

Committee: Development	Date: 27 th July 2011	Classification: Unrestricted	Agenda Item Number:
----------------------------------	--	--	----------------------------

Report of: Director of Development and Renewal	Title: Town Planning Application
Case Officer: Richard Murrell	Ref No: PA/11/01000 Ward: Millwall

1. **APPLICATION DETAILS**

Location: Wood Wharf, Preston's Road E14
Existing Use: Historically mixture Light Industrial, Industrial and Warehousing. Site now cleared of buildings and vacant.

Proposal: Temporary change of use to Class D1 (non-residential institution) and D2 (assembly and leisure), up to 2400 sq.m. of Class A3 (restaurants and cafès) and A4 (drinking establishments) floorspace and sui generis (theatre, outdoor exhibition uses [falling outside Class D1]) and ancillary uses to comprise no more than 14,999 sq.m. of enclosed floorspace; erection of a temporary bridge; erection of temporary structures; works of hard and soft landscaping, parking and other works incidental to the application for a period of two years.

Drawing Nos: SK1000 A
SK1002 A
SK1003 A
SK1004B
SK1005A
SK1006A
SK1007A
SK1008A
SK1009A
SK1011A

DS0411-01-01 Sheet 1 of 9
DS0411-01-01 Sheet 5 of 9
DS0411-01-01 Sheet 6 of 9
DS0411-01-01 Sheet 7 of 9

TOWN474.1(03)001 R01
TOWN474.1(03)002 R00
TOWN474.1(03)003 R01
TOWN474.1(03)004 R01
TOWN474.1(03)005 R01
TOWN474.1(03)006 R00

Documents: Design and Access Statement dated April 2011 Appendix C. Addendum dated 1st July 2011.

De Boer Events Solutions Double Decker Premium

Olympic and Non-Olympics Scenarios Maximum Potential Use of Site dated 1st July 2011.

Schedule to Accompany Parameter Plan dated 12th July 2011.

Wood Wharf – Temporary Use Management Plan dated 13th July 2011.

Transport Assessment prepared by Steer Davies Gleave dated July 2011 Issue 3.

Noise Assessment prepared by Sandy Brown dated 21st April 2011, Supplementary Acoustic Information dated 10th July 2011

Wood Wharf Flood Risk Assessment: Addendum 2 prepared by Arup dated 28th June 2011

Wood Wharf Ecological Survey Works prepared by WSP dated 26th April 2011

Applicant:	Canary Wharf Ltd
Ownership:	Various. Refer to Application Form.
Historic Building:	Dock Wall Grade I Listed
Conservation Area:	Adjacent to Coldharbour Conservation Area

2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS

- 2.1 The local planning authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan 1998 (as saved September 2007), the Council's Interim Planning Guidance for the purposes of Development Control (2007), the adopted Core Strategy (2010), associated supplementary planning guidance, the London Plan 2008 (Consolidated with Alterations since 2004) and Government Planning Policy Guidance and has found that:
1. The use of vacant land on a short term basis to provide event, exhibition and corporate hospitality type uses is acceptable given the proximity of the site to Canary Wharf and good transport links. The use will support the role of Canary Wharf as a global centre for economic activity and will provide opportunities for employment and local community use. For a short-term period of 2 years, the temporary nature of the uses and associated development ensure that the proposal will not prejudice policy aims for the comprehensive mixed use redevelopment of the site. The proposal therefore accords with the requirements of Core Strategic Objective S015, which seeks to support Canary Wharf as a global economic centre and policy SP06 which seeks to maximise the delivery of investment and job creation in the Borough. The proposal also accords with the aims of London Plan policy 2A.2, 5C.1, and 5G.2 which set strategic priorities for development in East London and recognise that the north part of Isle of Dogs is an area of opportunity for intensification of uses.
 2. The proposed marquees, pontoon bridge and associated development achieve a very good standard of design in terms of site layout, scale and use of materials. The scheme would significantly improve the current appearance and condition of the site, and would

contribute to the creation of an attractive and vibrant waterside environment. The proposal will maintain pedestrian routes and linkages in the area and accords with the requirements of Core Strategy 2010 policy SP10, which seeks to ensure that buildings and neighbourhoods promote good design principles.

3. The proposed hours of operation and restrictions on noise levels are sufficient to ensure that the proposed development would not have any significant adverse impacts on the amenity of the occupiers of nearby buildings. The proposed development is therefore acceptable in terms of Core Strategy 2010 objective SO10, which seeks to deliver healthy and liveable neighbourhoods. Core Strategy Policy SP03(2a), which seeks to address the impact of noise and air pollution in the Borough by minimising and mitigating the impact of noise and Core Strategy policy SP10(4) which seeks to ensure development protects amenity, Unitary Development Plan 1998 policies DEV2, DEV50, Planning Standard Two (Noise), and Interim Planning Guidance policies DEV1, DEV10, which relate to the preservation of residential amenity and protection from excessive noise.
4. The site benefits from good transport links, which in combination with the proposed management arrangements is sufficient to ensure that the development would not have an adverse impact on the local highway network or transport infrastructure. The development is therefore acceptable in terms of policies SP08 and SP09 of the Core Strategy 2010 and policies T16 and T18 of the UDP 1998, which seek to ensure that the operational requirements of a use are taken into account.

