



STRATEGIC DEVELOPMENT COMMITTEE

14th May 2024

Report of the Corporate Director of
Housing and Regeneration

Classification: Unrestricted

Application for Planning Permission

[click here for case file](#)

Reference	PA/23/01679
Site	Land forming part of Ailsa Wharf, Lochnagar Street. E14 0LE
Ward	Lansbury
Proposal	New pedestrian and cycle bridge across the River Lea at Ailsa Wharf.

Summary	Grant planning permission with conditions
Recommendation	
Applicant	London Borough of Tower Hamlets
Architect/agent	Knight Architects / London Borough of Tower Hamlets
Case Officer	Oliver Cassidy-Butler
Key dates	<ul style="list-style-type: none">- Application registered as valid on 06/09/2023.- Public consultation finished on 19/10/2023 (although representations were both received and considered by officers, post this date).

EXECUTIVE SUMMARY

The application seeks full planning permission for a new pedestrian and cycle bridge across the River Lea at Ailsa Wharf. The proposed bridgeway would connect the London Borough Tower Hamlets and London Borough Newham, spanning the River Lea.

The bridge's western landing will fall within safeguarded land, positioned within the southeast corner of the Ailsa Wharf site. This safeguarded land provides an irregular, inversely positioned, L shaped foot print, which covers approximately 628.95sqm. The area of land safeguarded for the western landing is

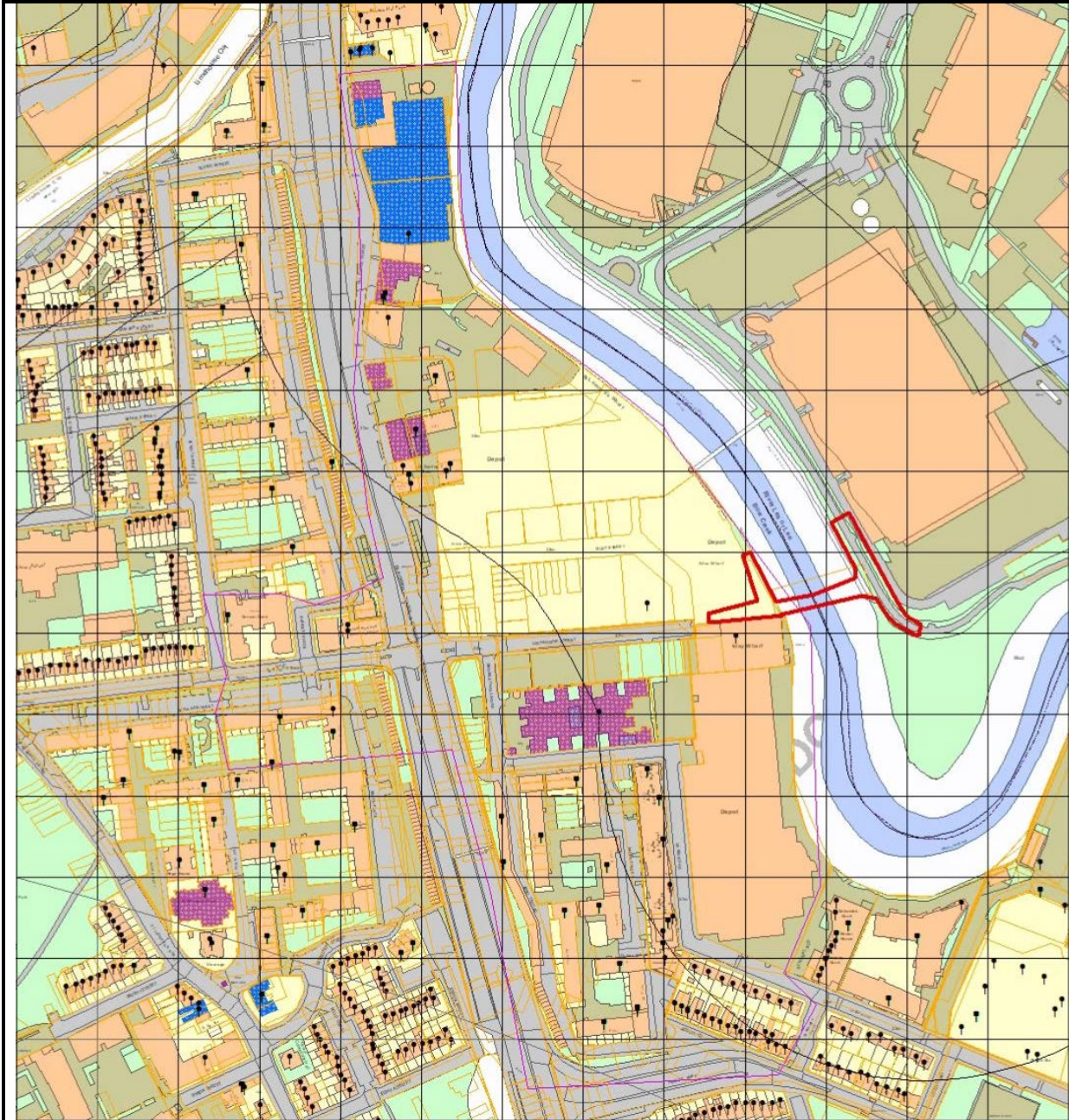
constrained and is inclusive of significant elevational changes. Furthermore, the site's eastern section, forms part of a towpath, which runs adjacent to the waterways.

The proposed bridge structure exhibits a high quality of design, which responds appropriately to its immediate context; whilst also ensuring that the local area may continue to grow sustainably.

The proposals seek to facilitate better cross borough movement, between Tower Hamlets and Newham. The bridge will serve both pedestrians and cyclists, and provide a well needed connection, to an existing cycle network, which already exists on the east banks of the River Lea. It is clear therefore that the proposed infrastructure project is in compliance with the overarching policy principles of both London Plan (2021) and the Tower Hamlets Local Plan (2020); which both seek to support a modal shift away from private vehicular led traffic, towards travel choices which support healthier and environmentally friendlier lifestyles.

Officers propose to recommend the application for approval as it is considered to comply with the policies of the Development Plan.

Further to the above it should be noted that a separate application, pertaining to the current proposals has been submitted to, and is currently being assessed by London Borough of Newham. The London Borough of Newham has worked cooperatively with the London Borough of Tower Hamlets, through the pre-application process, which has shaped the design of the proposed bridge structure. It is understood that the London Borough of Newham are supportive of the proposals and will refer the scheme for approval under delegated powers, subject to a decision being issued by the London Borough of Tower Hamlets.



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- Planning Application Site Boundary
- Other Planning Applications
- Consultation Area
- Land Parcel Address Point
- Locally Listed Buildings
- Statutory Listed Buildings

Planning Applications Site Map PA/23/01679

This site map displays the Planning Application Site Boundary and the extent of the area within which neighbouring occupiers / owners were consulted as part of the Planning Application Process

London Borough
of Tower
Hamlets

Scale : 50m grid squares

Date: 18 April 2024

1. Site and Surroundings

- 1.1 The application site pertains to land, situated on both the eastern and western banks of the River Lea. The site extends from the London Borough of Tower Hamlets on the west, to Newham on the east. Whilst this application focuses primarily upon the proposal's western landing, it will have consideration for the full extent of the development.
- 1.2 On its western side, the application site sits at the most eastern point of Lochnagar Street. It forms part of the south-eastern corner of the Ailsa Wharf development, which is currently under construction, and the north-eastern corner of the adjacent consented Islay Wharf development.
- 1.3 The subject site is not situated within a conservation area does not contain any listed (either statutory or locally) structures; it does however form part of the Lee Valley Archaeological Priority Area. The closest listed building is the Grade II Listed Bromley Hall School, which is situated less than 70m to the south-west of the site. Further to the north-west of the site sits the Limehouse Cut Conservation Area, and several locally and statutory listed buildings.
- 1.4 The site is located within the Ailsa Street Site Allocation in the Local Plan.
- 1.5 The application site falls within a flood risk area, being situated in Flood Zones 2 and 3. The development will span the River Lea, which is of itself designated as a Site of Importance for Nature Conservation (SINC). Furthermore, the site also forms part of the Tower Hamlets New Green Grid and Green Grid Buffer Zone.
- 1.6 The site has a PTAL (Public Transport Accessibility Level) of 1b which is poor on a scale of 0-6b where 6b is the best.
- 1.7 Although the whole borough is under an Air Quality Management Area, the area of the site closer to the Blackwall Tunnel Northern Approach (A12) characterised by poor air quality.

2. Proposal

- 2.1 The application seeks full planning permission for a new pedestrian and cycle bridge across the River Lea at Ailsa Wharf.
- 2.2 The designed bridge is a steel bowstring arch with a span of 63m. The arch, 6.2m-high above the slightly curved deck and located on its north side, is inclined 54 degrees above the horizontal towards the north. The deck is to be suspended by inclined hanger cables, with fork sockets at each end, arranged every 2m.

2. It will provide a permanent 33m wide and 3m high navigable channel for smaller boats to pass underneath, and thus allow for larger vessels to continue navigating the River Lea, whilst keeping the Newham side stationary. The two hydraulic jacks will raise the bridge by approximately 3.9m.
- 2.4 The application is inclusive of landscaping works, and the depression of the site's existing tow path; plus, increased height of the River Wall, which runs parallel to the river.

