

Committee: Development	Date: 10 th May 2012	Classification: Unrestricted	Agenda Item: 7.6
Report of: Corporate Director of Development and Renewal		Title: Planning Application	
Case Officer: Katie Cooke		Ref No: PA/12/00430	
		Ward: Millwall	

1.0 APPLICATION DETAILS

- 1.1 **Location:** Wood Wharf, Preston's Road E14
- Existing Use:** Historically a mixture of Light Industrial, Industrial and Warehousing. The application site is now cleared of buildings and vacant.
- Proposal:** Variation of condition 3 of planning permission dated 18.08.11 ref. PA/11/01000 to enable use of plots A-D up to the hours of 00.00 during the Olympic period (20th July-14th September 2012)
- Documents:** Site Location Plan and Planning Permission ref no. PA/11/01000.
- 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

Drawing Nos: Site Location Plan.

SK1000 A
SK1002 A
SK1003 A
SK1004B
SK1005A
SK1006A
SK1007A
SK1008A
SK1009A
SK1011A

DS0411-01-01 Sheet 1 of 9
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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

Applicant: Canary Wharf Ltd

Owner: Various

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, the adopted Core Strategy Development: Development Plan Document 2025, the Managing Development: Development Plan Document (Proposed Submission Version, January 2012) the Council's Interim Planning Guidance (2007) and associated supplementary planning guidance, the London Plan and Government Planning Policy Guidance and has found that:
- 2.2 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, and Planning Standard Two (Noise), policy DM25 of the Managing Development Proposed Submission Version (2012) and Interim Planning Guidance (2007) policies DEV1, DEV10, which relate to the preservation of residential

amenity and protection from excessive noise.

3 RECOMMENDATION

3.1 That the Committee resolve to **GRANT** planning permission subject to the prior completion of a legal agreement to secure the obligations at paragraph 3.4 and the following conditions and informatives:

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. The condition will state the following:

'The uses allowed by this permission shall not take place other than between the hours of:

(i) 0800 to 2300 Mondays-Fridays, Saturdays or Sundays (Including Bank Holidays) subject to the exception at (ii) below in respect of Plots A-D.

(ii) In respect of Plots A-D only 0800 to 0000 Mondays-Fridays, Saturdays or Sundays (Including Bank Holidays) for the period from 20th July 2012 to 14th September 2012

Plots E and F shall not be used outside the period from 20th July to 14th September 2012 (with the exception of the use of Plot E for the provision of a maximum of 4 coach parking spaces, and a drop-off point for a maximum of 6 taxis, which can occur for the duration of the two year consent). During any period plots E and F shall not be used outside the times specified above.'

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
3. Thames Water Advice regarding grease traps
4. Environment Agency Advice

3.4 S.106 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

- 3.5 That the Corporate Director of Development & Renewal is delegated power to negotiate the legal agreement indicated above.

4 BACKGROUND

- 4.1 Planning permission was granted under PA/11/01000.11 for '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 cafés) 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.' (Approved 18th August 2011).

- 4.2 At the Development Committee of 27th July 2011 officers recommended approval for the following hours of operation for the above mentioned application :

Plots A – D

Hours of Operation: 08:00 to 00:00

Plots E and F (Only used during Olympic Period)

Hours of Operation: 08:00 to 23:00

- 4.3 However Members considered that all events should close at 23.00 to avoid late night disturbance given experience at similar events. Accordingly, this amendment was agreed, and secured via Condition 3.
- 4.4 Notwithstanding the above, this application seeks to amend the hours of operation for Plots A-D during the Olympic period only allowing them to operate until 00.00. This application does not seek permission to operate until 00.00 for the lifetime of the 2 year temporary permission, but only for the period of 20th July 2012-14th September 2012.

5. PROPOSAL AND LOCATION DETAILS

Proposal

- 5.1 The proposal is to vary condition 3 of planning permission dated 18/08/11 ref: PA/11/01000 to enable use of plots A-D up to the hours of 00.00 during the Olympic period (20th July – 14th September).

Site and Surroundings

- 5.2 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.
- 5.3 Prestons 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.
- 5.4 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.
- 5.5 The nearest residential properties to the site are located to the east of the site at Lovegrove Walk and Lancaster Drive. 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.

