



**Roman Road Bow Neighbourhood Forum**

# **Housing Need and Deliverability Assessment**

**March 2021**

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## Introduction

This report has been prepared to accompany the Roman Road Bow Neighborhood Forum's Draft Plan 'Objective 5: High Quality Housing Provision.' The report seeks to summarise the forum's evidence base for the policies and plot allocations that have been included. The documents that have been used to prepare this report are:

- 'A review of Evidence into Local Need for Affordable Housing' (HNA) by Arc4, March 2020
- 'Site Options and Assessment for Roman Road Bow Neighbourhood Forum' by Aecom, October 2020
- Tower Hamlets Local Plan 2031
- National Planning Policy Framework
- Tower Hamlets Strategic Housing Market Assessment (SHMA) 2017
- London Plan (March 2016)
- Draft London Plan (December 2019)
- London Legacy Development Corporation (LLDC) Local Plan (July 2020)

This report is broken down into 3 sections; Housing Need, Choosing a site, and Deliverability of Sites.

The housing need section outlines the key findings from the HNA in the Bow East and West wards. The HNA indicates that more than 75% of households are unable to afford market housing of any kind whether private rent or private home ownership due to the high cost of housing in the area. This has led to owner occupation becoming one of the lowest in the country and indicates a latent demand for intermediate affordable housing products such as shared ownership, discount market, or Starter Homes. Furthermore it has led to a high turnover of residents who are living in temporary or short-term accommodation.

Choosing a site for the proposed plot allocations explains how we have assessed available sites within the Neighbourhood Plan Designated Area with the help of the Aecom report and working with the Roman Road CLT to further identify appropriate sites for affordable housing.

Deliverability of sites overall has been considered in terms of the Aecom estimated capacity for the site and the sites constraints. However a more detailed capacity study would need to be carried out with the help of the Roman Road CLT in the future.

## Housing Need

A sustainable community is inclusive to all income levels, ages and backgrounds. However the Housing Needs Assessment demonstrates that housing provision is currently falling short of providing for all the residents in the community. In particular high housing costs are effectively excluding many demographics of those identified as being in need from accessing housing in the Neighbourhood Area. The HNA concluded that, across Bow East and Bow West wards, the flow of unmet affordable housing need is 183 dwellings per annum. The affordable housing capacity of the two wards would have to almost double to balance the rate of flow of households in affordable need and the flow of supply.

Below are the conclusions that have been made from the Housing Needs Assessment carried out by Arc4 in the first quarter of 2020, covering the Bow East and Bow West Wards and the community response to housing.

- Owner occupation is one of the lowest in the country which indicates a latent demand for intermediate affordable housing products such as shared ownership, discount market, or Starter Homes. There is a need to ensure individuals, families and first time buyers are retained in the community and can access home ownership and affordable housing. *“It is clear that if these households and their offspring are to be retained in the local community an additional supply of affordable housing is urgently needed.”* Therefore encouraging longer term residents to stay and rewarding loyalty will help counter the high turnover of residents. It will also encourage new residents to stay longer term.
- Ensure the older population is retained in the community by providing appropriate housing to move into. This principally means providing smaller dwellings that in turn will facilitate the release of family sized housing stock.
- A minimum 50% of new affordable housing should be made up of 1-bedroom homes. The remainder should be made up predominantly of 3 and 4-bedroom homes. Providing 2-bedroom homes should be resisted as the existing capacity of 2-bedroom homes in the wards is significantly higher than the requirement and therefore further development will result in an over-supply. This mix meets the specific local need and therefore differs from SHMA set out in the TH Local Plan 2031 Policy D.H2 Affordable Housing and Housing Mix.
- Bow East has a higher proportion of residents assessed as homeless than average in Tower Hamlets. In Bow East, 23 household residents were assessed as being homeless and in priority need. Provision should be made for cheap rental accommodation to house those who are homeless, potentially homeless or living in overcrowded conditions.
- In order to create greater social cohesion, housing of varying tenures should be designed to be well integrated into new developments and/or the surrounding area. This is supported by TH Local Plan 2031 Policy S.SG2 Delivering sustainable growth in Tower Hamlets and Policy D.H3 Housing standards and quality.

- The high cost of living and lack of affordable housing also contributes to fuel poverty. Therefore low income households should be able to access new or existing energy efficient homes.