3. Relevant Planning History

Planning History relevant to the local area

Ailsa Wharf, Aisla Street, London

- 3.1 PA/22/01314: A 2 storey marketing suite with associated access and soft and hard landscaping for a temporary period of 6 years. Permitted – 05 October 2022.
- 3.2 PA/22/00210: Redevelopment of the Site for a mixed-use scheme providing 952 residential units; 1,555 sqm GIA commercial floorspace (Use Class E) within a series of buildings up to 23 storeys; the creation of a new access road and the realignment of Ailsa Street; the provision of safeguarded land for a bridge landing; the provision of cycle and car parking spaces; and associated Site-wide landscaping and public realm works. This application is accompanied by an Environmental Statement. To be determined.
- 3.3 PA/21/01739: Request for an Environmental Impact Assessment (EIA) Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), in respect of the demolition of existing buildings and the redevelopment of the site for a mixed-use scheme providing 953 residential units and 1,965 sqm GIA commercial floorspace (Use Class E) within a series of buildings up to 23 storeys (Maximum AOD height of 79.3m); the creation of a new access road and the realignment of Ailsa Street; the provision of safeguarded land for a bridge landing; the provision of cycle and car parking spaces; and associated site-wide landscaping and public realm works. Scoping Opinion Issued – 01 September 2021.
- 3.4 PA/18/03461: An application for a minor material amendment to planning permission PA/16/02692 dated 2nd October 2018 in respect of amendments to the internal layouts and external elevations of Blocks IJKL, EFGH and M and to the footprint and layout of all basements, together with amendments to the residential tenure mix by block and the detailed design of the landscaping and public realm. Permitted – 16 January 2020.
- 3.4 PA/16/02696: Demolition of existing structures/buildings and the redevelopment of the site for a mixed use scheme providing 785 residential units (C3) and 2,954 sqm GIA commercial floorspace (A1/A3/B1/D2) within a series of thirteen building blocks varying between 3 and 17 storeys (Maximum AOD height of 59.9); the creation of a new access road and the realignment of Ailsa Street; the provision of cycle and car parking spaces; and associated site-wide landscaping and public realm works. Permitted – 02 October 2018.

Islay Wharf, Lochnagar Street, London

- 3.5 PA/23/02129: Application for Certificate of Lawfulness to confirm that the digging of a trench which is to contain part of the foundations for the building on the site at Islay Wharf constitutes a material operation undertaken and that planning permission PA/1901760 has been lawfully implemented. Permitted – 21 December 2023.
- 3.6 PA/19/01760: Demolition of existing warehouse building and redevelopment of the site for mixed use development comprising two blocks ranging in height between 12 storeys and 21 stories, accommodating 351sqm of flexible use classes (Class A1, A2, B1, D1, D2) on ground floor and mezzanine with associated public realm works and residential accommodation (Class C3 on the upper floors providing 133 residential units. Permitted – 20 November 2020.
- 3.7 PA/19/01022: Request for Screening Opinion as to whether an EIA is required in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the 'EIA Regulations') for the redevelopment of the site to provide a mixed use building,

with commercial use on the ground floor and residential use on upper levels. EIA not required – 24 May 2019.

Pre-application advice meetings relevant to the application

3.8 PF/22/00191: New Pedestrian and cycle bridge across the River Lea at Ailsa Wharf.

Summary of Officer's final formal pre-application response:

The principle of a bridge delivery at the proposed location is strongly supported. It is considered that a moveable bowstring bridge would provide an acceptable design response, subject to further details being provided with respect to various aspects as raised above.

In particular, further details are required with respect to the materiality and appearance of the bridge structure, landscaping strategy, shared surface details and ecological impact, as well as any other details necessary to ensure the acceptability of the bridge structure.

4. Publicity and Engagement

4.1 In terms of the Council meeting its statutory requirements, neighbouring owners/occupiers were notified by post, in total 464 letters were sent. The application was also publicised online and shared in the local press.

4.3 A site notice was displayed on 19/09/2023, located within the immediate vicinity of the site.

4.4 No letters of representation have been received in response to the proposals.

5. Consultation responses

External Consultees

Canal and River Trust (CRT)

5.1 Navigable Channel

Vessels tend to transit Bow Creek at high water to catch the ebb tide going outward bound. These vessels vary in size and type, and include narrow boats, barges and other multicategory vessels.

There are other bridges above and below the proposed bridge site, and if the proposed 3.15m minimum draft is in keeping with the other bridges then this will not affect vessels wishing to transit Bow Creek. The existing bridges are the Bow Locks Railway Bridge, Twelvetrees Crecent, cable crossing bridges, the A13, the Jubilee Line, two footbridges and the Lower Lea Crossing.

The Navigation Channel for the proposed affected stretch of Bow Creek is approximately 22m wide. The Trust would require the headroom to be minimum of 3m above high tide water level in the Bow Creek, within this 22m wide envelope, Navigation markers (to IALA standard) should be provided at the extremes of the navigation of the navigation channel, with appropriate signage to guide boats to stay within this channel.

The bridge may need protection dolphins near the shore, which should be substantial enough to withstand any boat strikes if the water level is high.

Waterway Walls

As stated above, the Trust does not own and land or waterspace here, or infrastructure, so the relevant wall owners will need to be satisfied that they are able to access their river walls in order to maintain them in the future. We would therefore suggest that ramp structures should not be located so close to the walls that they would hinder future works associated with their upgrade.

National Grid should also be consulted about their requirements for future maintenance.

Headroom over riverside paths

The proposed headroom above the riverside path doesn't appear to be shown in the submission. The Trust's code of practice requires a minimum headroom of 2.7m where bridges cross over the Towpath. However, the Trust does not own any land or waterspace here, and therefore would only recommend the 2.7 minimum headroom, for both pedestrian and cyclist comfort and amenity.

The Trust would prefer not to see green space lost through the installation of ramps where alternatives exist, but again, we have limited comment on this as we have no land ownership here.

Design

We have no objection to the general appearance of the bridge.

Should the Local Planning Authority be minded to grant planning permission we request that an informative pertaining to a *Code of Practice for Works Affecting the Canal & River Trust*, be appended to the decision notice.

Cadent Gas

5.2 No objections raised.

Met Police – Crime Prevention Design Advisor

5.3 No comments provided in response to the proposals.

Marine Management Organisation (MMO)

5.4 No objections raised. The applicant is however reminded that works activities taking place below the mean high water mark may require a marine licence in accordance with the Marine and Coastal Access Act (MCAA) 2009

Environment Agency

5.5 Thank you for re-consulting us on the above application on 6 November 2023, following the submission of 'Pell Frischmann Engineers – Response to Environment Agency Comments (ref: NE/2023/136164/01) prepared by Pell Frischmann Engineers, dated November 2023.

Based on a review of the additional information, we **withdraw our previous objection** to the proposed development.

We are satisfied the applicant has demonstrated provision of non-glazed future raising options and adequate setback on the western bank. We understand that there are constraints on the eastern bank, however, we are satisfied that the applicant will provide mitigation. Final design details be addressed through a Flood Risk Activity Permit.

- 5.6 If minded to grant planning permission, it is requested that the LPA attaches an informative which outlines the need for the applicant team to be granted with a Flood Risk Activity Permit, from the EIA.

Greater London Archaeological Advice Service (GLAAS), Historic England

- 5.7 Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

Although the application site lies within two Archaeological Priority Areas (Canning Town/Newham Way & Lea Valley, Tower Hamlets) the nature and extend of works is such that archaeological investigation is not considered appropriate in this case.

Health and Safety Executive (HSE)

- 5.8 The proposed development site which you have identified does not currently lie within the consultation distance (CD) of a major hazard site or major accident hazard pipeline; therefore at present HSE does not need to be consulted on any developments on this site.

Lea Valley Regional Park Authority

- 5.9 This application falls outside of the park boundary; therefore we will not be making comments.

National Grid (Plant Protection)

- 5.10 No comments provided.

Natural England

- 5.11 Natural England has no specific comments to make in response to the proposals.

Port of London Authority

- 5.12 In principle the PLA has no objection to the proposed crossing, which complies with PLA's air draft requirements and the design requirement to be no lower than the nearest downstream bridge (the A13 road bridge by providing an opening function. The proposed bridge will help to facilitate access to the River Lea and the Leaway Path Public Right of Way and is in line with the PLA's Thames Vision which supports facilitating access to, and alongside the river.

5.13 Design

Section 5 (Parts of the scheme outside the bridge) of the Design and Access Statement includes some information on the moving nature of the bridge, the systems that would be required to make the movement of the bridge feasible and safe and the need for further design work on these systems and how they would operate. As part of any forthcoming planning permission, this detail will be required to be provided via condition prior to the commencement of any works, including confirmation on who the operator will be. Related to this, it is considered essential that a detailed operating procedure for opening and closing the bridge is also developed and agreed with the PLA. As part of this procedure details will be required on what the testing regime will be for the bridge to ensure that it is able to open upon request by a vessel navigating in the creek. As an example for the Leamouth Lifting Bridge monthly testing was agreed. An appropriately worded condition covering this requirement must also be added as part of any forthcoming planning permission.

Construction

With regard to the construction stage of the development, the submitted Outline Construction Logistics Plan (CLP) states in section 3.9 (Rail & Water Transport Freight) that the use of water transport is not considered feasible compared to road-based transport for the majority of the construction programme. Given the proposal for a river crossing over the navigable River Lea including works to the river wall it is considered that more robust consideration must be given to the use of the river to transport material / remove spoil from the development within the detailed CLP in line with policy SI15 (Water Transport) of the London Plan. Policy SI15 specifically states that development proposals close to navigable waterways should maximise water transport for bulk materials during demolition and construction phases and this requirement must be confirmed via an appropriately worded planning condition as part of any forthcoming planning permission.

Environment

On environmental matters, support the recommendations included in section 5 of the submitted Preliminary Ecological Assessment (PEA), including the use of a wildlife sensitive lighting scheme during the construction stage and these recommendations should be conditioned. Specifically on lighting; as part of the lighting for the operational bridge. Whilst the submitted lighting report states that the lighting solution for the bridge will prevent obtrusive light spill falling on areas outside the bridge itself in order to minimise effects on the ecology of the river which is supported, the PLA consider that a condition is added to any forthcoming planning permission that if the lighting is found to be a hazard to ecology and/or safe navigation once in place than this could be adjusted accordingly. This would be in line with Local Plan (2020) policy S.OWS2 (Enhancing the network of water spaces) and supporting paragraph 13.30.