3. RECOMMENDATION

3.1 That the Committee resolve to **GRANT** planning permission subject to:

3.2 Conditions

1. Two Year Temporary Permission. Use discontinued and structures removed at end of period.
2. Development in accordance with, and adherence to restrictions specified within, approved parameter plans and schedules.
3. No use of land to take place outside approved hours.
4. No construction or deliveries associated with construction, to take place outside of approved hours for amenity reasons. No construction deliveries at peak times of network congestion for highway safety reasons.
5. No Servicing to take place outside of approved hours for amenity reasons, or at peak times of network congestion for highway safety reasons.
6. Uses operated in accordance with restrictions given in approved Management Plan dated 13th July 2011.
7. All marquee structures on-site from range specified in Design and Access Statement dated April 2011 Appendix C or De Boer Events Solutions Double Decker Premium.
8. Use Operated in Accordance with measures specified in approved:-
Staff Transport Management Strategy,
Visitor Transport Management Strategy,

Delivery Servicing and Site Construction Strategy, as detailed in
Transport Assessment Issue 3 dated July 2011

9. Compliance with approved Drainage Strategy.
10. Plant Noise controlled in accordance with approved Acoustic Assessment.
11. Details of proposed landscaping on Plot F prior to first use
12. Temporary Bridge to be provided on any day when events take place, and to be retained for duration of events.
13. Pedestrian through-route shown on drawing SK1011A to be retained for duration of consent.
14. Full details of proposed marquee, pedestrian and bridge lighting prior to installation. No further lighting without permission.
15. Removal of Class 4 PD rights for other temporary events on site during duration of consent.
16. Any other condition considered necessary by the Director of Development and Renewal.

3.3 Informative

1. Advise Applicant that grant of Planning Permission does not affect LBTH consideration of individual licensing applications / obligations to prevent statutory noise nuisance
2. No Highway Obstructions during construction etc
3. Thames Water Advice regarding grease traps
4. Environment Agency Advice

3.4 S106 Obligations

1. Commitment to promote use of Skillsmatch for on-site employment
2. Commitment to promote use of East London Business Place and local suppliers.
3. Commitment to subscribe to London Eastside promotional services
4. Commitment to encourage and facilitate community and school use.
5. Commitment to encourage and facilitate community and public activities on the site.
6. Any other obligation considered necessary by the Director of Development and Renewal.

4. PROPOSAL AND LOCATION DETAILS

Proposal

- 4.1 A hybrid Planning Permission was granted in May 2009 (under reference PA/08/1215) for the

comprehensive redevelopment of the Wood Wharf site to provide new office, retail and residential uses.

- 4.2 The Wood Wharf Partnership (of which the Applicant for this scheme, Canary Wharf Group, is a part) are continuing to progress the plans to bring this development forward. However, in the interim, the site has the potential to be brought into more beneficial use than is currently the case.
- 4.3 The Applicant is therefore seeking permission to use parts of the Wood Wharf site to provide space to host events for a temporary period of two years. The Applicant has indicated that the range of uses is likely to include corporate hospitality, exhibitions, sporting, cultural and community events. The Applicant has indicated that during the Olympic and Paralympics Games period the site could be used for the screening of events and associated activities.
- 4.4 Permission would be granted for any use falling within Classes D1 or D2 of the Use Classes Order and for use as a theatre or for outdoor exhibitions. The permission would also allow some of the site to be used for uses falling with Classes A3 (Restaurants and Cafes) and A4 (Drinking Establishments).
- 4.5 The Application is a little unusual in that in that it seeks a relatively flexible permission. The Applicant would be able to use parts of the site and erect marquee type structures on the land, as and when required. At other times the site would not be used and the marquee structures would be removed. The application seeks a permission that would set a maximum amount of floorspace and would specify the type and size of marquee that could be installed. The Application would also agree maximum noise levels, hours of operation and a management plan for the operation of the site to control potential amenity impacts.
- 4.6 The application proposes to make use of approximately 3.04ha of land, which would be split into 6 plots (identified as A – F on the submitted plans). Permission is sought to use Plots A – D throughout the two year period. Plots E and F would only be used during the period around the Olympic and Para-Olympic Games (20th July 2012 to 14th September 2012).
- 4.7 The permission would enable the flexible use of these plots as and when the demand arose, with parameter plans setting an overall maximum area of use that cannot be exceeded.
- 4.8 Plots A – D would be allowed to operate 7 days a week between 08:00 and midnight. Plots E and F would be allowed to operate between 08:00 and 23:00.
- 4.9 Permission is also sought for the erection of marquee type structures on the plots. These structures would range in size between one and three storeys. To allow control over design and appearance the structures would all have to be selected from a range supplied by one specified manufacturer.
- 4.10 The parameter plans would specify the maximum height of any marquees that were to be erected and would also specify the maximum site coverage of any of the plots.
- 4.11 Included at Appendix One is a table showing the quantum of use and key restrictions that would apply to each plot on the site.
- 4.12 The Application also seeks permission for associated development to facilitate the use of the land for the above purposes. This comprises:-
 - Erection of a pontoon bridge over West India Dock to provide access to the site from Montgomery Street. This bridge would be provided on a temporary basis at times when events are being held.