With few development opportunities within the Neighbourhood Area, the Neighbourhood Forum encourages affordable housing to be developed informed by the following evidence and relevant existing policy:

- The majority of the Neighbourhood Area is in close proximity to local services, green amenity space and public transport accessibility, which means that there is an opportunity to optimise the housing potential of development sites, subject to other considerations. This follows the 'Draft London Plan 2019 (Intend to Publish' Version) Chapter 4 Policy H1 which requires development plans to *"optimise the potential for housing delivery...especially on small sites."*
- Although larger sites are scarce, smaller sites with the potential for housing delivery are dotted throughout the area. The Draft London Plan 2019, Chapter 4, supports the development of small sites, stating *"increasing the rate of housing delivery from small sites is a strategic priority."*
- The area has changed significantly through its history to what is now a predominantly residential area. However there are pockets of industrial brownfields sites and underused public sector owned sites which could be optimised for housing delivery. 'Draft London Plan 2019 Chapter 4 Policy H1 Increasing Housing Supply' supports boroughs to optimise the potential for housing delivery on all suitable brownfield sites and surplus utilities and public sector owned sites.
- Areas that are underdeveloped and that currently occupy car parking or low-density retail zones could be redeveloped as mixed-use developments. This is supported by the Draft London Plan 2019 Chapter 4 Policy H1 and the Neighbourhood Plan.
- Development sites should optimise the use of land in order to maximise the amount of housing provided. This is supported by the National Planning Policy Framework Paragraph 123.
- There is a community aspiration to develop more community-led housing schemes including initiatives such as the Roman Road Community Land Trust. In order to meet the need for affordable housing, smaller non-profit housing developers and community led developers have to be supported to fill this gap. This is supported by the Draft London Plan 2019 Chapter 4 Policy H2. Further information on community led developments in London can be found at the Community Led Housing London website (<https://www.communityledhousing.london/>).

- The area has a large number of housing estates and many are in need of maintenance or renovation. Therefore estate regeneration schemes should be supported particularly where new housing can be delivered through infill sites. This is supported by THDC Local Plan Policy S.H1 Meeting housing needs and Policy D.H2 Affordable Housing and Housing Mix.
- 'Intentional communities' are those that choose to live together and develop housing together. The mechanism to do this is through the Self-Build Programme. Policy S.H1d in the Tower Hamlets Local Plan supports local demand for self-build and this is actively encouraged by the Neighborhood Plan.

### **Community Led Housing Justification**

Many new housing developments do not provide the types of housing that are needed by the community or the community is not given priority when units become available. Furthermore there are currently very few affordable housing developments that have been recently completed or are under construction in the Neighbourhood Area. One solution to meet the needs of the local community is to support community led housing developments.

Community-led housing can be defined as housing shaped and controlled by a group that represents residents and/or the wider community that will be served by the housing. This broad definition can include the following:

- Community Land Trusts (CLT) – not for profit community-based organisations, run by volunteers, to hold and manage land, and enable the development of housing for low cost sale or rent.
- Co-operative Housing Organisations (also called housing co-ops).
- Cohousing projects – intentional communities created and cared for by their residents.
- Self-Help Housing – a broad term used to describe a range of different modes of community organisation.

Community-led developments are an effective mechanism because they:

- Help to build mixed, balanced and sustainable communities, comprising a range of ages, household types and incomes to help to achieve wider social policy goals.
- Deliver housing based on the needs of local people.
- Build on smaller or otherwise unviable sites that larger housing providers are unable to develop.
- Give the community greater direct responsibility for the development, including the power to select partners to undertake the project.
- Promote self-confidence, self-belief and increased commitment and willingness to become involved and take on responsibility in community affairs.
- Increase community knowledge and experience.

Therefore the Neighbourhood Plan seeks to encourage the formation and operation of community led housing organisations. One organisation that has been established to address the need for affordable housing is the Roman Road Community Land Trust (RRCLT). The Neighbourhood Forum has supported the RRCLT from the start, which was founded in 2019 to meet the needs of the community and to deliver locally affordable homes that are to be retained for local people in perpetuity. The London Community Land Trust is another organisation that is active locally and pioneered the community land trust movement within London. They have provided 23 homes within the St Clements development along Bow Road. The additional benefits of a Community Land Trusts (CLT) are:

- Not-For-Profit organisations that are owned and ran by the community.
- Provide affordable housing in perpetuity. Each home is under a covenant that restricts reselling the property at market rate or to individuals not local to the area.
- Homes are sold/rented by the CLT at a rate tied to the median income of the area.
- Deliver the maximum number of locally affordable homes per development by reducing the profit made by the landowner and developer, to deliver a higher proportion of locally-affordable housing at lower costs.
- Can deliver locally affordable homes within mixed (affordable and market-priced) developments.





Contact with site owners: Letter sent to John Simmons, Secretary, and the 5 directors of Hermitage Bow Management Company in Nov. 2020 requesting in principle agreement to allocating the site in neighbourhood plan.