Furthermore, the submitted Construction Environmental Management Plan (CEMP) in section 13.3 (Mitigation and Recommendations) states that an Ecological Management Plan (EMP) should be produced and implemented for the site. The need for this must also be conditioned alongside any future planning permission.

It is also disappointing that no consideration appears to have been given to the Estuary Edges guidance on the ecological design for the softening of the river edge to encourage wildlife into urban estuaries as part of the biodiversity enhancements for the site, particularly as part of the proposed river wall works. It is therefore considered that further information is provided on this potential, in line with policy D.OWS4 (Water spaces) of the Local Plan, as it is considered that this location is well suited to significant environmental enhancement options, as emphasised in the Biodiversity Net Gain section (5.3) of the PEA.

Public Realm

With regard to the public realm proposals, whilst the PLA support the proposed railing design of the bridge that prevents climbing, as highlighted on pages 57/58 of the Design and Access Statement. There are no details within the application documents on the provision of appropriate riparian life saving equipment or suicide prevention measures, such as grab chains along the river wall, life buoys and associated signage in line with the PLA's 'A Safer Riverside' guidance for developments on and alongside the river. The provision of this essential infrastructure must be conditioned as part of any forthcoming planning permission.

- 5.14 If permission is to be granted, it requested that an informative be applied, advising the applicant that any associated works will require an estates licence with the PLA and PLA Estates Team.

London Legacy Development Corporation (LLDC)

5.15 No comments provided.

London Borough of Newham

5.16 London Borough of Newham have worked in tandem with the Local Planning Authority, are currently assessing an application for full planning permission which pertains to this development (see para 5.17).

No specific comments have been provided, but it is understood that London Borough of Newham is supportive of the scheme. No objections have been raised.

5.17 Newham's reference: 23/02136/FUL: Construction of a new pedestrian and cycle bridge across the River Lea at Ailsa Wharf. | Ailsa Wharf Footbridge Twelvetrees Crescent Bromley by Bow London. To be determined.

Transport for London

5.18 No comments provided.

Thames Water Authority

5.19 No objections have been raised in response to the proposals.

Internal Consultees

Environmental Health – Air Quality

5.20 No objection, subject to the application of conditions pertaining to; a Dust Management Plan; an Air Quality and Dust Risk Assessment (AQDRA); details of all Non-Road Mobile Machinery (NRMM); and a Construction Management Plan (CMP).

Environmental Health – Contaminated Land

5.21 No objection, subject to the application of standard conditions which seek to secure detail of a remediation scheme to deal with any potential ground contamination of the site, plus a Site Investigation Report (Contamination Risk Assessment report).

Environmental Health – Noise and Vibration

5.22 No objection, subject to the application of standard conditions which seek to minimise the impacts of noise and vibration, which may arise as a result of any associated construction works.

LBTH Biodiversity

5.23 The Preliminary Ecological Assessment (PEA) incorrectly categorises Epping Forest as being of national importance, whereas it is actually a Special Area of Conservation and hence of European importance. Nevertheless, I agree that there will be no impacts on Epping Forest.

In general, I agree with the assessments in the PEA. The only one I question is that there is no chance of otters being present. Otters are well established further up the Lea catchment and, while there is no potential breeding habitat, they may occasionally use this section of the river for foraging and/or commuting. There have been records of footprints that were almost certainly otter closer

further down the Lea by Bow Creek Ecology Park in recent years. However, the proposed bridge is not likely to impact otters if present.

The biggest potential adverse impact of the bridge is from light spill onto the river and its banks, which could affect foraging and commuting bats. The Lighting Strategy has taken this into account and should ensure there are no significant impacts on bats.

There will be small losses of habitat where the bridge lands on each side of the river. These could easily be mitigated by good landscaping. There is little or no detail of the proposed planting on the Tower Hamlets side, just that it will match the planting in the riverside park of the Ailsa Wharf development. If I recall correctly, this is likely to be prairie-style planting with a good range of nectar-rich plants. That would ensure biodiversity gain.

The PEA and Bat Activity Survey report recommend a number of biodiversity enhancements, including riparian planting, a sand martin bank, nest boxes and bat boxes. These would all be appropriate, though whether riparian planting is feasible is uncertain. I can find no mention of these enhancements elsewhere in the application documents.

- 5.24 Full details of biodiversity mitigation and enhancements should be subject to a condition along the lines of: Biodiversity mitigation and enhancement Prior to the commencement of above-ground works, full details of biodiversity mitigation and enhancements shall be submitted to and approved in writing by the local planning authority, in order to ensure compliance with policy D.ES3 of the Tower Hamlets Local Plan (2020).

LBTH Transportation and Highways

- 5.25 The applicant has taken part in meaningful pre-application discussion on the bridge proposals and has adapted the scheme along the way to take on board comments from the Highway Authority.

The Highway authority supports the aspiration to improve pedestrian and cycling permeability across the river and between LBTH and its neighbouring borough LB Newham. The area is changing rapidly with an intensification of residential development in the area and new routes are considered invaluable. Whilst we strongly support these aspirations there are still some areas which are of concern but which could be covered by adequate conditions should permission be granted.

The bridge will join the public highway at Lochnagar Street and, it is understood that LB Newham will become the highway authority for the bridge. Detailed drawings of where the two areas will meet and any demarcation to show responsibility will be required.

The Ailsa Wharf scheme indicates URS waste collection taking place off Lochnagar Street by the bridge landing point. This doesn't appear to have been covered, as far as I can see, in the documentation and it is considered that this could be a safety consideration with vehicles conflicting with pedestrians and cyclists. We would wish to see this subject to a road safety audit.

An underpass under the bridge was requested and the applicant has proposed this, which is welcomed. This will have a minimum headroom height of 2.4m. I note that CRT are requesting a higher headroom of 2.7m (which would result in a longer ramp). Whilst LBTH highways could accept 2.4m with adequate signage, it needs to be pointed out that this area of land is not public highway, therefore, the maintaining authority, which I believe would be CRT (?) need to be satisfied with this aspect of the proposal.

The bridge involves a lifting mechanism which could be a costly piece of equipment to maintain. LBTH highways has no budget from which they could fund any maintenance / repair. It is

understood that external funding will be available for this but I must stress the point that the Tower Hamlets highway authority are unable to contribute towards this.

The bridge is proposed to be shared between pedestrians and cyclists without any demarcation between the two and without any measures to reduce cyclists speed. There is a safety concern with this and we would still wish to see measures taken to increase safety between the two modes.

An outline CLP has been provided but the applicant is reminded that a new code of construction practice was adopted in April 2023 and all documentation related to demolition / construction needs to be submitted in the correct format otherwise it runs the risk of not being assessed. A charging structure was also implemented in April. The CLP / CMP needs to take into the account the cumulative of development in the area, particularly Ailsa Wharf and Islay Wharf when submitting their final plans.

In general, we support the aspirations of the proposal but still retain concerns as outlined above. Suitably worded conditions may alleviate these concerns.

6. Planning Policies and Documents

6.1 Legislation requires that decisions on planning applications must be taken in accordance with the Development Plan unless there are material considerations that indicate otherwise.

6.2 In this case the Development Plan comprises:

- The London Plan (2021)
- The Tower Hamlets Local Plan (2020)

6.3 The key development plan policies relevant to the proposals are:

Land Use - (*Principle of development*)

- o Local Plan policies – S.SG1. S.SG2
- o London Plan policies - D2

Design - (*layout, townscape, massing, heights and appearance*)

- o Local Plan policies – S.DH1, D.DH2, S.DH3, S.OWS2, D.OWS4
- o London Plan policies – D1, D3, D5

Amenity - (*privacy, noise, light pollution, odour construction impacts*)

- o Local Plan policies – D.DH8 and D.ES9
- o London Plan policies – D3

Transport- (*sustainable transport, highway safety, car and cycle parking, servicing*)

- o Local Plan policies – S.TR1, D.TR2, D.TR4, D.MW3, D.SG4
- o London Plan policies – T2, T5

Environment - (*air quality, odour, noise, waste, biodiversity, flooding and drainage*)

- o Local Plan policies – S.ES1, D.ES2, D.ES3, S.OWS4, D.OWS4D.ES7

6.4 Other policy and guidance documents relevant to the proposals are:

- National Planning Policy Framework (2023)
- National Planning Policy Guidance (2023)
- The Planning (Listed Buildings and Conservation Areas) Act 1990
- LBTH Planning Obligations SPD (2016)

7. Assessment

7.1 The decisive issues are:

- i. Land Use and Sustainable Growth
- ii. Design
- iii. Neighbouring Amenity and public safety
- iv. Transport
- v. Environment
- vi. Equalities and Human Rights

i Land Use (Principle of Development)

- 7.2 The principle of providing a new bridge for pedestrians and cyclist, in this location is supported by planning policy. At a national level, as demonstrated under paragraph 92 of the NPPF, developments that promote walking, cycling, and promote healthy lifestyles are supported. Furthermore, paragraph 112 asserts that development should give priority first to pedestrian and cycle movements and provide well designed facilities and infrastructure that encourages public transport use, whilst last taking account of the needs of people with disabilities and reduced mobility in relation to all modes of transport.
- 7.3 Policy S.SG1 of the Tower Hamlets Local Plan (2020), states that Development will be required to support the delivery of significant new infrastructure to support growth within the four sub-areas including improvements to: (a). the transport network, (b). Green Grid projects (including the Lea River Park and Whitechapel Spine), and (c). Social infrastructure, such as schools, open space, health centres and leisure facilities.
- 7.4 Policy S.SG2 further outlines that development will be supported and is considered to contribute towards delivering the Local Plan vision and objectives and to be sustainable where it delivers managed growth and shares the benefit of growth. Points (1. bi). and (1. bvi), further specify that the benefits of growth may be appropriately shaped by; contributing to creating healthy environments, by encouraging physical activity, promoting good mental and physical wellbeing and reducing environmental factors which can contribute to poor health; and delivering social and transport infrastructure and public realm improvements which are inclusive and accessible to all.
- 7.5 The proposals are located within the Ailsa Street site allocation, as is designated within the Tower Hamlets Local Plan (2020). The proposals seek to introduce a pedestrian and cyclist bridgeway, which would achieve the part b. of the strategic development considerations for the site. The proposed bridgeway would, if permitted, provide opportunity for the delivery of a walking and cycling bridge across the River Lea, which would further improve cross borough travel between the London Borough of Tower Hamlets and the London Borough of Newham.
- 7.6 Policy D2 of the London Plan (2021) states that where there is currently insufficient capacity of existing infrastructure to support proposed densities (including impact of cumulative development)

boroughs should work with applicants and infrastructure providers to ensure that sufficient capacity will exist at the appropriate time. This may mean that if development is contingent on the provision of new infrastructure, including public transport services, it will be appropriate that development is phased accordingly.