- The application does not propose any general on-site private car-parking. Two disabled visitor wheelchair parking bays and two staff car-parking bays would be provided on each plot. A lay-by for coach drop-offs would be provided on the estate road. During non-Olympic periods a further 4 coach parking bays would be provide on plots E and F. A taxi rank would also be provided.
- Works of hard and soft landscaping.

4.13 The potential maximum overall capacity of the site would be approximately 14,000 people during non-Olympic periods and 14,999 people during Olympic periods. In addition to this the Applicant estimates that at times of full use approximately 1750 staff could be employed at the site in security, catering, cleaning, stewarding and administration roles.

Site and Surroundings

- 4.14 The Application site forms part of the area of land known as Wood Wharf. The application site occupies an area of 3.04ha. Wood Wharf is located to the east of the Canary Wharf complex. To the North the site is bounded by the Blackwall Basin and South Dock forms the Southern boundary.
- 4.15 Preston's Road provides vehicle and pedestrian access to the site. Pedestrian access to the site is also possible from a steep flight of stairs leading down from Cartier Circle and from a water-level walkway running around the base of 20 Churchill Place.
- 4.16 The application site is vacant and has been cleared of buildings. Other buildings on the Wood Wharf site remain in use as office accommodation and a sports centre.
- 4.17 The nearest residential properties to the site are located to the east of the site at Lovegrove Walk and Lancaster Drive. The properties at Lovegrove Walk almost abut the boundary of the proposed Plot F. There are also boat moorings and dwellings located over 100m to the north on the opposite side of Blackwall Basin. There are also properties over 100m away on the opposite side of South Dock.

Planning History

4.18 The following planning decisions are relevant to the application:

PA/08/1215 Hybrid application for comprehensive mixed-use redevelopment of Wood Wharf comprising:

1) Outline Application (all matters reserved, save for access & layout)

- Demolition of dwellings at Lovegrove Walk;
- Commercial floorspace (B1), up to 1668 residential units (C3), and hotel (C1) contained in fourteen buildings;
- Retail (A1), financial services (A2), restaurants & cafes (A3), drinking establishments (A4) and takeaway establishments (A5);
- Leisure & community uses (D1 & D2);
- Associated infrastructure, including the creation of structures in Blackwall Basin and South Dock;
- Principles of landscaping and public realm;
- Means of access;
- Bridge links;

- Car, motorcycle and bicycle parking spaces, servicing; and
- Electricity substation.

2) Full Application

- Creation of canal and other engineering infrastructure.

Approved. 18th May 2009.

PA/09/00866	Details of scale, appearance and landscaping of building W01 pursuant to condition C1. (Approved 8 th July 2009)
PA/09/00868	Details of the scale and appearance of building envelopes W12A (parts thereof) and W22 (parts thereof) pursuant to conditions B1, F1, I1 and N1. (Approved 8 th July 2009)
PA/09/00867	Details of scale, appearance and landscaping of buildings W02 and W03 pursuant to conditions G1 and H1. (Approved 16 th July 2009)
PA/10/00050	Non material amendment to include additional scale parameter plans. Condition A8 of planning permission PA/08/1215 was subsequently amended. (Approved 20 th January 2010)

5. POLICY FRAMEWORK

5.1 For details of the status of relevant policies see the front sheet for “Planning Applications for Determination” agenda items. The following policies are relevant to the application:

5.2 Core Strategy 2010 (adopted September 2010)

Policies and Principles	S01	Delivering Tower Hamlets Regional Role
	S02	Maximising the benefits of the Olympic Legacy
	S03	Achieving wide sustainability
	SP01	Town Centre Hierarchy
	SP10	Healthy and Liveable Neighbourhoods
	SP03(2)	Addressing the Impact of Noise and Air Pollution
	S012	High Quality and Well Connected Natural Environment
	S013	Reduce risk and Impact of Flooding
	SP04	Delivering a Network of Open Spaces
	SO14	Plan and Manage Waste
	SP05	Implement Waste Hierarchy
	S015	Support thriving and accessible global economic centres
	SP06	Seek to Deliver Investment and Job Creation
S016	Support Business Growth	
S017	Improve education skills and training	
S020	Deliver safe and attractive streets	
S021	Creating safe attractive streets and places	
SP09	Implementing Street Hierarchy	
S022	Creating Distinct and Durable Places	
SP10	Implementing Distinct and Durable Places	
SP12	Delivering Place making	
SP13	Planning Obligations	

5.3 Unitary Development Plan 1998 (as saved September 2007)

DEV1	Design
DEV2	Environmental Requirements
DEV4	Planning Obligations
DEV12	Provision of landscaping
DEV37	Alterations of Listed Buildings
DEV46	Protection of Waterway Corridors
DEV47	Development affecting water areas
DEV48	Waterside Walkways
DEV50	Noise
DEV56	Waste recycling
S7	Special Uses
T16	Traffic priorities for new development
T18	Priority given to pedestrians
ART1	Promoting of Arts and Entertainment Uses
Planning Standard No. 2 Noise.	