01/02/20210 Email received from Jonathan Gell of John Simmons property Management: 'Thank you for your e-mail. Unfortunately the directors are not interested in proceeding.'

Unfortunately the directors are not interested in proceeding.

## **2. Car park at the south end of flats 20-66 in Addington Road, E3 2AN**

Ownership: London Borough of Tower Hamlets.

Identification: The site was identified by the Forum in Spring 2020 during local walks during the first lock-down. Ownership was established through contact with LBTH Planning.

AECOM assessment: 'The site is potentially suitable and achievable.' Principal constraints identified included its proximity to the railway, the medium risk of surface water flooding, and the potential loss of car parking space associated with the neighbouring block of flats.

Roman Road Community Land Trust: Considered site at board meeting on 3rd Nov. 2020, and agreed to pursue it as a potential site for development.

Contact with site owners. Tower Hamlets Council commented (email 18 Nov. 2020) 'In addition to proximity to railway posing need for noise mitigation measures, early engagement with railway provider would also be necessary to establish necessary distances for safety and maintenance. This can have impacts on massing as well as orientation and private amenity space, so I believe should be an early stage step.'

The Council also raised a heritage concern saying that, although the site itself is not within a conservation area, potential impacts on the setting of the Tredegar Sq. and Fairfield Rd. conservation areas, as well as nearby listed buildings, so the site 'will definitely be closely analysed by planners when a proposal comes forward which, once more, may have impacts on massing/height' (email 18 Nov. 2020.)

Letter emailed to James Walsh, LBTH Housing Regeneration in Nov. requesting in principle agreement to allocating this site and Lawrence Close car park (site 5) in neighbourhood plan. Copies emailed to councillors in Bow East and West wards.

04/02/2021 Email received from the LBTH Housing Regeneration team. (The second site mentioned) was Lawrence Close car park.). ‘

Thanks for your email. We have now had a chance to review the two proposed sites and consider their suitability.

We are not of the view that either of these sites are particularly suitable for the development of new housing and would therefore not want them included as sites designated for this purpose in the Neighbourhood Plan. Both sites have a lot of constraints, given their proximity/overlooking from other council owned or managed properties, so much so that any development would be small, yielding little increase in the amount of affordable housing in the area and they would therefore be extremely costly to develop.

We would also not be interested in disposing of the sites to third party provider for development, given both sites form part of existing THH managed estates and are in very close proximity to the homes of our residents. Therefore, whilst I would not rule out the council ever wishing to develop these sites, they are not sites that appear suitable in the current climate, while there other more appropriate places to deliver affordable housing within our available land.

Sorry this is not more supportive news and I wish you and the forum the best in facilitating more affordable housing within the plan area. You may be aware that we are exploring the redevelopment of the Caxton Hall site within the Malmsbury estate and I have asked the project manager to liaise with you and the forum on this emerging proposal.’

### **3. TFL land 7146, Paton Close E3 2QD**

Ownership: Transport for London.

Identification: This site of unused land with an electrical sub-station, several metres below street level, was identified by the Forum in Spring 2020 during local walks during the first lock-down. It is south of the site of the new Phoenix School and adjacent to the DLR railway and the sub-station.

AECOM: ‘The site is potentially suitable and achievable.’ Their report highlighted constraints: ‘The principal constraints are the site's position in relation to surrounding development and DLR, the presence of an electricity sub-station, the Conservation Area, and the risk of surface water flooding.’

Roman Road Community Land Trust: Considered site at board meeting on 3rd Nov. 2020, and agreed to pursue it as a potential site for development.

Contact with site owner: A letter was emailed to the owners, TFL Operational Property in November 2020 requesting in principle agreement to allocate the site in neighbourhood plan.

#### **4. Wendon Street E3 2LW**

Ownership: The major owner is Clarion Housing, with smaller plots owned by Transport for London (a strip of land bordering the A12) and Tower Hamlets Homes (2 bungalows).

Identification: The site was identified in 2018 by the Neighbourhood Forum.

AECOM: 'The site is potentially suitable and achievable.' Key restrictions: limited access, exclusion zone for possible bridge extension, potential site contamination.

Roman Road Community Land Trust: Considered site at board meeting on 3rd Nov. 2020, and agreed to pursue it as a potential site for development.