- 7.7 In consideration of the current proposals, it is pertinent to note that the parcel of land on which the bridge's eastern landing will fall, is safeguarded land located within the adjacent Ailsa Wharf development. This land, initially secured by way of a S106 agreement, has since been subject to a leasehold agreement with the London Borough of Tower Hamlets. Furthermore, and with consideration for the current application at Ailsa Wharf (PA/22/00210), officers recognise that the proposed bridgeway would if permitted, provide important infrastructure to the area, which will improve connectivity and support the continued delivery of housing within the eastern parts of the borough.

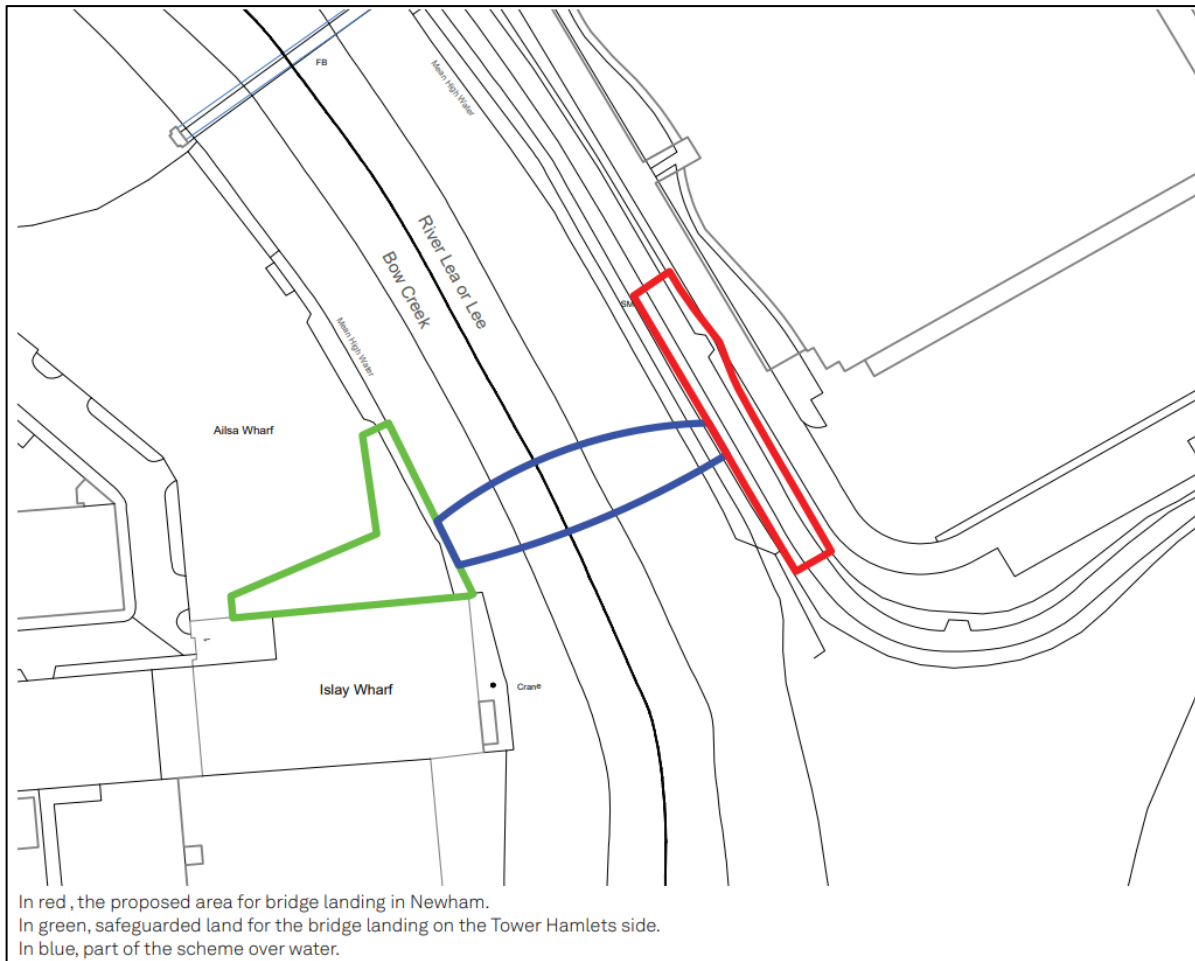


Figure 1: Map showing application site, with safeguarded land within Tower Hamlets outlined in green.

- 7.8 In conclusion, the proposals are not considered to raise any land use issues and would instead contribute to the continued sustainable growth of the borough, in accordance with policies S.SG1 and S.SG2 of the Tower Hamlets Local Plan (2020).

ii Design

- 7.9 Policy D1 of the London Plan (2021) outlines that boroughs should undertake area assessments to define the characteristics, qualities and value of different places within the plan area to develop an understanding of different areas' capacity for growth. In doing so, London Borough of Tower Hamlets have established a series of strategic development aims, including design principles and delivery considerations for the Ailsa Street site allocation, in which the development is set. Within the site allocation, there is a recognised need for a pedestrian and cyclist bridgeway, to facilitate cross borough, east/west movement.
- 7.10 Local Plan (2020) policy S.DH1 stipulates that development is required to meet the highest standards of design, layout and construction which respects and positively responds to its context, townscape, landscape and public realm at different special scales, including the character of the local setting to which it is set. Development must be of an appropriate scale, height, mass, bulk and form in its site context. Policy D.DH2, goes on to state that development is also required to positively contribute to the public realm. Furthermore, as outlined under policy S.DH3 of the Local Plan (2020), proposals must preserve, or where appropriate, enhance the borough's designated and non-designated heritage assets in a manner appropriate to their significance as key and distinctive elements of the borough's 24 places.
- 7.11 The proposed bridgeway would connect the London Borough Tower Hamlets and London Borough Newham, spanning the River Lea. The bridge's western landing will fall within safeguarded land, positioned within the southeast corner of the Ailsa Wharf site. This safeguarded land provides an irregular, inversely positioned, L shaped floor print, which covers approximately 628.95sqm. The area of land safeguarded for the western landing is constrained and is inclusive of significant elevational changes. Furthermore, the site's eastern section, forms part of a Tow Path, which runs adjacent to the waterways.
- 7.12 The safeguarded area for this landing was based on a previous scheme (PA/16/02692), which met the Canal and River Trust navigation requirements but not the Port of London Authority ones (primarily in terms of clearance of the waterways). This meant that the safeguarded land was initially agreed on an understanding that the land would serve a bridge which required a lower clearance. This is however not the case and has meant that the bridge structure (inclusive of landings, landscaping, and relation with the tow path) have had to be redesigned appropriately in order to provide adequate clearance of the waterways and prevent the development from otherwise hindering navigation of the river.
- 7.13 The project has been subject to detailed and thorough pre-application discussions, held between November 2022 and July 2023. As part of the pre-application process, the proposals were presented to the Quality Review Panel (QRP) on two separate occasions, who went onto provide positive feedback regarding the progression of the project. The design team has engaged positively throughout the pre-application process and responded to many of the comments and criticisms offered by both Place Shaping and the Quality Review Panel. Furthermore, Place Shaping considers, taking the site's constraints into consideration, the proposed design is of quality that can be supported.

Bridge structure

- 7.14 If permitted, the bridge would be perceived from multiple areas (including from the water), alignments or viewpoints. There would be views from a variety of distances and elevations, and at different onlooker speeds. It is considered that the slender profile of the steel bowstring arch, will introduce a unique and aesthetically interesting structure to the River Lea. The bridge is indicative of high-quality design, and its inclusion to the river would provide a new and distinct landmark which contributes positively to the local setting, and acts as a wayfinding point.



Figure 2. CGI showing 3d representation of the bridge, viewed from the south east, from within Newham.

- 7.15 The new bridge will serve as a complimentary addition to the group of existing bridges over the River Lea. The designed bridge is a steel bowstring arch with a span of 63m. The arch, 6.2m-high above the slightly curved deck and located on its north side, is inclined 54 degrees above the horizontal towards the north. The deck is suspended by inclined hanger cables, with fork sockets at end, arranged every 2m. Its bowstring arch will help ensure that it is received as a contemporary version of the existing family that spans the waterway.
- 7.17 The proposals will provide a permanent 33m wide and 3m high navigable channel for smaller boats to pass underneath. The west end of the bridge can be raised, using hydraulic jacks, should they be needed. The proposed lifting system will raise on the Tower Hamlets' side, whilst keeping the Newham side fixed. The hydraulic jacks will sit within the stepped landscaping arrangement and will therefore be obscured from public view, when the bridge is lowered. This decision is welcomed by officers, given that it mitigates introducing unnecessary visual clutter from the public realm, when the hydraulic jacks are not in use.
- 7.17 The bridge has been designed to accommodate both pedestrians and cyclists. Its width allows for both sets of users to use the bridge in tandem, with the deck widening from 4.3m at either end, to 4.9m at the centre.

