an air quality assessment including an air quality neutral assessment, the proposed development fails to demonstrate adequate measures can be incorporated to minimize public exposure to air pollution, contrary to Policy 7.14 of the London Plan (2016), policy SP02 of the Council's Core Strategy (2010) and Policy DM9 Of the Council's Managing Development Document (2010).

RESPONSES

The hostel is operating at a high capacity, and provision of additional rooms would be met by demand, additionally it is expected that demand would improve with the enhancement of facilities.

The revised proposals will be of simpler massing, and of more congruous materials to the local area to sit sympathetically against the numerous listed buildings and evident cultural heritage of the site. The revised proposals seek to be of simplistic elegance, to not detract from the bountiful heritage of the local area, and to be of long lasting.

The revised proposals will make effort to reduce the impact on local outlooks. Review of the previously consented scheme daylight and sunlight assessments indicate that significant mass is viable on site, as the existing VSC component to the worst effected windows are already of limited VSC value (below 27) and extensive development of the site does not reduce the VSC by 20% of it's current value.

New proposals to incorporate 2no on site accessible parking bays & a delivery and loading bay for handling of refuse, linens etc. without disruption.
- See Odyssey Transport Note for further details

Air quality has been reviewed in further detail
- See section 2.10.