Contact with site owners: Contact was made with Clarion Housing in 2018 by Roman Road CLT. Clarion advised that they were considering short-term use of the site for mobile units to house homeless families. In November 2018 Paul Guest at Clarion sent an email clarifying the association's expectations for considering an approach by the Roman Road CLT:

1. Articles of association including status – *The CLT was registered in May 2019*
2. Development options to RIBA stage 1-2 including tenure split – *produced by Studio Wic in April 2019, but to be revised in light of HNA.*
3. Viability appraisal (including cost plan) – *to be carried out in first half of 2021.*
4. Funding strategy: a. Up to and securing planning b. Construction phase; c. Post completion; - *to be developed in tandem with viability appraisal.*
5. Experience of delivering residential development - *The Board is supported by the Community Led Housing Hub who provide the Board with a broad network of experts in the community housing field. The Board is also made up of professionals that include, an RIBA chartered architect who specialises in affordable housing design, 2 further architectural practitioners, a financial analyst in the property sector, a civil engineer, a former local councillor with a legal background and experience in community led housing, and a former management committee member of a local housing association.*
6. Proposals for securing VP of the Tower Hamlets Community Housing land + alternative option(s) if VP cannot be secured – *Tower Hamlets Homes contacted in Nov. 2020 by Forum to determine availability of their land for site allocation in Neighbourhood Plan.*

7. Proposals (if any) for including the DLR land adjacent to the A12 – *TFL approached in Nov. 2020 to determine availability of their land for site allocation in Neighbourhood Plan.*

8. Offer for Clarion land

9. Project team, delivery structure and programme

10. Management strategy on completion (including estimated income and expenditure)

11. Nomination proposals

November 2020: letters emailed to Clarion, Tower Hamlets Community Housing and Transport for London requesting in principle agreement to their land being allocated for housing in the neighbourhood plan.

December 2020: Reply confirming that ‘Clarion is supportive of the principle of the two sites it owns (as per the map you sent) being allocated for housing in the Roman Road Neighbourhood Plan. This is of course done under the caveat that we may need to use the sites for other purposes that support our housing management operations.’

January 2021: Reply from Tower Hamlets Community Housing: ‘On behalf of THCH I can confirm that we would have no issue with the Wendon Street site being designated for future housing. This is subject to consultation with existing residents being carried out appropriately.’

The site is already in residential use and at some point would be reviewed by THCH as to whether there is any future development potential.

## **5. Lawrence Close car park E3 2EE**

Ownership: London Borough of Tower Hamlets.

Identification: The site was identified by AECOM.

AECOM: ‘The site is potentially suitable and achievable for partial development.’ Key restrictions: restricted access, privacy and daylight restrictions, possible site contamination. The report stated its ‘location in relation to the existing residential development restricts the opportunities for development of the entire site due to possible impacts on the amenity of neighbours whose properties overlook the site.’

Roman Road Community Land Trust: Considered site at board meeting on 3rd Nov. 2020, and agreed to pursue it as a potential site for development.

Contact with owners: Nov. 2020. letter emailed to James Walsh, Housing Regeneration, requesting in principle agreement to this site and the Addington Rd. site (site 2) being allocated in the neighbourhood plan. Copies emailed to councillors in Bow East and West wards.

04/02/2021 Email received from the LBTH Housing Regeneration team. (The second site mentioned) was Addington Rd. car park.).

'Thanks for your email. We have now had a chance to review the two proposed sites and consider their suitability.

We are not of the view that either of these sites are particularly suitable for the development of new housing and would therefore not want them included as sites designated for this purpose in the Neighbourhood Plan. Both sites have a lot of constraints, given their proximity/overlooking from other council owned or managed properties, so much so that any development would be small, yielding little increase in the amount of affordable housing in the area and they would therefore be extremely costly to develop.

We would also not be interested in disposing of the sites to third party provider for development, given both sites form part of existing THH managed estates and are in very close proximity to the homes of our residents. Therefore, whilst I would not rule out the council ever wishing to develop these sites, they are not sites that appear suitable in the current climate, while there other more appropriate places to deliver affordable housing within our available land.

Sorry this is not more supportive news and I wish you and the forum the best in facilitating more affordable housing within the plan area. You may be aware that we are exploring the redevelopment of the Caxton Hall site within the Malmsbury estate and I have asked the project manager to liaise with you and the forum on this emerging proposal.'

## **6. 233 Bow Road, Bow, London, E3 2SJ**

Ownership: Greenlight Youth Club Ltd., charity no.1066165, company no.02210038.

AECOM: 'The site is potentially suitable and achievable.' 'The site comprises the entirety of a Grade II listed building. It is not considered possible to develop the site without causing considerable harm to the heritage asset. The site is also within the Fairfield Road Conservation Area.' 'The site lies within an area of archaeological importance, and an archaeological evaluation reports would be required.'

Roman Road Community Land Trust: Considered site at board meeting on 3rd Nov. 2020, and was not considered viable for affordable housing.