7.18 Furthermore, the design of the bridge has had clear consideration for the user experience of all people who may use it in future, whether that be by foot or by bicycle. It is inclusive of a continuous bench, or structure which may otherwise be used to lean upon, on the northern edge of the deck. This structure rises from 0m at either end of the bridge, to approximately 0.9m in height at the centre of the deck. Officers consider this an appropriate inclusion, as it both provides opportunities for users to rest, which can be especially helpful for members of public with mobility issues or who tire easily, whilst also encouraging users to enjoy the views and therefore aid place making within the immediate vicinity of the development: in accordance with policy D5 of the London Plan (2021) and policy S.DH1 of the Tower Hamlets Local Plan (2020).



Figure 3 (top) and Figure 4 (bottom). CGI visualisations showing the bridge lowered and raised.

Details and materiality of the bridge deck

- 7.19 The proposed materiality, colours and finishes of the scheme, are distinct and well considered. The Design and Access Statement provided as part of the application provides a clear rationale for the proposed orange colour (RAL 2012), which is to be used for the main body and arch of the bridge: having taken cues from the red brick construction of local heritage assets such as Bromley Hall, and the red dyes which were used by the Calico Printers who had historically occupied the hall and local area in general.
- 7.20 The materiality, inclusive of colour and finish, of the bridges decking provides a sense of delineation of uses for the bridge's future users. The cues, both visual and sensual, are considered to further add to the design quality of the project whilst also promoting its safe usage.



Figure 5. CGI 3d representation of the bridge, viewed from the bridge deck, looking west towards Tower Hamlets.

- 7.21 The walking and cycling surface of the bridge will comprise of a stiffened plate with a resin bonded aggregate on top, which will provide a waterproofing layer, which provides appropriate slip and skid resistance, in a compact system ranging from between 3 and 5mm in thickness. The bridge's deck will comprise of a blend of two types of resin bonded bauxite aggregate, which will be blended with one another. The western end will primarily consist of a Chinese bauxite aggregate, whilst the eastern end will comprise of a Guyanan bauxite aggregate. The graduated concentration of the two surfacing materials, is considered appropriate, and will ensure that the bridge integrates successfully with the different materials of both the Tower Hamlets and Newham Landing.

- 7.22 The resin bond discussed above will be separated into two distinct areas using a coloured aggregate, which will run adjacent to the bridge's northern edge. It will clearly demarcate an area in front of the bench like structure, which encourages pedestrians to sit and enjoy the space; and deter traffic from passing through. Rumble strips will be incorporated also, with the vibrations caused providing warning to cyclists.
- 7.23 On both the north and south sides of the bridge, it is proposed that the internal walling be inclusive of a patterned artwork, which will take cues from the local area's heritage of print and fabric work. It is considered that this will further develop the bridge's unique character and ensure that it provides a link to the local area and its history.
- 7.24 Although the Design and Access Statement provides a detailed overview of the final materials to be used, officers are minded to apply condition to secure detail of the site's final materials, colours, and finishes. This is considered necessary to ensure that the proposals continue to meet the high standards of design proposed and maintains compliance with policy S.DH1 of the Tower Hamlets Local Plan (2020).

Railings

- 7.25 The bridge structure is inclusive of railings, both on its north and south sides. The railings and mesh safety barriers have undergone several rounds of revision throughout the design process, taking into account the concerns of design officers and the borough's highways officer, as well as comments from officers at London Borough of Newham. The current proposals are considered by officers to be of an acceptable design, being lightweight in appearance, and successful in not introducing excessive bulk or massing to the structure.
- 7.26 The upstream railing (north edge) is 1.15m above the top surface of the bench, with a single C-shaped top longitudinal profile to host part of the functional linear lighting. The downstream (south) railing is 1.4m above the surfacing of the deck, to provide enough of a safety feeling to for cyclists but does not include any infill meshing within the top 25cm of the barrier. The infill below that consists of both the secondary girder, on in the space in between its top edge and 1.15m above the surfacing, the same steel mesh used in the upstream barrier system.
- 7.27 To enhance the shape of the steelwork, a dark grey colour will be used for the posts of the railings. This will ensure that the posts go largely unnoticed when the bridge is viewed from longer distances.

Bridge landing

- 7.28 Throughout the development of the proposal's western landing, numerous design solutions have been explored. The site is recognised to be constrained in size, and with consideration for the necessary clearance heights of both the river and tow path, the current proposals are considered to be an acceptable solution.

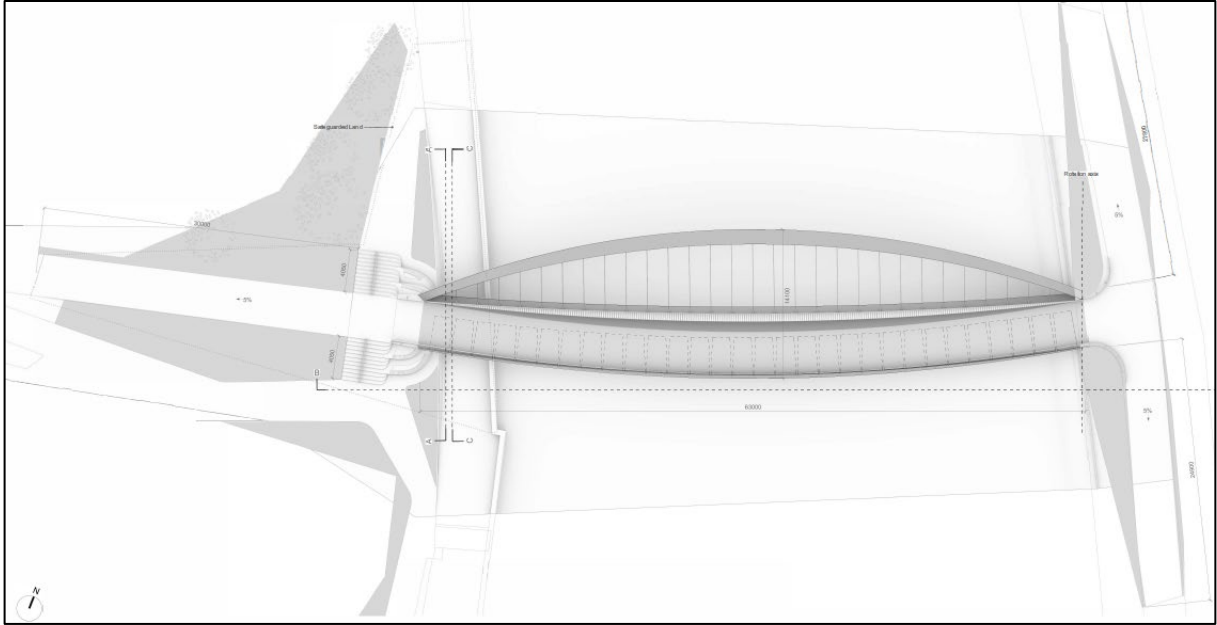


Figure 6. Drawing showing aerial view of the bridge and the bridge's west landing.

- 7.29 The proposals have been designed to promote east/west, cross borough travel, whilst also ensuring not to inhibit north/south movement along the western tow path, located within Tower Hamlets. The western landing is served by step free access, in the form of a long ramp leading from Lochnagar Street.
- 7.30 The main ramp gradient is specified to a maximum of 4.5%. The ramp will be earthwork-based with a resin-bound gravel surfacing. This will ensure that the ramp, and thus the bridge itself, is accessible to all types of non-motorised users. The western landing has been designed to promote accessibility and facilitate movement for all, in accordance with policy D5 of the London Plan (2021).
- 7.31 Whilst officers consider the scheme to provide opportunities for accessible, east/west travel, it is recognised that the bridge does not provide an optimum solution for members of public, who wish to access the bridge from both the north and south of the site; with the issue being more pronounced for those wishing to access the structure directly from the tow path. It should however be noted that step free access is still maintained, although relies upon a somewhat convoluted route of access, as a result of the constraints of the site, and level changes necessary for one to access the bridge itself.
- 7.32 Stairs are provided to the north and south sides adjacent to the bridge to provide a more convenient access to the towpath for future users who are without mobility challenges. Adjacent to the pedestrian steps, lies two larger steps, which provide benches for members of the public to sit upon. The inclusion of which is considered to be a positive design solution, which further serves to hide the hydraulic ramps needed to raise and lower the bridge. As previously stated, officers propose to apply condition to secure details of materials and finishes. This will include detail of the bridges landing, and works to the tow path, which is to be discussed further at a later stage of this report. Furthermore, and with consideration for the proposed landscaping arrangements incorporated into the western landing, officer propose to apply further conditions, to ensure that this is brought forward and managed appropriately to ensure it does not detract from the local setting.

