

Committee: Development	Date: 24 th January 2019	Classification: Unrestricted
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Report of: Director of Place	Title: Application for Planning Permission
Case Officer: Hoa Vong	Ref No: PA/17/03268
	Ward: Limehouse

1.0 APPLICATION DETAILS

Location: Limehouse Marina Limehouse Basin, The Highway, London, E14 8BT

Proposal: Construction of five pontoons to provide leisure moorings

Drawing and documents: Documents

Floodrisk Assessment; Flood Warning and Evacuation Plan; Planning Statement; Ecological Survey; Navigational Safety; Visitor Mooring Management Plan and Visitor Mooring Trial.

Plans and Drawings

LHV-001; LHV- 002 Rev A; LHV-003 Rev J; LHV-003 Rev K; LH3-004; P208-LIM-03K Rev K; P208-LIM-05 Rev C; P208-LIM-07 Rev L; DF1aGA-01; P-C1-01 and Simbro Product Specification.

Applicant: British Waterways Marinas Limited (BWML)

Ownership: Canal and River Trust
East Thames Limited

Historic Building: N/A

Conservation Area: Narrow Street Conservation Area

2.0 BACKGROUND

2.1. This application for planning permission was considered by the Development Committee on 14th November 2018. Copies of the original report and the update report are appended.

2.2. At the committee members DEFERRED the application for a site visit. During the meeting issues around open access, navigation, safety and the proposed usage of the pontoons were raised.

3.0 ADDITIONAL REPRESENTATIONS

3.1 8 additional letters of objection have been received since the last committee. 2 are updated objections from residents who have previously commented and 6 are new. These are summarised below:

- Overcrowding
- Air quality
- Pollution into the water
- Noise
- Less room for birds to land on the water
- The number of boats that moor on site is closer to 4-5 boats
- Litter
- Potential to convert to residential
- Restriction of space and view on quayside
- Collisions will increase

3.2 The above issues are addressed in the main report.

3.3 The Cruising Association has withdrawn their support. Concerns were raised with the lack of video evidence of the mooring trial, compliance with conditions of previous applications in the basin and inadequate size of some of the pontoons. The stricter condition on mooring timeframes however was welcomed.

3.4 As discussed in the main report and further clarified in the below sections, officers and the independent consultant appointed by officers are satisfied with the results of the mooring trials, mooring capacity and impact on navigation. The Council's Planning Compliance Team will be asked to investigate the allegations of non-compliance with conditions relating to previous permission within the marina. The proposals should be assessed on their own merits as any previous lack of compliance is not a material consideration.

4.0 FURTHER INFORMATION AND CLARIFICATIONS

Usage

4.1 The scheme proposes the construction of 4 leisure mooring pontoons of which users would only be able to moor for a maximum period of 28 days. This would be secured by condition. The 5th pontoon and a longer dockside mooring point are proposed to operate as free 24hr visitor moorings, this would also be secured by condition.

4.2 For the purpose of this application the applicant provided the following definitions of leisure, residential and commercial moorings:

- Leisure moorings are occupied by customers who use their vessels for leisure purposes. Customers are not permitted to live aboard their vessels all year round and have to demonstrate that they have a permanent residential address away from the marina. Most visit the marina intermittently for short stays and to take their vessels cruising. Different leisure products are provided based on the amount of time customers wish to spend at the marina and the level of services they require.

- Residential moorings are occupied by customers who live at the marina all year round as their primary residence. Customers have access to all facilities.
- Commercial moorings are assigned to specially licensed operators of commercial boats. This may be for short or long periods, depending on the nature of the agreement. Essentially, they are used for business purposes.

4.3 Short term moorings of this nature are considered to be acceptable and would allow for increased interaction with the borough's water spaces.

Highways, servicing and access

4.4 The applicant proposes 5 additional sheffield stands (10 cycle spaces) located in front of the lock control cabinet which provides access to the Thames as shown in the below plan. This is in response to concerns raised at the last committee, and responds to concerns raised by the Councils highways team.