Contact with owners: Due to the building's current use as a youth club, its listed status meaning only internal conversion would be possible, and the complex heritage issues involved, this site is not being pursued further. The owners were not contacted.

## **7. ATS Tyre Centre 169-197 Bow Road, E3 2SG**

Ownership: ATS Euromaster.

AECOM: 'The site is potentially suitable and achievable '. Key restrictions: Loss of employment facility, potential site contamination, some heritage impact on nearby sites.

Roman Road Community Land Trust: Considered site at board meeting on 3rd Nov. 2020, and due to the existing business on site, it was not considered viable for affordable housing at present.

Contact with owners: Due to the business being a going concern, and the likely constraints on development, this site is not being pursued. The owners were not contacted.

## **8. Parade of shops on Malmesbury Road/Heylen Square E3 2DW**

Ownership: London Borough of Tower Hamlets.

AECOM: 'The site is not currently suitable, available or achievable.' This is due to planning permission already granted in October 2019 - PA/19/00793/A1.

Roman Road Community Land Trust: Considered site at board meeting on 3rd Nov. 2020, and due to existing planning permission, was not considered viable.

Contact with owners: This site is not being pursued as its development has already been approved. No contact made with the site owner.

## **Deliverability of sites**

The objective of the deliverability of sites assessment is to establish which sites are suitable for affordable housing in the Roman Road Neighbourhood Plan. If a site is not considered viable for affordable housing then it has not been pursued in this Plan. As set out in the previous section, the available local sites were assessed by Aecom, who provided some indicative constraints and capacity estimates. In this section of the report we go into a little more detail in regards to the potential of each site and their suitability for affordable housing. Financial viability appraisal of sites has not been carried out at this stage.

## Aecom report capacity ranges

The Aecom report capacity ranges provided for each site follow the London Plan density matrix rather than the Tower Hamlets Local Plan policy D.H2. This was evaluated by Aecom as the most suitable approach for the Neighbourhood Forum due to the objective to maximise the affordable provision on these sites, since any changes to the split of affordable/market tenures will in turn affect the proportions of unit sizes within a development. In addition, the Housing Needs Assessment (HNA) suggests that there is a greater need for affordable 1-bed properties than the Local Plan ratios recommend.

### Policy D.H2

#### Affordable housing and housing mix

1. Development is required to maximise the provision of affordable housing in accordance with a 70% rented and 30% intermediate tenure split.
2. Development is required to maximise the delivery of affordable housing on-site.
  - a. Affordable housing calculations will be based on habitable rooms
  - b. Off-site affordable housing will only be considered in circumstances where it:
    - i. is not practical to provide affordable housing on-site
    - ii. does not result in an over-concentration of one type of housing in any one local area to ensure mixed and balanced communities
    - iii. can provide a minimum of 50% affordable housing overall, subject to viability, and
    - iv. can provide a better outcome for all of the sites, including a higher level of affordable rented family homes.
  - c. If a suitable site cannot be found in accordance with Part 2(b), exceptional circumstances may apply and payments in-lieu will be considered
  - d. Development which provides further housing units either through an amendment to a current permission or an application to extend an existing development on the same or an adjoining site (where the extension is reliant on the existing permission or development to function or to meet policy requirements or standards required elsewhere in the plan), the affordable housing calculation for the new units will be based on the combined number of units.
3. Development is required to provide a mix of unit sizes (including larger family homes) in accordance with local housing need, outlined in the table below:
 

	Market	Intermediate	Affordable rented
1 bed	30%	15%	25%
2 bed	50%	40%	30%
3 bed	20%	45%	30%
4 bed			15%
4. Development which involves the conversion of family homes will only be permitted when a 3-plus bed unit is retained in the new development. Where applicable, the retained family unit should have access to a private garden.
5. Estate regeneration development schemes are required to:
  - a. protect and enhance existing open space and community facilities
  - b. protect the existing quantum of affordable and family units, with affordable units re-provided with the same or equivalent rent levels
  - c. provide an uplift in the number of affordable homes, and
  - d. include plans for refurbishment of any existing homes to the latest decent homes standard.
6. Major developments and estate regeneration schemes are required to undertake thorough and inclusive public consultations proportionate to the nature and scale of development and submit a consultation statement detailing these activities.