Tow Path, river wall and underpass

- 7.33 Policy S.OWS2 of the Tower Hamlets Local Plan (2020) states that proposals will be required to support the creation of a network of high quality, useable and accessible water spaces. Development will be expected to protect the integrity of the borough's water space; maximise opportunities for enhancing the aesthetic, ecological and biodiversity of the borough's water spaces; and promote water spaces for recreational and leisure activities as well as movement, including passenger and freight movement.
- 7.34 Policy D.OWS4 further requires that development on or adjacent to boroughs water spaces must enhance the areas links with the water space and contribute to the delivery of continuous walkways, canal towpaths and cycle paths.
- 7.35 The safeguarded land on which the western landing will fall comprises in part of a Tow Path, which runs adjacent to the River Lea into the Ailsa Wharf development site. It is proposed that the bridge and the bridge landing sit above this section of the tow path.
- 7.36 Throughout the pre-application advice meetings, the project has sought to establish the optimum design solutions, in response to the site's own constraints. LBTH Place Shaping have throughout the series of advice meetings, raised concerns in response to the proposed creation of an underpass area, pertaining to pedestrian safety, especially at night or throughout the darker winter months. Officers accept the suggestion of place shaping officers and propose to apply condition to secure detail of a lighting strategy and security measures, subject to the grant of planning permission.
- 7.37 Further to the above, the clearance height of any proposed underpass has been subject to much debate as part of the proposals.
- 7.38 Throughout the pre-application advice meetings, it had been established that London Borough of Tower Hamlets, and London Borough of Newham's respective highways officers, would consider a minimum clearance height of 2.4m to be acceptable. This is notably lower than the 2.7m required by the Canal and River Trust; however, in this instance, given that they do not have ownership and are not the governing body for this section of highway, their advice is issued as guidance only.
- 7.39 Within the current proposals, there is a minimum head clearance of 2.2m. The Design and Access Statement submitted as part of the application outlines that the proposed minimum headroom is compliant with the absolute minimum clearance heights, outlined table E/4.35 of Road Layout Design CD 195 Designing for cycle traffic (version 1.0.1) (2021) guidance document. Officers understand that the minimum heights requested by both Local Planning Authorities cannot be achieved without either increasing the length of the ramps leading into either site, or by increasing the angle of entry. Given the site's limited size and need to provide accessible access for wheelchair users and pedestrians with mobility issues, neither option has been considered suitable. Whilst officers note the minimum head clearance, with specific regard to cyclists, it is considered that this can be overcome by the inclusion of appropriate signage, lighting and inclusion of structures to slow the travel speed of cyclists and ensure safety. Officers therefore propose to apply condition to secure detail of appropriate details, in relation to the underpass, subject to planning permission being granted.
- 7.40 Further to the lowering of the tow path, the proposals are inclusive of the raising of the river walls. The river walls have been designed so that they may meet the expected requirements to manage the risk of flooding in the area up until 2100, as outlined with the Thames Estuary 2100 plan. It is

therefore proposed that the wall stands to a minimum height of +6.2m (AOD); which would result in a river wall which stands to approximately 2.1m at the centre of the underpass.

- 7.41 The proposed increased height of the river walls are recognised to reduce the rivers prominence when viewed from the western tow path. Officers consider this to be regrettable as it does not serve to enhance the relationship of local members of public and the borough's waterways. The changes are however considered necessary, and will likely be delivered in future, if not today. Furthermore, officers consider the inclusion of large, reinforced glass windows measuring 0.8m (height) x 1.4m (width), within the river wall, would serve to offset much of the harm caused by the proposed increase in height. Not only are the glazed panels provide new and interesting vistas of the river, from the depressed sections of the tow path, but they would also serve to welcome in natural light.

Conclusion

- 7.42 The proposed bridge structure exhibits a high quality of design, which responds appropriately to its immediate context; whilst also ensuring that the local area may continue to grow sustainably. The proposals are not considered to pose harm to any local heritage assets, and instead have taken cues from the history of the local area, to develop an element of infrastructure which is sensitive to and positively contributes to the local setting, in accordance with policies S.DH1 and S.DH3 of the Tower Hamlets Local Plan (2020).

Furthermore, whilst officers have raised concerns, with particular consideration for the underpass area and raised river wall, the scheme is considered to provide an optimum solution which works within the constraints of the site. Officers therefore consider the proposals to be acceptable in terms of overall design quality, subject to the application of the conditions raised above.

iii Neighbouring Amenity and public safety

- 7.43 Policy D.DH8 of the Tower Hamlets Local Plan (2020) stipulates that development is required to protect and where possible enhance or increase the extent of the amenity of new and existing buildings and their occupants, as well as the amenity of the surrounding public realm. Policy D3 of the London Plan (2021) requires that site capacity is optimised through a design-led approach, which seeks to deliver appropriate outlook, privacy and experienced amenity for future occupants of the site.
- 7.44 Policy D.DH2 of the Tower Hamlets Local Plan (2020) asserts that development is required to contribute to improving and enhancing connectivity, permeability and legibility across the borough, ensuring a well-connected, joined up and easily accessible street network and wider network of public spaces. Development is required to positively contribute to the public realm by creating safe sites, which design out sites of concealment, allow opportunities for natural surveillance to occur and which create clear sightlines and improve legibility and lighting of surrounding areas at all times of the day and night.
- 7.45 The proposals are not considered by officers to pose amenity issues for local residents, by way of noise, overshadowing, or even light pollution. The proposals do however raise concerns in terms of public safety, both in relation to the site's proximity to the River Lea and the creation of an underpass, as detailed in the section above.
- 7.46 Officers consider that the concerns already raised may be overcome by the addition of appropriate conditions, relating to a lighting strategy, security details, a signage strategy, traffic management features, and the provision of riparian life rings in tandem with anti-suicide safety equipment.

iv Transport

- 7.45 Policy S.TR1 of the Tower Hamlets Local Plan (2020) states that travel choice (including connectivity and affordability) and sustainable travel will be improved within the borough and to other parts of London, and beyond. Development, is therefore expected to; (a). prioritise the needs of pedestrians and cyclists, as well as access to public transport, including river transport, before vehicular modes of transport; (b). be integrated effectively alongside public transport, walking and cycling routes to maximise sustainable travel across the borough; and (d). not adversely impact the capacity, quality, accessibility and safety of the transport network in the borough.
- 7.46 Policies D.TR2 and D.TR4 further state that major developments and developments which are anticipated to impact upon the local transport network, must be supported by a transport assessment, and designed appropriately to mitigate causing undue harm and/or disruption. Furthermore, measures must be taken to ensure that both during the construction phase of development, and subsequent lifetime of the development, that appropriate steps are taken to ensure sustainable delivery and servicing arrangements, which do not compromise the form, function or safety of the boroughs transport network.
- 7.47 Policy T2 of the London Plan (2021) actively promotes development which reduces the dominance of vehicles on London's streets whether stationary or moving; and development which is permeable by foot and cycle and connects to local walking and cycling networks as well as public transport. Policy T5 further states that development plans and proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will, in part be achieved by supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure.



Figure 7. CGI representation of bridge when viewed from north of the bridge, and from the Tow Path.

Pedestrian and cycle access

- 7.48 The proposals seek to facilitate better cross borough movement, between Tower Hamlets and Newham. The bridge will serve both pedestrians and cyclists, and provide a well needed connection, to an existing cycle network, which already exists on the east banks of the River Lea. It is clear therefore that the proposed infrastructure project is in compliance with the overarching policy principles of both London Plan (2021) and the Tower Hamlets Local Plan (2020); which both seek to support a modal shift away from private vehicular led traffic, towards travel choices which support healthier and environmentally friendlier lifestyles.
- 7.49 Whilst the principle of development is supported, it should be noted that concerns have been raised from both the borough's highways officer, and its design officer, in relation to safety and the dual use nature of the bridge. Officers consider those concerns to be valid, although not strong enough to warrant a refusal of this current application. Instead, officers propose to apply conditions seeking a detailed signage strategy in conjuncture with the inclusion of traffic slowing/easing measures, to be approved by the Local Planning Authority, in order to alleviate said concerns. The proposed conditions will relate to the bridge deck, landing and ramp to Lochnagar Street, and the underpass also.

River Navigation

- 7.50 The bridge has been designed to provide a 33m wide channel which provides a clearance of 3m of the River Lea; and which provides a 22m wide channel with a clearance of 3.15m. Furthermore, when the bridge is raised, it will provide a 28.25m wide channel, with a clearance of 5m.
- 7.51 In the assessment of this planning application the Local Planning Authority have consulted the Port of London Authority (PLO), the Canal and River Trust (CRT), and Marine Management Organisation (MMO). The proposals are recognised to comply with the PLO's air draft requirements and provide appropriate clearance for smaller vessels to navigate the channel in accordance with the CRT's requirements.
- 7.52 The proposals are not considered to unduly impact upon future navigation of the River Lea; and subject to the application of conditions and informatises, as detailed within section 5 (consultee responses) of this report, do not raise any reason for objection from officers in regard to river navigation.

Operation of bridge lifting mechanism and maintenance costs

- 7.53 The proposed bridge structure will need to be raised in order to facilitate ongoing river navigation for larger boats, in accordance with the PLA's air clearance criteria. Whilst it is understood that such instance will only occur on a few occasions per annum, the lifting of the bridge does nonetheless require an appropriate management plan and to be supported by both signage and a system which prohibits public access to the bridge at the time of raising. Officers therefore propose to apply condition to secure detail of the above, subject to planning permission being granted.
- 7.54 The borough's highways officer has raised concerns in relation to the maintenance fees associated with the bridge and its hydraulic lifting mechanism. It is pertinent therefore to note that the bridge will, if permitted, be managed and maintained by the Newham's Highway Authority and adopted as part of its highway network.