5.4 Interim Planning Guidance for the purposes of Development Control

Policies	DEV1	Amenity
	DEV2	Character and design
	DEV3	Accessibility and Inclusive Design
	DEV4	Safety and Security
	DEV5	Sustainable Design
	DEV8	Sustainable Drainage
	DEV10	Disturbance from Noise
	DEV13	Landscaping
	DEV15	Waste and recyclables storage
	DEV16	Walking and cycling routes and facilities
	DEV17	Transport Assessments
	DEV18	Travel Plans
	DEV19	Parking for Motor Vehicles
	DEV21	Development and Flood Risk
	EE2	Re-Development/Change Use Employment Sites
	RT5	Evening and Late night economy
	CON1	Listed Buildings
	CON2	Conservation Areas

5.5 Supplementary Planning Guidance

Wood Wharf Masterplan

5.6 Isle of Dogs Area Action Plan

IOD1	Spatial Strategy
IOD2	Transport and Movement
IOD5	Public Open Space
IOD6	Waterspace
IOD7	Flooding
IDO8	Infrastructure
IOD13	Employment uses in Northern Sub Area
IOD15	Retail and Leisure Uses in Northern Sub Area
IOD16	Design and Built Form in Northern Sub Area
IOD17	Site Allocations

5.7 Spatial Development Strategy for Greater London (London Plan)

1.1	London's Place as a World City
2A.1	Sustainability Criteria
2A.2	Spatial Strategy for Development
2A.5	Opportunity Areas
3B.1	Delivering London Economy
3B.9	Tourism Industry
3B.11	Improving employment opportunities for Londoners
3C.1	Integrating transport and development
3C.2	Matching Development to transport capacity
3C.3	Sustainable Transport in London
3C.23	Parking Strategy
3D.1	Supporting Town Centres
4A.3	Sustainable design and construction
4A.4	Energy Assessment
4A.11	Living Roofs and Walls
4A.14	Sustainable Drainage
4A.20	Reducing Noise
4B.1	Design principles for a compact city
4B.5	Creating inclusive public realm
4B.12	Heritage Conservation
4C.3	Value of Blue Ribbon Network
4C.11	Increasing access alongside Blue Ribbon Network
4C.14	Structures over Blue Ribbon Network
5C.1	Strategic Priorities for North East London

5.8 Government Planning Policy Guidance/Statements

PPS1	Sustainable development and climate change
PPS4	Planning for Sustainable Economic Growth
PPS5	Planning and the historic environment
PPG24	Planning and Noise

5.9 Community Plan

The following Community Plan objectives relate to the application:

- A better place for living safely
- A better place for living well
- A better place for creating and sharing prosperity
- A better place for learning, achievement and leisure

6. CONSULTATION RESPONSE

6.1 The views of the Directorate of Development & Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.

6.2 The following were consulted regarding the application:

LBTH Air Quality

6.3 No air quality impacts.

LBTH Environmental Health

- 6.4 Satisfied with the proposed Management Plan, which requires the developer to meet Noise Council's Code of Practice on Environmental Noise Control in terms of noise levels and frequency of events (which will apply across the whole site, not on a plot by plot basis).

LBTH Employment and Enterprise

- 6.5 Requested that initiatives be secured to promote local employment and training. It was specifically requested that a minimum of 20% local labour was used during construction phase, 20% procurement during construction phase and a fixed percentage of end user jobs to be secured for local residents.

Officer comment: Officers consider that given the limited duration of the permission and the temporary nature of the events and buildings for which permission is granted, it would not be reasonable to secure a fixed percentage of local labour and local companies. The Applicant has agreed to promote the involvement of the local community, promote the use local labour and businesses through the S106 Heads of Terms.

LBTH Highways

- 6.6 LBTH Highways have made detailed comments in relation to the methodology employed in the submitted Transport Assessment and the assumptions used in the trip generation data. Concerns have also been raised about granting permission for such wide/flexible land uses and the potential number of trips/associated trip profiles such uses could generate. Requests for additional information in relation to service arrangements.

Officer comment: Officers consider that it is reasonable to assume that a high proportion of the trips from the development will be linked to existing trips to Canary Wharf. It is possible that some events could attract visitors from further afield. However, by ensuring that no on-site parking is provided it is most likely that such visitors would still make use of the public transport system. In terms of servicing, it is noted that the service areas are accessed from a private estate road, over which the Applicant has control. This arrangement ensures that the proposal would not have any significant impacts on the public highway network. The Highways section have not raised any objection to the scheme on highway safety grounds, and in overall terms Officers are satisfied that the transport impacts are acceptable.

LBTH Waste Management

- 6.7 Proposal is a commercial enterprise and is serviced on private land. Main concern is that consideration should be taken to ensure that waste is managed effectively within site and that spill over into highway is mitigated.
- 6.8 *Officer comment: The management plan details arrangements for collection of waste from site by Canary Wharf contractors.*

British Waterways

- 6.9 Supportive of the active use of this part vacant site, which will facilitate animation of the adjacent waterspace.

Crime Prevention Design Advisor

- 6.10 Queried whether scheme had been discussed with police, requirements of dealing with additional visitor numbers during the Olympic Period.

6.11 *Officer comment: The Developer has registered the event with Culture Diary and London Events Cultural Calendar which are 2012 event calendars monitored by the Metropolitan Police.*

English Heritage

6.12 Observed that northern boundary of site is formed by part of Grade I Listed Blackwall Basin and that the Grade I Listed Dock walls form part of the eastern boundary. Stated that it is important that a full assessment is made with regard to the potential impact of the proposed temporary structures on the fabric of these walls.