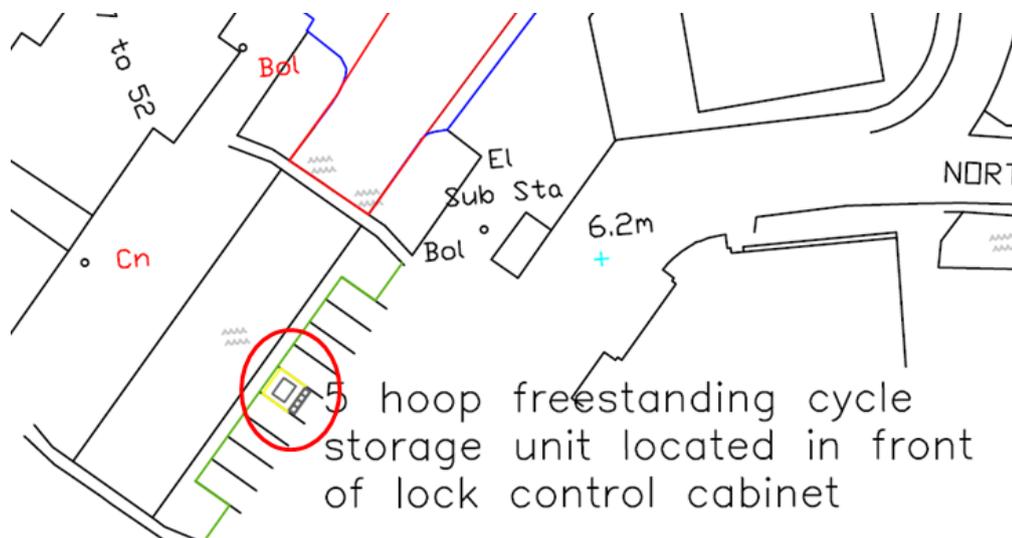


Fig. 1 Proposed Sheffield stands

4.5 Whilst there are no cycle standards for uses of this nature, given the short term nature of the moorings and the likelihood that most bicycles would be stored on board, this is considered to be acceptable.

4.6 With regards to the impact of the proposal on waste capacity and impact on access and local services. The proposed development is not of a scale which would have an adverse impact upon either the local highway or public transport network. Acceptable cycle parking arrangements and servicing would also be provided.

4.7 With regards to waste, there is an existing refuse storage by the Limehouse ship lock as shown in the below photo. The bin store at this location contains 7 x 1100lt bins (2 of which are recycling), 2 x 660lt recycling bins and 3 x 660lt general waste. These are all emptied twice per week by a private waste contractor.



Fig.2 – Refuse Location and waste location

- 4.8 The existing refuse arrangement is sufficient to cater for the visiting boats which already use the application site on an informal basis, and there is no evidence to suggest that the existing waste storage is insufficient. The applicant has however confirmed that the number of collections could be increased if necessary.
- 4.9 As such, it is considered that the existing level of storage would be sufficient to cater for the proposed additional moorings which would result in a similar number of visiting boats.
- 4.10 With regards to impact on the local road network. The Councils highways team have indicated that the surrounding streets suffer from parking stress and recommend that a “car-free” s.106 agreement is secured. However, these are temporary leisure moorings that are highly unlikely to generate car-ownership in the borough, and given that they do not generate a permanent address there is no mechanism to secure such an agreement.

Navigation

- 4.11 Concerns were raised at the last committee regarding the impact of the proposal on the safe navigation of the basin.
- 4.12 A visitor mooring trial and a navigational safety document has been submitted detailing the impact of the proposal on safety and navigation. These documents have been reviewed by Richard Glen associates, an independent consultant appointed by the Council, who has concluded that based on the results of the mooring trials, resultant navigation channel, proposed channel widths and real time navigation aides, *“the proposed development would not negatively impact navigation in the Limehouse Marina and is acceptable.”*
- 4.13 Further confirmation regarding safe navigation during different weather conditions has also been given.
- 4.14 The results of the navigation trials have resulted in a navigation channel as shown in Fig. 3. Vessels would be restricted to within the innermost red line which denotes the edge of the navigable channel. It would not be safe for boats in a rafting

formation to extend beyond this line, irrelevant of the opportunity for increased numbers.