Ref. Tower Hamlets Local Plan 2031. Policy D.H2

**Table 3.2 Sustainable residential quality (SRQ) density matrix (habitable rooms and dwellings per hectare)**

Setting	Public Transport Accessibility Level (PTAL)	Setting	Public Transport Accessibility Level (PTAL)
	0 to 1	2 to 3	4 to 6
<b>Suburban</b>	150–200 hr/ha	150–250 hr/ha	200–350 hr/ha
<b>3.8–4.6 hr/unit</b>	35–55 u/ha	35–65 u/ha	45–90 u/ha
<b>3.1–3.7 hr/unit</b>	40–65 u/ha	40–80 u/ha	55–115 u/ha
<b>2.7–3.0 hr/unit</b>	50–75 u/ha	50–95 u/ha	70–130 u/ha
<b>Urban</b>	150–250 hr/ha	200–450 hr/ha	200–700 hr/ha
<b>3.8 –4.6 hr/unit</b>	35–65 u/ha	45–120 u/ha	45–185 u/ha
<b>3.1–3.7 hr/unit</b>	40–80 u/ha	55–145 u/ha	55–225 u/ha
<b>2.7–3.0 hr/unit</b>	50–95 u/ha	70–170 u/ha	70–260 u/ha
<b>Central</b>	150-300 hr/ha	300–650 hr/ha	650–1100 hr/ha
<b>3.8–4.6 hr/unit</b>	35–80 u/ha	65–170 u/ha	140–290 u/ha
<b>3.1–3.7 hr/unit</b>	40–100 u/ha	80–210 u/ha	175–355 u/ha
<b>2.7–3.0 hr/unit</b>	50–110 u/hr	100–240 u/ha	215–405 u/ha

Ref. London Plan, Policy 3.4 Optimising housing potential, Table 3.2

**Housing Needs Assessment**

As set out in the Housing Need section of this report some of the findings in the HNA establish areas where affordable housing policy in the Neighbourhood Plan would need to enhance the policies set out out in the Local Plan in order to provide affordable housing that reflects community need. The following will also be taken into account when assessing the deliverability of sites:

- Providing smaller accessible homes that are appropriate for older residents to move into.
- Providing a mix that reflects local need. The recommended affordable housing mix would therefore be 50% 1-bedroom dwellings with the remainder predominantly made up of 3 and 4-bedroom dwellings.
- Provide housing appropriate for homeless residents.

Furthermore the Local Plan Policy S.H1 only requires affordable housing be provided on sites with 10 or more units. With many of the sites under assessment only providing small quantities of new housing, some of the sites may not meet this threshold for providing affordable housing. Without appropriate site allocations in place this would provide none or very few affordable homes. As part of the Neighbourhood Plan, we would be seeking that developments of 5 new homes and above be required to provide a minimum of 50% affordable housing on site (subject to viability).

Example for a worst case scenario development consisting of 12 new homes following the neighbourhood plan proposed policies:

Maximum 50% Market	Policy D.H2 mix for market homes	Unit mix
1 bed (2 hab room)	30%	2
2 bed (3 hab room)	50%	3
3 bed (4 hab room)	20%	1
<b>Total</b>		<b>6</b>

Minimum 50% Affordable	Neighbourhood Plan HNA informed mix	Affordable Rent 70%	Intermediate 30%
1 bed (2 hab room)	50%	2	1
2 bed (3 hab room)	10%		
3 bed (4 hab room)	30%	2	2
4 bed (5 hab room)	10%		
<b>Total</b>		<b>4</b>	<b>2</b>

hr/unit = 3.25

In order to maximise densities on site we would also be reviewing the capacity of these sites in the higher density ranges for an urban development between 2.7-3.7 hr/unit.

### **Roman Road Community Land Trust**

The Roman Road CLT has assisted the Neighbourhood Forum with assessing suitable sites for affordable housing. Part of this has been through the support and advice from Community Led Housing London, who offer workshops to local communities. Members of the group have attended workshops, including most recently in September 2020, sessions on both the site appraisal process and financial viability.

## 1. Car Park, East of 65 Wrexham Rd. E3 2TJ



Site Area: 0.10Ha      PTAL: 4      London Plan Density: 55 to 260 dwellings/Ha

Constraints: Aecom consider this site the most suitable and achievable for a housing development of the 8 sites due to minimal perceived constraints. The site is located within or adjacent to an AQMA and therefore pollution mitigation for residents would need to be carefully considered. The site is within a Conservation Area and therefore the height and design of the building maybe constrained to reduce the impact on the surrounding area. Any building would have to be consider overlooking and overshadowing on the neighbouring properties.

Capacity: The guidance density above would suggest the site could deliver in the range of 6-26 dwellings. However this may be impacted by the restricted building height of the conservation area. This would be within the range of providing affordable housing under the Neighbourhood Plans recommended policies.

Availability: The site is a former car park and currently unused.

Deliverability: Therefore this site is considered deliverable for affordable housing, if policies are put in place to inform an appropriate housing development on the site as set out by the Neighbourhood Plan.