6.13 *Officer comment: The Applicant has submitted additional material which demonstrates that the temporary bridge will not have any impact on the fabric of the dock walls.*

Environment Agency

6.14 The Environment Agency have no objection to the proposal subject to a condition requiring compliance with submitted Drainage Strategy.

Transport for London

6.15 No objections in terms of impact on transport infrastructures.

Thames Water

6.16 Recommend installation of properly maintained fat traps for all catering establishments.

6.17 *Officer comment: The Applicant would be advised of this by way of informative attached to the permission.*

7. LOCAL REPRESENTATION

7.1 A total of 480 neighbouring properties within the area shown on the map appended to this report were notified about the application and invited to comment. The application has also been publicised in East End Life and on site. The number of representations received in response to notification and publicity of the application were as follows:

No of individual responses: 3 Objecting: 1 Supporting: 2

7.2 The letter of objection raised the following issues:-

- Potential noise and disturbance, in particular from plots E and F during the Olympics.
- Excessive noise throughout day and between 23:00 and 00:00 will have negative impacts on residents to North of Blackwall Basin.
- Plots E and F should be restricted to 23.00 at latest, with more rigorous controls.
- Consultation by CWG did not make any mention of plots E and F.

7.3 The letters of support state:-

- Proposal will bring about much needed regeneration of a derelict area.
- To maximise the beneficial effects of the development residents of Lovegrove Walk and Lancaster Drive should be able to access the site and Canary Wharf.
- Support for proposal conditional on adequate controls to protect amenity being put in

place.

- 7.4 The Applicant has submitted a Statement of Community Involvement with the application which details their consultation with the local community prior to the submission of the application.

8 MATERIAL PLANNING CONSIDERATIONS

- 8.1 The main issues that Members need to consider are:-

- Land Use
- Design
- Amenity
- Highways
- Employment Opportunities and Community Benefits

Land Use

- 8.2 Planning Policy Statement 1 (Delivering Sustainable Development) and PPS4 (Planning for Sustainable Economic Growth) set out general planning policy for new uses. London Plan policy 5C.1 identifies the Isle of Dogs as an Opportunity Area for regeneration and recognises the importance of the Canary Wharf as a focus for commercial activity. London Plan policy 5G.2 recognises that the northern part of the Isle of Dogs as an opportunity area that is at the heart of London's World City offer.
- 8.3 The Core Strategy vision for Canary Wharf states that the area will retain and enhance its global role as a competitive financial district. A priority for the area is to enable mixed use redevelopment of Wood Wharf. The Core Strategy designates Canary Wharf as a Major Centre.
- 8.4 The Council has also produced the Wood Wharf Masterplan (December 2003) and the Isle Of Dogs Area Action Plan (2007) which further develop planning policy for the area.
- 8.5 Core Strategic Objective S015 seeks to support the thriving and accessible global economic centre at Canary Wharf as it provides benefit to regional and local economies. Policy SP06 seeks to maximise the delivery of investment and job creation in the Borough and recognises the roles that Canary Wharf has in delivery job growth across the region and sub-region.
- 8.6 UDP policy S7 details specific criteria for 'Special Uses' includes bars and restaurants. Policy ART1 seeks to promote Arts and Entertainment uses in suitable locations.
- 8.7 Historically the Wood Wharf site has been used for a variety of light industrial, general industrial and warehousing uses. The level of activity on the site has now declined significantly as the redevelopment scheme progresses. The area of Wood Wharf included within this application site is vacant, and has been cleared of all buildings.
- 8.8 The Application seeks permission for a temporary change of use of the land for a period of two years. Permission would be given to use the site for uses falling within D1 (Non-residential Institutions), D2 (Assembly and Leisure), as a theatre and for outdoor exhibitions. Permission would also be given for A3 (Café and Restaurant) and A4 (Drinking Establishments) uses on each plot.
- 8.9 The Applicant has stated the site would be used for a range of uses including exhibitions, corporate hospitality, sporting and cultural events. This would include the use of the space

to host events in celebration of the Olympic and Paralympics Games.

- 8.10 The provision of space for corporate hospitality, exhibition and events plays an important role in supporting the role of Canary Wharf as centre for economic activity. There is limited space within Canary Wharf to provide these types of uses.
- 8.11 The application site benefits from very good public transport links, and is adjacent to the Canary Wharf, a Major Centre where policy seeks to maximise economic activity. The Application proposal is considered to be a good short-term use of land pending its comprehensive redevelopment as it would support the function of Canary Wharf as a business centre.
- 8.12 The proposal therefore accords with the requirements of Core Strategic Objective S015 which seeks to support Canary Wharf as a global economic centre and policy SP06 which seeks to maximise the delivery of investment and job creation in the Borough.