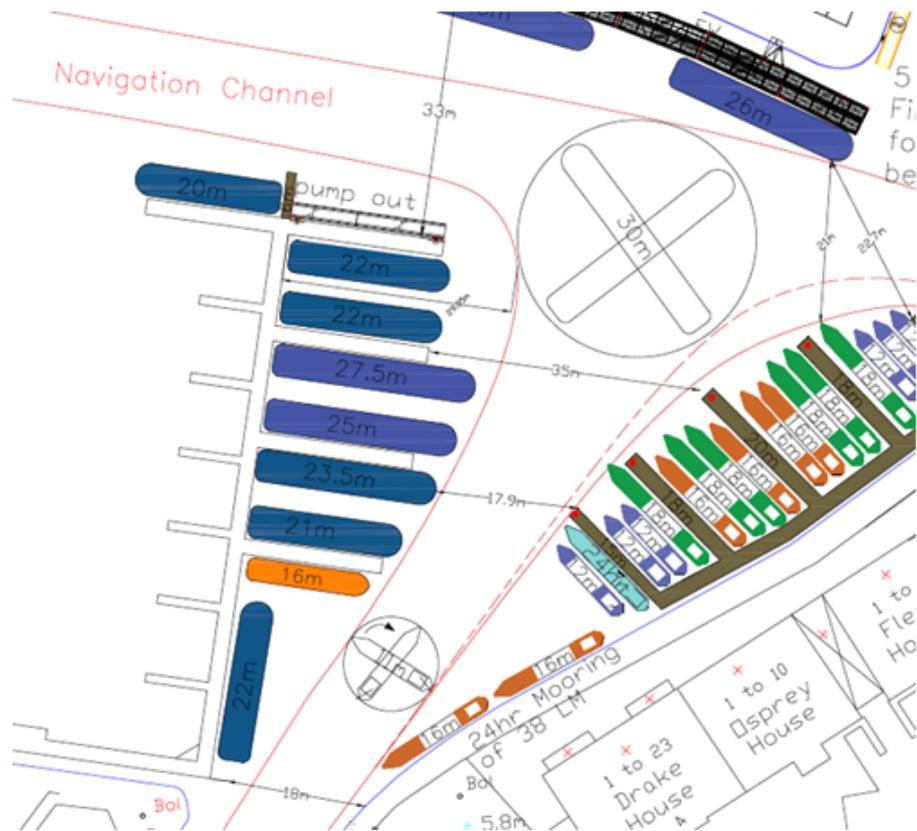


Fig. 3- Proposed Navigation channel width and turning circles

- 4.15 This plan also shows that boats of up to 30m in length would be able to navigate and turn within the marina which is similar to the existing scenario (26m) as shown below.

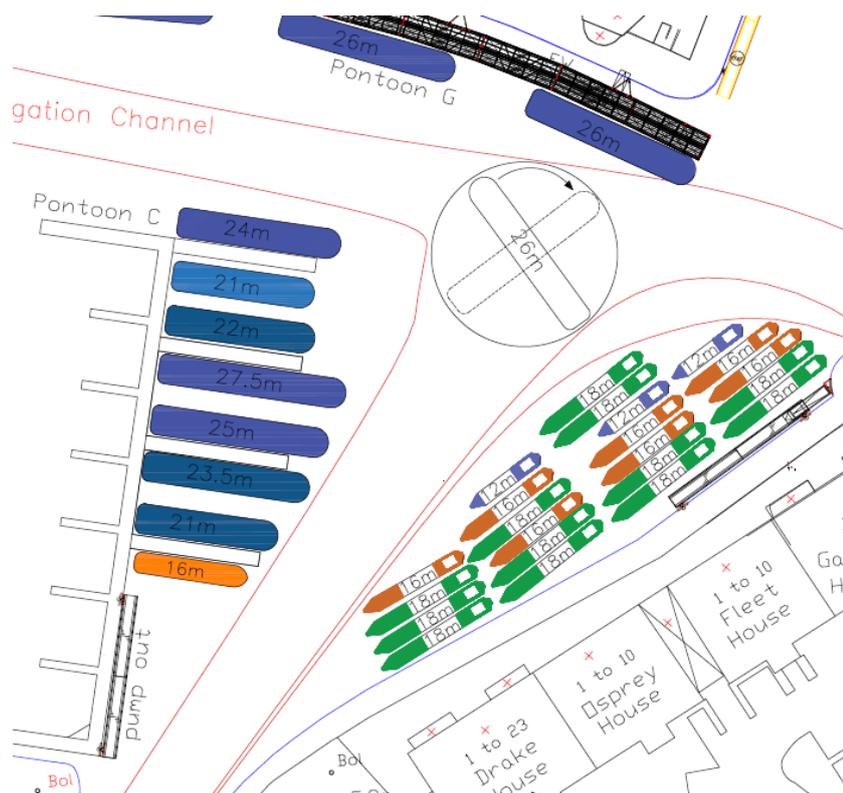


Fig. 4 Existing navigation channels and berthing capacity

- 4.16 The navigational safety document further explains procedures and safety precautions for vessels entering and leaving the basin. This includes pre-notification, use of CCTV and localised two way radios. These procedures would remain in place and are in accordance with guidance published by BWML (British waterways marinas Ltd), Canal & River Trust, Port of London Authority and Marine Police London.
- 4.17 In response to concerns raised during the last committee further information has been provided regarding health and safety protocols. This includes details of the BWML terms and conditions of which users must comply with and accord to the European Code for Navigation on Inland Waters and further emergency protocols.
- 4.18 Live mooring trials were also held on the 1st June 2017 to 30th June 2017. This consisted of placing 5 yellow marker buoys to denote ends of finger pontoons and alerting vessels to navigate between them.

- 4.25 The liner area towards the lock is 38m which could accommodate any craft which is intending to transit the lock to/from the Thames. It should be noted that the lock's maximum dimension is 29.3 meters.
- 4.26 In conclusion it is considered that the proposed design would ensure safe navigation.

5.0 Recommendation

- 5.1 Officers' original recommendation to grant planning permission for the proposal remains unchanged.