Construction Management Plan

- 7.55 Policy D.SG4 of the Tower Hamlets Local Plan (2020) outlines that all major development should sign up to the considerate contractors scheme and where appropriate a contractors forum. Furthermore, it must consider the cumulative impacts of development occurring in the vicinity in terms of impacts to residential amenity, the local environment, and the local transport network. Development is required to employ the highest standards of sustainable construction.
- 7.56 Policy D.TR4 of the Tower Hamlets Local Plan (2020) requires development that generates a significant number of vehicle trips for goods or materials during its construction and/or operational phases to demonstrate how; (a). impact to the transport network and amenity will be avoided, remedied or mitigated through assessments, construction management and logistics plans and delivery service plans; (c) movement by water and/or rail and use of low emission vehicles, electric vehicles, bicycles and freight consolidation facilities have been prioritised.
- 7.57 In recognition of the need for any construction phase associated with the proposed development to be properly managed in a holistic and thorough manner, the applicant team have agreed to accept a pre-commencement condition requiring them to engage with the borough Construction Management Officer, in accordance with the borough's Code of Construction Practice. The proposals are thus considered to comply with policies D.SG4 and D.TR4 of the Tower Hamlets Local Plan (2020).

v Environment

- 7.58 As established under Policy S.ES1 of the Tower Hamlets Local Plan (2020), proposals will be supported which minimise the use of natural resources and work proactively to protect and enhance the quality of the natural environment. Policy D.ES2 further outlines that development is required to meet or exceed the 'air quality neutral' standard, including promoting the use of zero emission transport and reducing the reliance on private motor vehicles.

Air Quality

- 7.59 The proposals are such that they will if permitted help facilitate a modal shift from a current reliance upon carbon reliant modes of transport to walking and cycling instead. The proposals are thus anticipated to help further improve air quality in the local area by enabling this shift in habits.
- 7.60 Whilst the proposal are considered in principle to comply with policies D.ES2 and S.ES1 in terms of their environmental impacts, specifically relating to air quality and pollution, officers do recognise that the construction phase of development may give rise harmful pollutants. It is important therefore to apply standard conditions relating to the Construction Management Plan, which serve to limit actions which may cause harm to residential amenity, local biodiversity and or air quality. Officers note that the applicant has accepted the application of such conditions.

Biodiversity

- 7.61 As outlined within policies S.ES1 and D.ES3, development is expected to enhance biodiversity within the borough. It should retain habitats and features of biodiversity value, or, if this is not possible, replace them within the development, as well as incorporate additional measures to enhance biodiversity, proportionate to the development proposed.
- 7.62 Policy S.OWS2 and D.OWS4 further seek to preserve and enhance existing biodiversity and wildlife that exists within the borough and its water spaces, whilst also enhancing the relationship shared between said spaces and the public.

- 7.63 A Preliminary Ecological Appraisal developed by Greengage has been submitted as part of the application. Natural England and the borough's biodiversity officer have both had consideration with neither party raising objection to the proposals. The borough's biodiversity officer recognises that the proposals may result in a slight loss of biodiversity; however, the harm would be minor and it could be offset by the appropriate biodiversity enhancements, secured by way of condition.
- 7.64 The proposal's lighting strategy is recognised by officers to pose a potential to disrupt local wildlife, whose habitat lays close to application site. Officers will secure further details as to how this can be properly mitigated against, by way of an update lighting strategy. Furthermore, officers propose to apply a condition which would require changes to the lighting strategy if it is to emerge that the proposals cause harm to local wildlife throughout the lifetime of the development. For the purpose of clarity, the changes to the strategy must be proportionate to the harm and take consideration for public safety and/or residential amenity impacts.

Flood risk

- 7.65 Local Plan policies D.ES4 and D.ES5 seek to manage flood risk and encourage the use of Sustainable Urban Development adjacent to the borough's water spaces to demonstrate no loss or covering of the waterspace, no adverse impacts including the biodiversity, amenity and character, enhancement of the ecological, biodiversity and aesthetic quality of the water space and it must provide suitable setbacks from the water space edges to mitigate flood risk and to allow riverside walkways and canal towpaths.
- 7.66 In consideration of the proposals, officers have consulted the Environment Agency, who have raised no objection to the proposals. The proposals are as previously discussed within the body of this report, inclusive of the raising of the river wall, which runs adjacent to the tow path, on the Tower Hamlets side of the river. The increased height of the wall, which is inclusive of reinforced glazing panels, is considered to provide appropriate protection, which will meet the requirements of anticipated flooding in the year 2100, as outlined within the Environment Agencies TE2100 Plan.

vi Human Rights and Equalities

- 7.67 The proposal does not raise any unique human rights or equalities implications. The balance between individual rights and the wider public interest has been carefully considered and officers consider it to be acceptable.
- 7.68 The proposed development would not result in adverse impacts upon equality or social cohesion.

vii Conclusion

- 7.69 The proposals seek to facilitate the delivery of a piece of infrastructure, which will meet a recognised need, as made clear within Tower Hamlets Local Plan (2020). The proposed pedestrian and cyclist bridge will if permitted provide an important cross borough linkage between London Borough of Tower Hamlets and London Borough of Newham. The bridge itself represents a high standard of design and would give rise to a sleek and modern design, which still successfully provides a clear linkage to the area and its history. Notwithstanding the prior mentioned concerns relating to safety, signage, and the proposed underpass area, officers consider the proposals to be compliant with the policies of the Development Plan, subject to the application of officer recommended conditions.

8. RECOMMENDATION

8.1 The proposals are considered to comply with the policies of Development Plan and thus conditional planning permission is GRANTED subject to the application of planning conditions.

8.2 Planning Conditions

Compliance

1. 3 Years Deadline for Commencement of Development.
2. Development in Accordance with Approved Plans.
3. Restrictions on Demolition and Construction Activities:
 - a. All works in accordance with Tower Hamlets Code of Construction Practice
 - b. Standard hours of construction and demolition
 - c. Air quality standards for construction machinery
 - d. Ground-borne vibration limits
 - e. Noise pollution limits.
4. Noise from Plant
5. Lighting – Biodiversity

Pre-Commencement

6. Construction Environmental Management Plan and Construction Logistics Plan.
7. Air Quality – Construction Plant and Machinery (NRMM)

Pre- Superstructure Works

8. Materials
9. Details of artwork to be applied to bridge deck
10. Signage Strategy
11. Traffic calming measures and bridge operation plans
12. Amended Lighting Strategy
13. Bridge Operation Management Plan
14. Bridge management warning system and barrier system

Pre-Occupation

15. Secure by design
16. Provision of life rings and anti-suicide equipment
17. Biodiversity enhancements

Informative

1. Canal & River Trust Code of Practice for Works Affecting CRT
2. MMO Marine License
3. Biodiversity enhancements

Drawings

Site Plan – Current Condition (Drawing Number 00 Rev 00)
Site Plan – Day 1 (Drawing Number 01 Rev 00)
Site Plan – Future Condition (Drawing Number 02 Rev 00)
Bridge Plan and Cross-section (Drawing Number 03 Rev 01)
Bridge Elevations (closed and open (Drawing Number 04 Rev 00)
Tower Hamlets | Long Section along riverwalk for different flood levels (Drawing Number 05 Rev 01)
Bridge Cross-sections (Drawing Number 06 Rev 01)
Landing Landscaping | Tower Hamlets (Drawing Number 07 Rev 00)
Landing Landscaping | Newham Side (Drawing Number 08 Rev 00)

Computer Generated Images

Virtual image 01 (Drawing Number 09 Rev 00)
Virtual image 02 (Drawing Number 10 Rev 00)
Virtual image 03 (Drawing Number 11 Rev 00)
Virtual image 04 (Drawing Number 12 Rev 00)
Virtual image 05 (Drawing Number 13 Rev 00)
Virtual image 06 (Drawing Number 14 Rev 00)
Virtual image 07 (Drawing Number 15 Rev 00)
Virtual image 08 (Drawing Number 16 Rev 00)
Virtual image 09 (Drawing Number 17 Rev 00)
Virtual image 10 (Drawing Number 18 Rev 00)