Relevant Planning History

5.6 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 and extension of time application approved under ref PA/11/02174 on 29th March 2012.

5.7 PA/09/00866 Details of scale, appearance and landscaping of building W01 pursuant to condition C1. (Approved 8th July 2009)

5.8 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 8th July 2009)

5.9 PA/09/00867 Details of scale, appearance and landscaping of buildings W02 and W03 pursuant to conditions G1 and H1. (Approved 16th July 2009)

5.10 PA/10/00050 Non material amendment to include additional scale parameter plans. Condition A8 of planning permission PA/08/1215 was subsequently amended. (Approved 20th January 2010)

5.11 PA/11/01000 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. (Approved 18th August 2011).

6. POLICY FRAMEWORK

- 6.1 Since PA/11/01000 was approved, the National Planning Policy Framework (2012) (NPPF) and the Council's Managing Development DPD (Proposed Submission Version, 2012) are now used for the purposes of development control.
- 6.2 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:

Core Strategy Development Plan Document (adopted 2010)

Policies and Principles:	S02	Maximising the benefits of the Olympic Legacy
	SP02 (2a)	Creating Healthy and Liveable Neighbourhoods
	SP10	Creating distinct and durable places

Unitary Development Plan 1998 (as saved, 2007)

Policies:	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	

Managing Development DPD (Proposed Submission Version, 2012)

Policies:	DM12	Water spaces
	DM13	Sustainable Drainage
	DM14	Managing Waste
	DM20	Supporting a Sustainable Transport Network
	DM22	Parking
	DM23	Streets and The Public Realm
	DM24	Place Sensitive Design
	DM25	Amenity
	DM27	Heritage and Historic Environment
	DM29	Climate Change

Interim Planning Guidance for the purposes of Development Control (October 2007)

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

Supplementary Planning Guidance

Wood Wharf Masterplan

Isle of Dogs Area Action Plan

Policies	IOD1	Spatial Strategy
	IOD2	Transport and Movement
	IOD5	Public Open Space
	IOD6	Waterspace
	IOD7	Flooding
	IOD8	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

Spatial Development Strategy for Greater London (London Plan) (2011)

Policies	1.1	Delivering Strategic Vision for London
	2.1	London in its Global, European and United Kingdom
	2.4	The 2012 Games and Their Legacy
	2.9	Inner London
	2.13	Opportunity Areas and Intensification Areas
	2.15	Town Centres
	4.1	Developing London's Economy
	4.2	Offices
	4.3	Mixed Use Development and Offices
	4.6	Support for Enhancement of Arts, Culture and Sport
	4.12	Improving Opportunities for All
	5.3	Sustainable Design and Construction
	5.7	Renewable Energy
	5.9	Overheating and Cooling
	5.10	Urban Greening
	5.11	Green Roofs and Development Site Environs
	5.12	Flood Risk Management
	5.13	Sustainable Drainage
	6.1	Integrating Transport and Development

6.3	Assessing Effects of Development on Transport Capacity
6.9	Cycling
6.10	Walking
6.13	Parking
7.2	Building London's Neighbourhoods and Communities
7.2	All Inclusive Environment
7.3	Designing Out Crime
7.4	Local Character
7.5	Public Realm
7.6	Architecture
7.8	Heritage Assets
7.15	Reducing Noise and Enhancing Soundscapes
7.19	Biodiversity
2.4	The 2012 Games and Their Legacy
2.9	Inner London
2.13	Opportunity Areas and Intensification Areas
7.4	Local Character
7.5	Public Realm
7.15	Reducing Noise and Enhancing Soundscapes

Government Planning Policy Guidance

National Planning Policy Framework

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

7. CONSULTATION RESPONSE

- 7.1 The views of the Directorate of Development & Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below.
- 7.2 The following response was received regarding the application:

LBTH – Environmental Health

- 7.3 The Council's Noise & Vibration Officer stated that so long as the originally agreed noise limits and noise managements conditions are fully complied with over the Olympic period, we would not raise an objection to this application to use the site to 00:00 hrs.

8. LOCAL REPRESENTATION

- 8.1 A total of 7 neighbouring addresses were consulted by letter, a site notice was posted and the application was published in the East End Life. No letters of representation have been received in support or objection to the proposals.