Design

- 8.13 In broad terms, Core Strategy Policy SP10 and UDP 1998 policy DEV1 seek to promote the importance of good design. Planning policies place particular emphasis on the importance of ensuring development has proper regard to adjacent waterways.
- 8.14 The Application seeks permission for the erection of structures to facilitate the use of the site for events. These would comprise marquees, a pontoon bridge to allow convenient access to the site and associated roads, pathways and landscaping.
- 8.15 The permission would potentially allow these structures to be erected for the full duration of the two year consent. However, in practice the Applicant has stated that the structures are only likely to be erected on a short term basis as and when they are required.
- 8.16 The submitted Design and Access Statement specifies a range of marquees that could be constructed. They would all be provided by De Boer – a company who specialise in providing temporary marquee type structures. The marquees would predominately be cream white in colour.
- 8.17 The site is unusual in that it is large, cleared of previous buildings and (for the most part) relatively distant from sensitive residential land-uses. In this context there is room for a greater degree of flexibility in terms of site layout, scale and appearance of development than might usually be the case. The nature of the proposed temporary event uses is such that a degree of flexibility in terms of site design is necessary. The submitted information provides an acceptable degree of certainty about the scale and appearance of the structures that would be installed on the site. The parameter plans also clearly demarcate the areas in which the structures could be installed, and the extent of the plot coverage.
- 8.18 The approach to site layout includes the provision (at event times) of a 3m wide pedestrian promenade running around the dock edge. At all times a pedestrian link would be retained allowing an access route from Preston's Road to the Canary Wharf Estate.
- 8.19 The submission also provides details about the proposed lighting around the site and sets maximum lighting levels. Lighting would be provided on Primary and Secondary Pedestrian Access routes, the roadway and the temporary pontoon bridge. The luminaries would be selected and orientated to ensure that there is no unacceptable glare. Full details of the specification of this lighting and hours of operation would be secured by condition to ensure that the lighting does not have any adverse impacts on residential or visual amenity. A condition would also require the prior approval of the local authority of any additional event specific lighting.

- 8.20 The dock walls around the application site are Grade I Listed. The Applicant has confirmed that the proposed development would not have any impact on the historic fabric of the dock walls, with the pontoon bridge set approximately 50mm away from the wall itself.
- 8.21 The proposed marquees, pontoon bridge and associated development achieve a very good standard of design in terms of site layout, scale and use of materials. The scheme would incorporate a 3m set back from the dock edge to enliven the waterside environment and promote pedestrian access. The proposal will retain a permanent pedestrian access through the site from Preston's Road to the Canary Wharf Estate.
- 8.22 In overall terms the proposal will deliver a significant improvement in the current appearance and general condition of the site. The scheme would create a vibrant and attractive place which makes good use of the waterside location. The scheme will maintain pedestrian access through the site and accords with the requirements of Core Strategy 2010 policy SP10, which seeks to ensure that buildings and neighbourhoods promote good design principles.

Amenity

(Noise)

- 8.23 Core Strategy 2010 objective SO10 seeks to deliver healthy and liveable neighbourhoods. Core Strategy Policy SP03(2a) seeks to address the impact of noise and air pollution in the Borough by minimising and mitigating the impact of noise. Core Strategy policy SP10(4) seeks to ensure development protects amenity.
- 8.24 Unitary Development Plan 1998 policies DEV2, DEV50, Planning Standard Two (Noise), and Interim Planning Guidance policies DEV1, DEV10 are all also considered relevant in that they relate to the preservation of residential amenity and protection from excessive noise.
- 8.25 The Application has been accompanied by an Acoustic Assessment which considers the likely noise impacts from the development in three main areas:-
- a. Noise from any temporary plant
 - b. Noise during activities during events (internal and external)
 - c. Noise from increased traffic flow.
- 8.26 There are sensitive residential noise receptors that could be affected by the proposed development. These include the houseboats in Blackwall Basin, residential properties in Trafalgar Way, along Preston's Road/Lovegrove Walk and to the south at Marsh Wall. There are also existing office uses on the Wood Wharf site. The survey has provided the results of noise monitoring to establish the baseline conditions.
- 8.27 The acoustic assessment sets maximum noise output levels that must not be exceeded for plant running on each plot. The assessment notes that plant located on plots E and F may have to either be located away from residential properties, or placed within a solid plant enclosure to meet the recommended noise limits. A condition placed on any permission would require any plant installed on the site to achieve the noise limits set in the submitted study.
- 8.28 The noise from the events themselves would largely be controlled through the Wood Wharf Temporary Use Management Plan. This document puts in place a number of restrictions on the way in which events and activities are carried out. These include:-

8.29 Plots A – D

Hours of Operation: 08:00 to 00:00

No Live Music

No Amplified Music Outside.

Construction Hours. 0800 to 1800 Monday to Friday, No work on Sundays or Bank Holidays

8.30 Plots E and F (Only used during Olympic Period)

Hours of Operation: 08:00 to 23:00

No Live Music

No Amplified Music Outside

Construction Hours. 0800 to 1800 Monday Friday. No work on Sundays or Bank Holidays