## 2. Car park at the south end of flats 20-66 in Addington Road, E3 2AN



Site Area: 0.10Ha      PTAL: 6b      London Plan Density: 55 to 260 dwellings/Ha

Constraints: Aecom consider this site suitable for a housing development however the site is currently in use as a car park by local residents. Therefore a certain amount of parking reprovision may be required that could reduce the capacity of the site. However given the high PTAL rating it would be considered appropriate for a zero parking scheme. The site is located within or adjacent to an AQMA and therefore pollution mitigation for residents would need to be carefully considered. The height of the development is likely to be restricted to 3-4 stories to avoid overshadowing the neighbouring residential amenity space.

Capacity: The capacity of the site following the guidance density above would be between 6-26 dwellings. However this may be impacted by the reprovision of any parking. This would be within the range of providing affordable housing under the Neighbourhood Plans recommended policies.

Availability: The site is currently occupied by a car park.

Deliverability: Therefore it is considered deliverable for affordable housing, if policies are put in place to inform an appropriate housing development on the site as set out by the Neighbourhood Plan.

### 3. TFL land 7146, Paton Close E3 2QD



Site Area: 0.16Ha      PTAL: 6a      London Plan Density: 55 to 260 dwellings/Ha

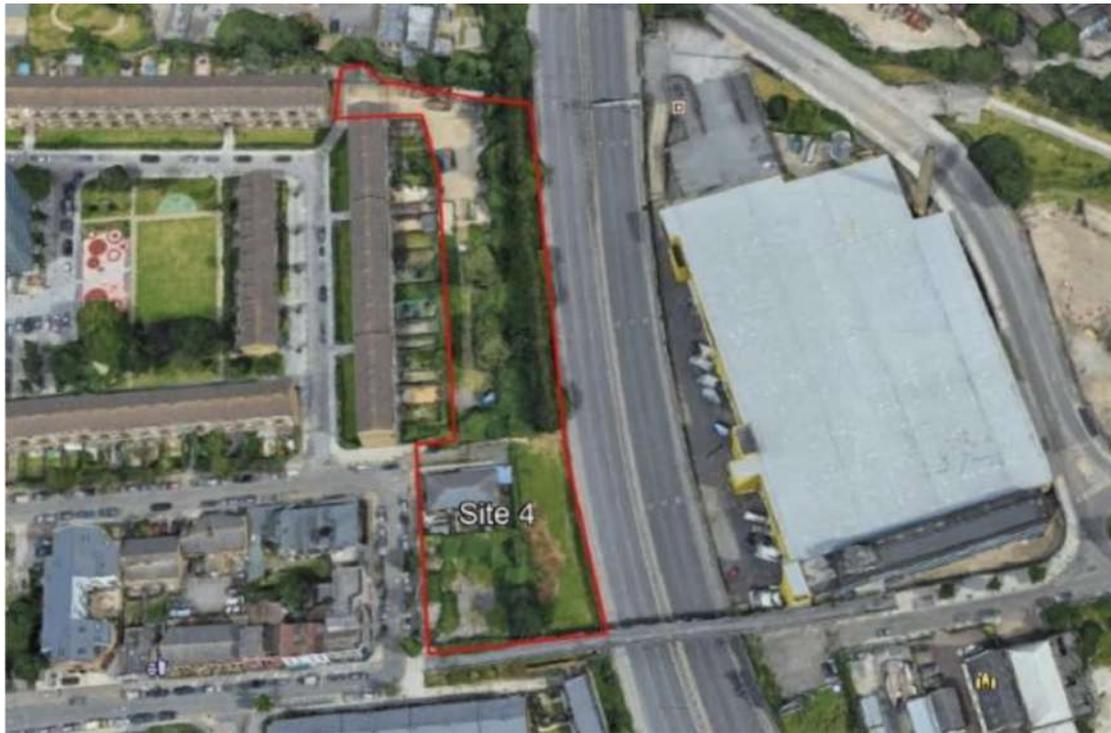
Constraints: Aecom consider this site suitable for a housing development however there are some significant constraints that could impact the financial viability of any housing development. The site is located within or adjacent to an AQMA and therefore pollution mitigation for residents would need to be carefully considered. The site is several meters below street level. The site is in a prominent location and therefore overlooking may be a problem. The site is within the Fairfield Road Conservation Area and therefore its impact on surrounding buildings may restrict the building height. There are listed buildings in close proximity, overlooking the site. There is a substation located on site with likely exclusion zones for underground services. Access is constrained into the site by the surrounding development. The proximity to the DLR will impact any residential development due to noise and vibrations.

Capacity: The capacity of the site following the guidance density above would be between 9-42 dwellings. However due to the constraints the available area on the site is likely to be significantly reduced. This would still be within the range of providing affordable housing under the Neighbourhood Plans recommended policies.