9.0 MATERIAL PLANNING CONSIDERATIONS

- 9.1 The main issues that Members need to consider are the acceptability of the increase in operating times during the relevant period in terms of Amenity and any additional impact on the Highway. The acceptability of the Land Use, Design and Employment and Enterprise benefits were assessed as part of the original permission and the proposal remains unchanged in this regard, and therefore in making a decision, the focus in relation to these aspects should be on national and development plan policies, and other material considerations which may have changed significantly since the original grant of permission.

Land Use

- 9.2 Whilst land use issues are not affected by the proposal (save for the use being permitted for an additional hour), the details of the considerations relating to land use as per the previous report to committee are included below and relevant changes in policy are addressed.
- 9.3 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.
- 9.4 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.
- 9.5 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.
- 9.6 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.
- 9.7 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.
- 9.8 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.
- 9.9 Furthermore, there have been no changes to policy since the emergence of the adopted NPPF and Managing Development DPD (Proposed Submission Version, 2012) which would alter the original reason for approval.

Design

- 9.10 Whilst Design use issues are not affected by the proposal, the details of the

considerations relating to design as per the previous report to committee are included below and relevant changes in policy are addressed.

- 9.11 In broad terms, Core Strategy Policy SP10 and UDP 1998 saved 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.
- 9.12 The PA/11/0100 permission sought consent 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.
- 9.13 The current proposal is to vary condition 3 of planning permission dated 18/08/11 ref: PA/11/01000 to enable use of plots A-D up to the hours of 00.00 during the Olympic period (20th July – 14th September).
- 9.14 In overall terms the scheme as a whole 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.
- 9.15 Despite the adoption of the NPPF and the publication of the Managing Development DPD (Proposed Submission Version, 2012), this does not change the original reason for approval.

Amenity (Noise)

- 9.16 Core Strategy (2010) objective SO10 seeks to deliver healthy and liveable neighbourhoods. Core Strategic 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.
- 9.17 Unitary Development Plan (1998) policies DEV2, DEV50, Planning Standard Two (Noise), and Interim Planning Guidance policies (2007) DEV1, DEV10 are all also considered relevant in that they relate to the preservation of residential amenity and protection from excessive noise.
- 9.18 The original application was accompanied by an Acoustic Assessment which considered 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.
- 9.19 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, including the hours of operation.
- 9.20 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.
- 9.21 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.

- 9.22 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. Whilst 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, these plots are relatively remote from residential properties (being some 250m away). There is some office accommodation nearby, but these are not considered to be so noise sensitive.
- 9.23 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.
- 9.24 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.
- 9.25 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 not be unduly detrimental.
- 9.26 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.
- 9.27 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.
- 9.28 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.)
- 9.29 As part of the original consent, Environmental Health Officers were 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).

- 9.30 As set out above, the proposal is to vary the hours of operation on a temporary basis during the Olympic period. In terms of the impact on the amenity of nearby residential occupiers, the proposal is considered to be acceptable.

Highways and Servicing

- 9.31 Whilst highways issues are not affected by the proposal, which seeks to extend hours of operation only, the details of highways and servicing as per the previous report to committee are included below and changes in policy considered.
- 9.32 S020 of the Core Strategy (2010) seeks to deliver a safe, attractive, accessible and well designed network of streets and spaces. Saved policy T16 of the UDP requires the local authority to have regard to the servicing requirements of new development. SO14 of the Core Strategy (2010) seeks to plan and manage the Borough's waste efficiently. Policy SP05 of the Core Strategy (2010) seeks to implement the Borough's Waste Hierarchy.
- 9.33 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).
- 9.34 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.
- 9.35 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.
- 9.36 Ten Sheffield cycle parking stands would also be provided on each plot, giving a total of 120 stands.
- 9.37 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.
- 9.38 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.
- 9.39 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.

- 9.40 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).
- 9.41 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.
- 9.42 It is not considered that there have been any changes in policy which would alter the original reason for approval.

Flood Risk

- 9.43 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 drained 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

- 9.44 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 a deed of variation to ensure that the original S106 agreement which provided the following Heads of Terms continues to apply to the new permission:-
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.