- 8.31 These restrictions would still allow music to be played within the temporary marquee structures. Temporary buildings do not offer the same degree of acoustic insulation as permanent buildings and issues of music noise breakout could potentially have amenity impacts.
- 8.32 To control this potential impact, the Management Plan requires that the Applicant ensures that all events held on the site comply with the Noise Council's Code of Practice on Environmental Noise Control at Concerts.
- 8.33 The Code of Practice sets maximum noise levels when measured at the nearest noise sensitive façade. The code sets different noise levels, depending on the duration of the event. The Code allows up to 12 days of events where music noise levels exceed the background noise level by 15dB(A) and up to 30 days where noise levels are 5db(A) above background. After 23:00 the Code requires that music noise should not be audible within noise sensitive premises with windows open in a typical manner for ventilation.
- 8.34 Other activities associated with the use of the site could also cause amenity impacts. These could simply be the noise and activity caused by a very large number of people on the site, or from more specific noise sources, such as a PA system or an outdoor screen broadcasting Olympic events.
- 8.35 Officers consider that this site is located in close proximity to the Major Centre at Canary Wharf, and is in an opportunity area where higher levels of activity are encouraged. The noise and activity impact from plots A – D would be greatest, as these would benefit from the longest duration of consent and a midnight finishing time. However, these plots are also relatively remote from residential properties. There is some office accommodation nearby, but these are not considered to be so noise sensitive.
- 8.36 The location of these plots is such that the focus of activity would be towards Canary Wharf. Canary Wharf is a busy commercial centre and the proposed level of use would be compatible with this context. The use of these plots would terminate at midnight, which would give event visitors the opportunity to make their way home via public transport.
- 8.37 Plots E and F are more sensitive, as they are closer to residential properties. The length of time that these plots are in operation is limited to 8 weeks, and the hours of operation is more restrictive in that uses must not take place after 23:00. This limits the likely impact of general activity noise and disturbance.
- 8.38 A condition would also be imposed requiring details of a landscaping screen along the east boundary of Plot F. This screening would have to be installed before the first use of plot F commences and will need to be retained thereafter. This would further help to preserve the

amenity of residents of Lovegrove Walk. With these restrictions Officers consider that, in planning terms, the likely impact on residential amenity would be acceptable.

- 8.39 The Council would continue to be able to exercise control over specific events that come forward through the Licensing regime or through legislation to prevent statutory noise nuisance.
- 8.40 Vehicle Noise would be limited as the majority of visitors to the site are likely to make use of public transport. The application makes very limited (2 staff, 2 disabled car-parking spaces) provision for private vehicles. Vehicle noise would therefore be limited to coach parking (4 spaces on plot D or E during non-Olympic periods) or taxis. The proposed taxi rank would provide 6 spaces, which would limit activity from these vehicles.
- 8.41 Noise from construction, and associated construction deliveries, would be limited by a condition to ensure that these activities do not take place between 18:00 in the evening and 08:00 the next morning. General servicing impacts are less likely to be significant, and a condition would be imposed to prevent these activities taking place after 20:00 in the evening or before 10:00 the next morning (in amenity terms it would be acceptable to allow servicing from 08:00, however this would not be compatible with Highways requirements to prevent servicing during the morning peak periods.)
- 8.42 In overall terms the amenity impacts on nearby occupiers is considered to be acceptable.

Highways and Servicing

- 8.43 S020 seeks to deliver a safe, attractive, accessible and well designed network of streets and spaces. Saved policy T16 requires the local authority to have regard to the servicing requirements of new development. SO14 seeks to plan and manage the Borough's waste efficiently. Policy SP05 seeks to implement the Borough's Waste Hierarchy.
- 8.44 The Application has been accompanied by a Transport Assessment. The assessment estimates that a maximum of 14,000 people could attend events on the site (rising to 14,999 people during the Olympic Period when plots E and F are in operation). An approximate total of 1750 staff could be employed on site at any one time (this would include security, catering, cleaning, stewarding and administration).
- 8.45 The application does not propose any significant on-site private car-parking, with the exception of two disabled wheelchair parking bays that would be provided on each plot, and two staff parking spaces per plot. A coach parking lay-by would be provided on the estate road. During non-Olympic periods a further 4 coach parking bays would be provide on plots E and F.
- 8.46 A taxi rank, for up to 6 taxis is also proposed. During the non-olympic period the rank would be provided within plots D or E and during the Olympic period this would be relocated to the private estate road.
- 8.47 Ten Sheffield cycle parking stands would also be provided on each plot, giving a total of 120 stands.
- 8.48 The proposal seeks to promote the use of sustainable forms of transport and minimise opportunities for private vehicle use. The application proposes to install a pontoon bridge to provide convenient and step-free pedestrian access to the site from Montgomery Street. Pedestrian access would also be possible from the existing staircase leading down from Cartier Circle. More recently Canary Wharf Group have also opened up a water-level path running around the base of the 20 Churchill Place to the site.

- 8.49 The installation of the proposed pontoon bridge would be necessary to facilitate pedestrian access to the site for large numbers of pedestrians on event days (and to provide convenient step-free access). A condition would therefore be imposed on any permission requiring the bridge to be put in place on days events are being held. With this safeguard, the proposed pedestrian access routes would allow adequate access to the site from a major transport interchange, complying with policy objectives that seek to ensure development promotes sustainable modes of transport and that development can be accommodate within local transport infrastructure.
- 8.50 Officers consider that the majority of events are likely to be patronised by workers based at Canary Wharf, and this form of linked trip would result in a lesser impact on overall transport capacity. Transport for London have also confirmed they are satisfied there is sufficient capacity within the public transport system to accommodate additional visitors.
- 8.51 The submitted Transport Assessment also considers the likely construction and servicing requirements of the development. It is estimated that the construction of the marquees would generate approximately 8 lorry arrivals per day (rising to 12 during the Olympic period). During periods of operation the servicing demands for the site are likely to equate to the arrival of approximately 14 vehicles to the site per plot. This would give a maximum total of 42 trips a day (rising to 53 trips during the Olympic period).
- 8.52 As discussed above, servicing and construction delivery hours would have to be limited in order to protect residential amenity. To prevent congestion a further restriction would have to be applied to prevent servicing during the network peak periods 0700-1000 hours and 1600-1900 hours.
- 8.53 These vehicles would access the site via the existing turn off from Preston's Road. The use of this access for service traffic is considered to be acceptable.