Availability: This site is currently vacant.

Deliverability: Therefore it is considered deliverable for affordable housing if policies are put in place to inform an appropriate housing development on the site as set out by the Neighbourhood Plan. However the significant constraints identified in the Aecom report may be difficult to overcome.

#### 4. Wendon Street E3 2LW



Site Area: 0.51Ha      PTAL: 2      London Plan Density: 55 to 170 dwellings/Ha

Constraints: Aecom consider this site suitable for a housing development however there are some significant constraints that could impact the financial viability of any housing development. The site is located within or adjacent to an AQMA and therefore pollution mitigation for residents would need to be carefully considered. There is a large sewer running across the site with a 4 meter easement zone. A 10 meter exclusion zone is also located to the south for the future expansion of the cycle bridge. This reduces the developable area on the site. It is considered low sensitivity for overlooking impact on the neighbouring properties but this would still require consideration. There are 2 existing wheelchair dwellings located on the site that would need to be re-provided.

Capacity: The guidance density above would be between 28-87 dwellings including the re-provision on dwellings. This would be within the range of providing affordable housing under the Neighbourhood Plans recommended policies.

Availability: A small part of the site is currently used by Tower Hamlets Community Housing (THCH) and has 2 bungalows on it. THCH have confirmed they would have no issue with the Wendon Street site being designated for future housing. This is subject to consultation with existing residents being carried out appropriately.

Clarion have confirmed their in principle approval for the major part of the site they own being allocated for housing, but reserving the right to use it for other purposes.

A decision is awaited from TFL in Feb. 2020 regarding the strip of land they own adjacent to the A12.

Deliverability: Therefore it is considered deliverable for affordable housing if policies are put in place to inform an appropriate housing development on the site as set out by the Neighbourhood Plan, and if the constraints can be overcome.

## 5. Lawrence Close car park E3 2EE



Site Area: 0.1Ha

PTAL: 5

London Plan Density: 55 to 260 dwellings/Ha

Constraints: Aecom consider this site suitable for a housing development however the site is currently in use as a car park by local residents. Therefore a certain amount of parking re-provision may be required, however given the high PTAL rating it could be considered appropriate for a zero parking scheme. The development may have an impact on neighbouring residents due to overlooking.

Capacity: The guidance density above would be between 6-26 dwellings. However the Aecom report identifies that some areas of the site could not be developed due to the proximity of the neighbouring buildings. Still this site would be within the range of providing affordable housing under the Neighbourhood Plans recommended policies.

Availability: The site is currently used as a car park.

Deliverability: Therefore it is considered deliverable for affordable housing if policies are put in place to inform an appropriate housing development on the site as set out by the Neighbourhood Plan.

## 6. 233 Bow Road, Bow, London, E3 2SJ



Site Area: 0.1Ha

PTAL: 6a

London Plan Density: 55 to 260 dwellings/Ha

Constraints: Aecom consider this site suitable for a housing development however the site would need to reprove the Youth Club and the existing building is grade II listed so would need to be retained.

Capacity: The density calculation is not applicable on this site due to the retention of an existing listed building and so a higher density development would not be considered an option. There may be scope for some residential space to be included in any redevelopment however it would not provide affordable housing.

Availability: Ownership and availability has not been sought for this site.

Deliverability: This site is not considered deliverable for affordable housing due to the site constraints.

## 7. ATS Tyre Centre 169-197 Bow Road, E3 2SG



Site Area: 0.11Ha

PTAL: 6a

London Plan Density: 55 to 260 dwellings/Ha

Constraints: Aecom consider this site suitable for a housing development subject to its availability.

Capacity: The guidance density above would be between 6-27 dwellings. This would be within the range of providing affordable housing under the Neighbourhood Plans recommended policies.

Availability: The site is currently occupied by a functioning business. Redevelopment of this site would therefore impact the running of this business and it would be inappropriate to develop until they are ready to move premises.

Deliverability: This site is not considered deliverable for affordable housing as it is currently unavailable.

## 8. Parade of shops on Malmesbury Road/Heylen Square E3 2DW



Site Area: 0.1Ha

PTAL: 6a

London Plan Density: 55 to 260 dwellings/Ha

Constraints: This is a garage site and may require re-provision of garage space and have complications with ownership which could impact the financial viability.

Capacity: The guidance density above would be between 6-26 dwellings. This would be within the range of providing affordable housing under the Neighbourhood Plans recommended policies.

Availability: This site currently has planning permission for a housing development. It is therefore unavailable.

Deliverability: This site is not considered deliverable for affordable housing as it is currently unavailable.