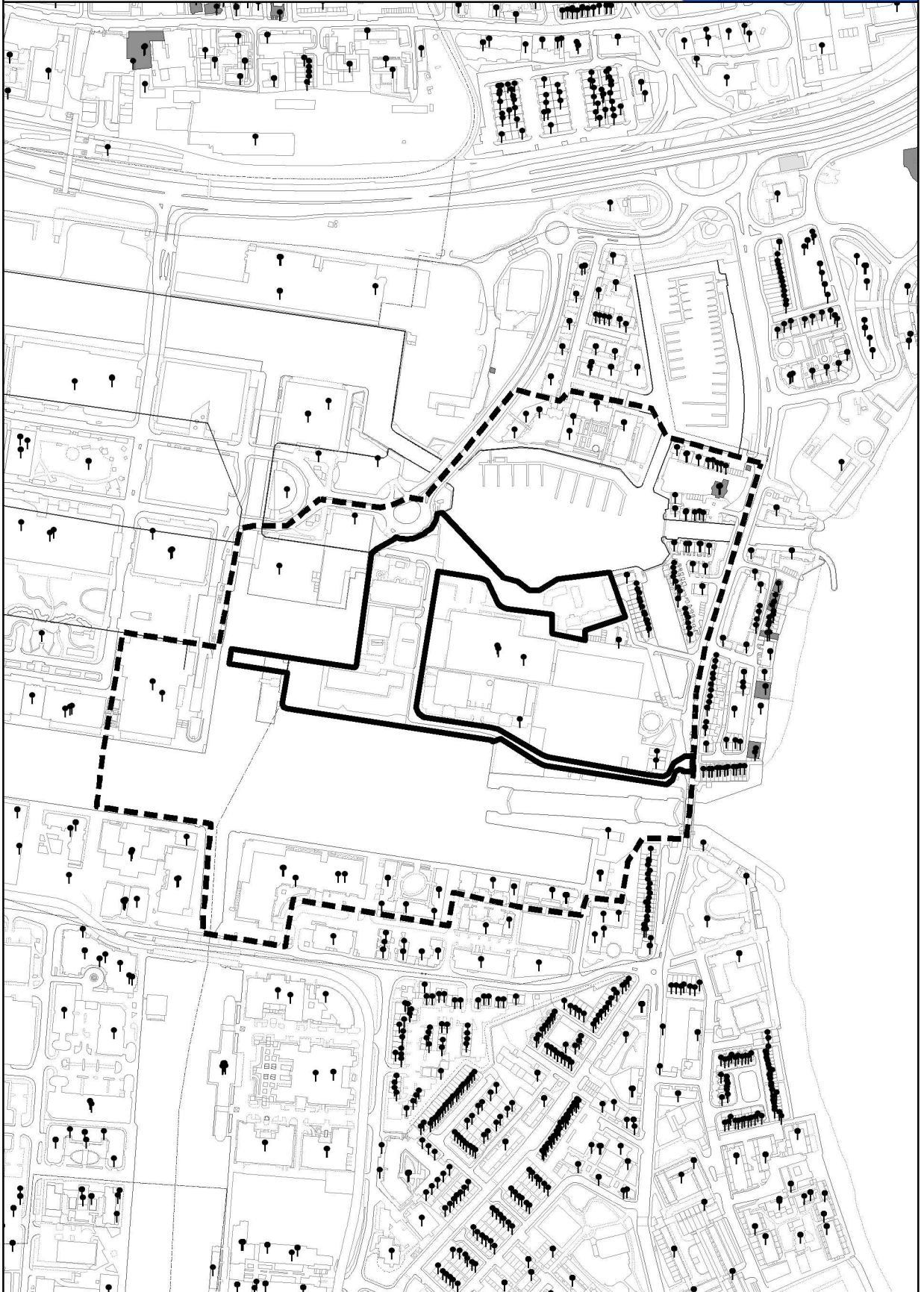
Ecology and Biodiversity

- 9.45 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.

10.0 CONCLUSION

- 10.1 All other relevant policies and considerations have been taken into account and it is not considered that there have been any changes in policy which would alter the original reason for approval. 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.

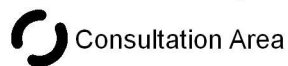
Planning Application Site Map



Planning Application Site Boundary

Locally Listed Buildings

Land Parcel Address



Consultation Area

Statutory Listed Buildings

0 30 m
|||



1:6,000

This Site Map displays the Planning Application Site Boundary and the neighbouring Occupiers / Owners who were consulted as part of the Planning Application process.