Flood Risk

- 8.54 Core Strategy policy SP04 seeks to ensure development reduces the impact and risk of flooding. The Application has been accompanied by a Flood Risk Assessment. The statement notes that any additional surface water run-off will be drain into the docks to avoid any additional flow into the sewerage system. This accords with policy aims to promote sustainable drainage. The Flood Risk Assessment has been reviewed by the Environment Agency who have are satisfied with the proposals.

Employment Opportunities and Community Benefits

- 8.55 Core Strategy Policy SP13 states that the Council will negotiate planning obligations in relation to proposed development. The application provides details of the proposed measures that the Applicant will undertake to promote the value of the scheme to the local community. These benefits would be secured via S106 agreement to the following Heads of Terms:-
1. Commitment to promote use of Skillsmatch for on-site employment
 2. Commitment to promote use of East London Business Place And local suppliers.
 3. Commitment to subscribe to London Eastside promotional services

4. Commitment to encourage and facilitate community and school use.
5. Commitment to encourage and facilitate community and public activities on the site.

Ecology and Biodiversity

8.56 Core Strategy policy SP04 seeks to protect and promote biodiversity in the Borough. The submission has been accompanied by an Extended Phase 1 Habitat Survey prepared by WSP. The report concludes that a few parts of the site have limited ecological value, with other areas having negligible value. The report contains recommendations in terms of monitoring the site for any protected species during any proposed works. Compliance with these recommendations would be secured by condition.

Conclusions

8.57 All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out in the SUMMARY OF MATERIAL PLANNING CONSIDERATIONS and the details of the decision are set out in the RECOMMENDATION at the beginning of this report.

APPENDIX 1

Table 1: Key restrictions that apply to each plot.

	Plots					
	A	B	C	D	E	F
Plot Size	3900m ²	3998m ²	3198m ²	5043m ²	3334m ²	5985m ²
Maximum Useable Enclosed Floorspace (GEA)	3000m ²	4000m ²	3000m ²	4000m ²	4500m ²	4200m ²
Maximum Height of Temporary Structure	12.95m	12.95m	12.95m	12.95m	12.95m	12.95m
Maximum Site Coverage with temporary structure (%)	52%	63%	56%	75%	44%	50%
Minimum Open Space	1900m ²	1498m ²	1398m ²	2043m ²	1334m ²	2985m ²
Duration of use	Life of consent	Life of consent	Life of consent	Life of consent	Only during Olympic period	Only during Olympic period
Uses	D1/D2/A3/A4/SG	D1/D2/A3/A4/SG	D1/D2/A3/A4/SG	D1/D2/A3/A4/SG	D1/D2/A3/A4/SG	D1/D2/A3/A4/SG
Indoor/ Outdoor	Both	Both	Both	Both	Both	Both
Hours	0800 - 0000	0800 - 0000	0800 - 0000	0800 - 0000	0800 - 2300	0800 - 2300
Max. Car/Coach Parking	Coach -0 Staff - 2 Disabled - 2	Coach -0 Staff - 2 Disabled - 2	Coach -0 Staff - 2 Disabled - 2	Coach -4* Staff - 2 Disabled - 2	Coach -0* Staff - 2 Disabled - 2	Coach -0 Staff - 2 Disabled - 2
Min. Cycle Parking Spaces	20	20	20	20	20	20

- Note – site to be used for no more than 14,999 sq.m of enclosed floorspace at any one time.
- Note – site to be used for no more than 2,400 sq m Class A3/A4 uses.
- Note – Olympic Period runs from 20th July to 14th September.
- SG- Sui generis ((theatre, outdoor exhibition uses (falling outside of Class D1))
- * A maximum of 4 coach parking spaces will be provided on site which will be located on either plot D and/or E.

Table 2: Maximum Potential Use of Sites.

	Non Olympics	Olympics
Total enclosed floorspace	14,000 sq.m	14,999sq.m
Maximum size of Class A3/A4 unit per plot	600 sq.m	600 sq.m
Total Class A3/A4 floorspace	2,400 sq.m	2,400 sq.m
Plots in Use	Plots A-D	Plots A-F
Operating	Up to 7 days a week	Up to 7 days a week
Operating Hours	0800 -0000	Plots A – D: 0800 -0000 Plots E & F: 0800 - 2300
Noise	No live music No amplified music outside Some external events	No live music No amplified music outside Some external events – including Olympic events on large screens

- Note – site to be used for no more than 14,999 sq.m of enclosed floorspace at any one time.
- Note – site to be used for no more than 2,400 sq m Class A3/A4 uses.
- Note – Olympic Period runs from 20th July to 14th September.
- SG- Sui generis ((theatre, outdoor exhibition uses (falling outside of Class D1))