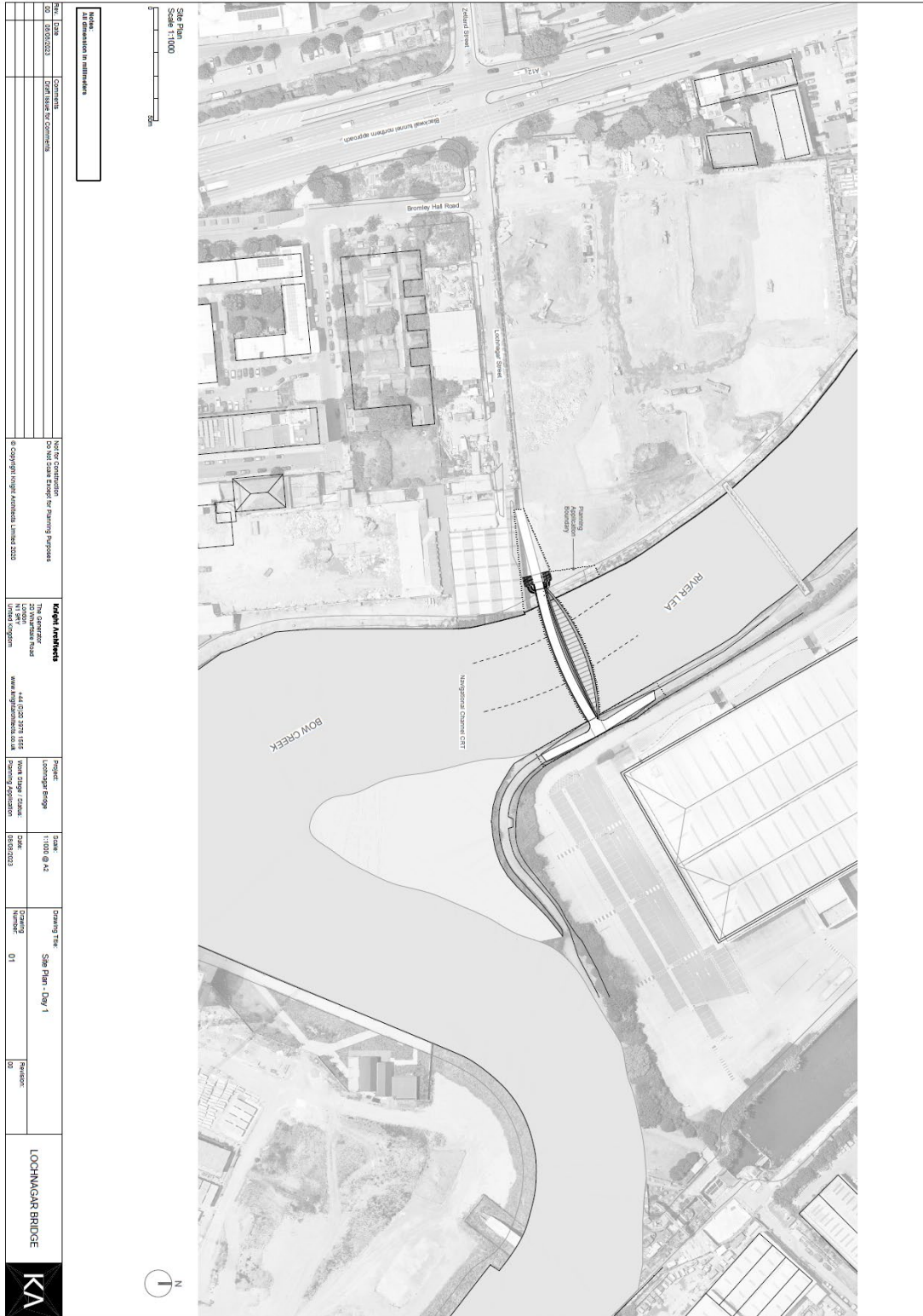
Submitted Documents

Design and Access Statement, August 2023
Flood Risk Assessment and Sustainable Urban Drainage Strategy, August 2023
Transport Statement, August 2023
River Lea Crossings: Bat Activity Survey, August 2023
Planning Statement, August 2023
Health Impact Assessment (HIA)
Landscaping Scheme, August 2023
Lighting Design Report, July 2023
Outline Construction Environment Management Plan (CEMP), August 2023
Outline Construction Logistics Plan, August 2023
River Lea Crossings: Preliminary Ecological Appraisal
Preliminary risk assessment (PRA)
Lochnagar Bridge – Statement of Community Involvement

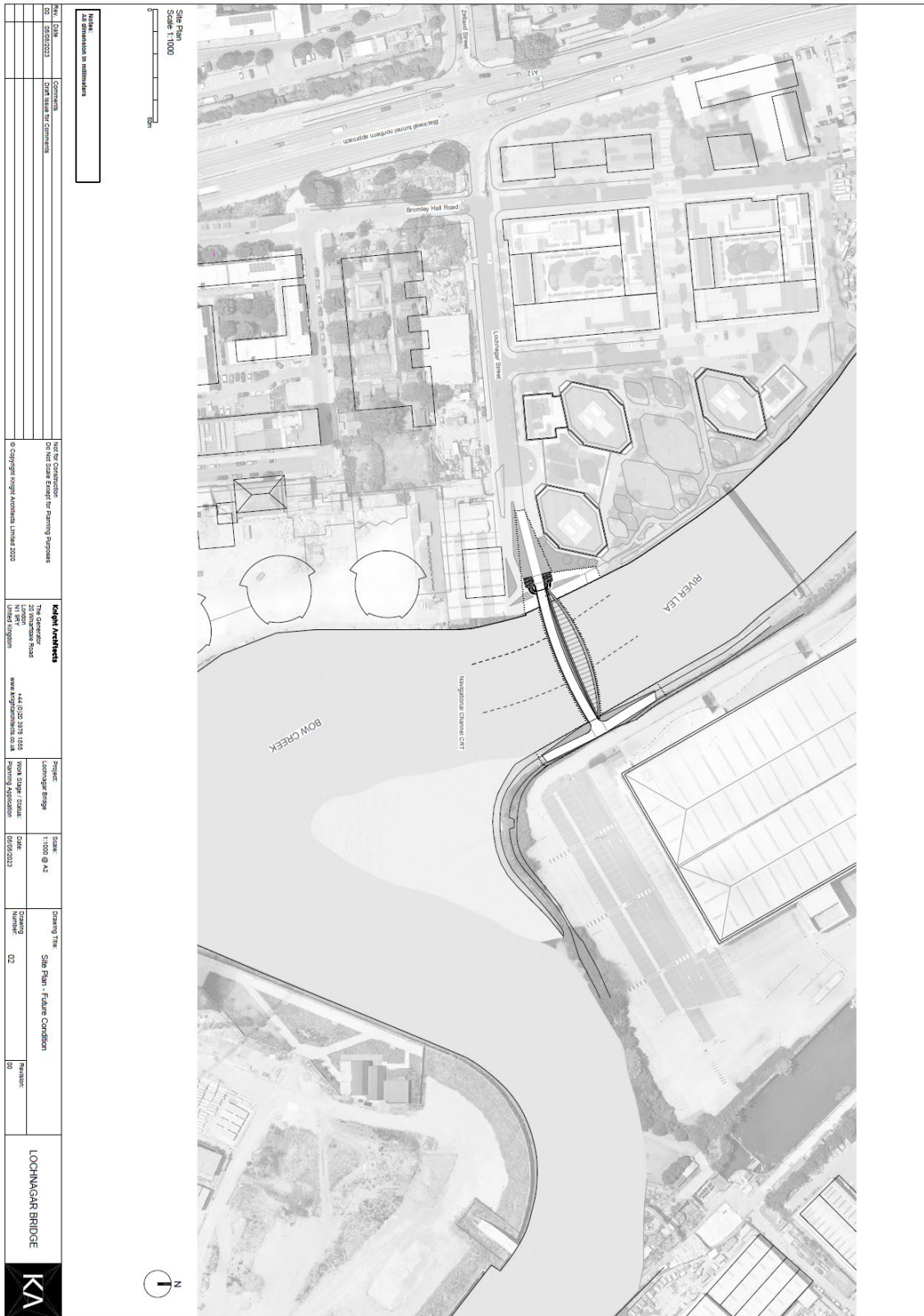
Appendix 1: Site Plan – Current Condition



Appendix 2: Site Plan – Day 1 (Proposed)

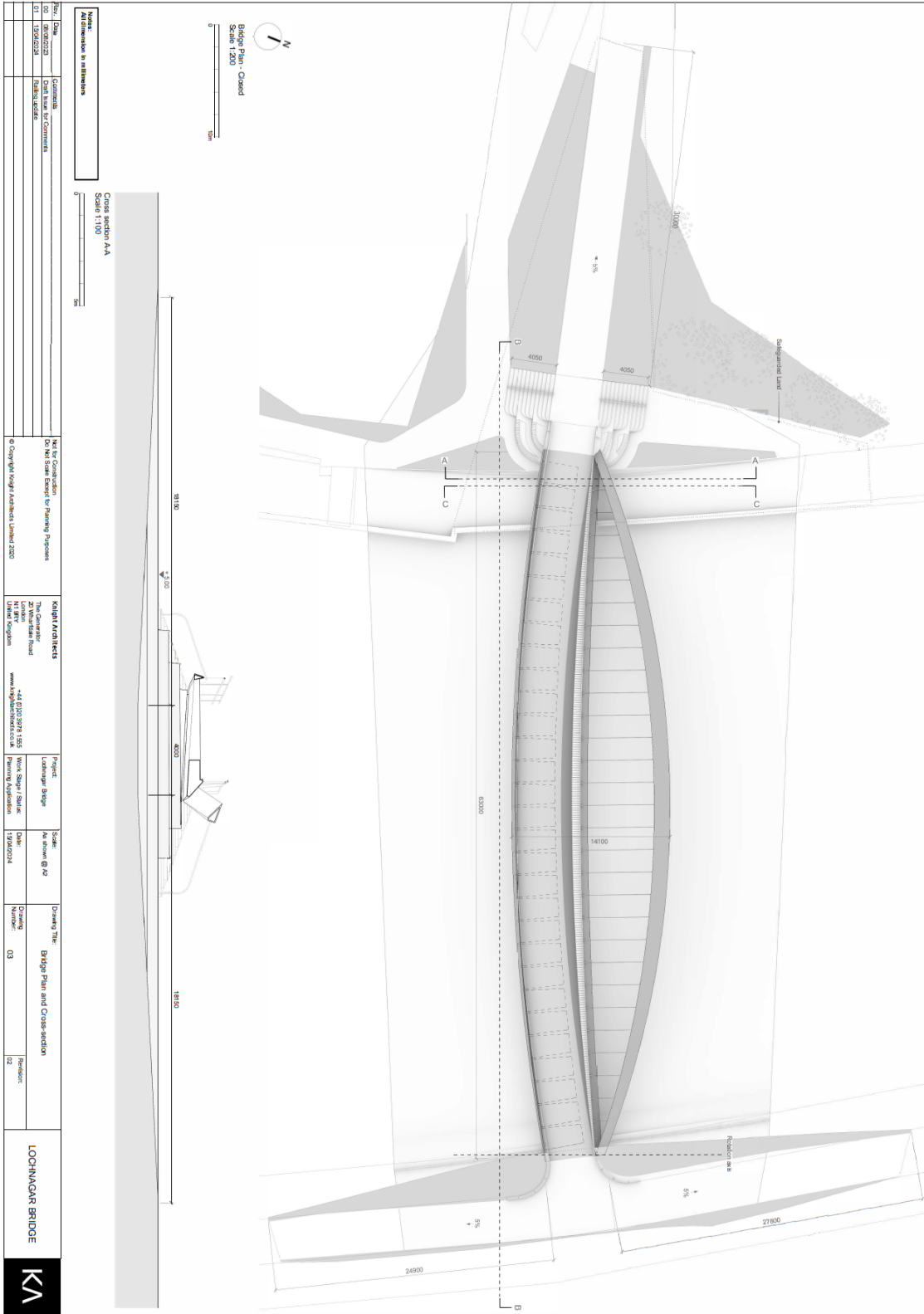


Appendix 3: Site Plan - Future Condition (proposed)

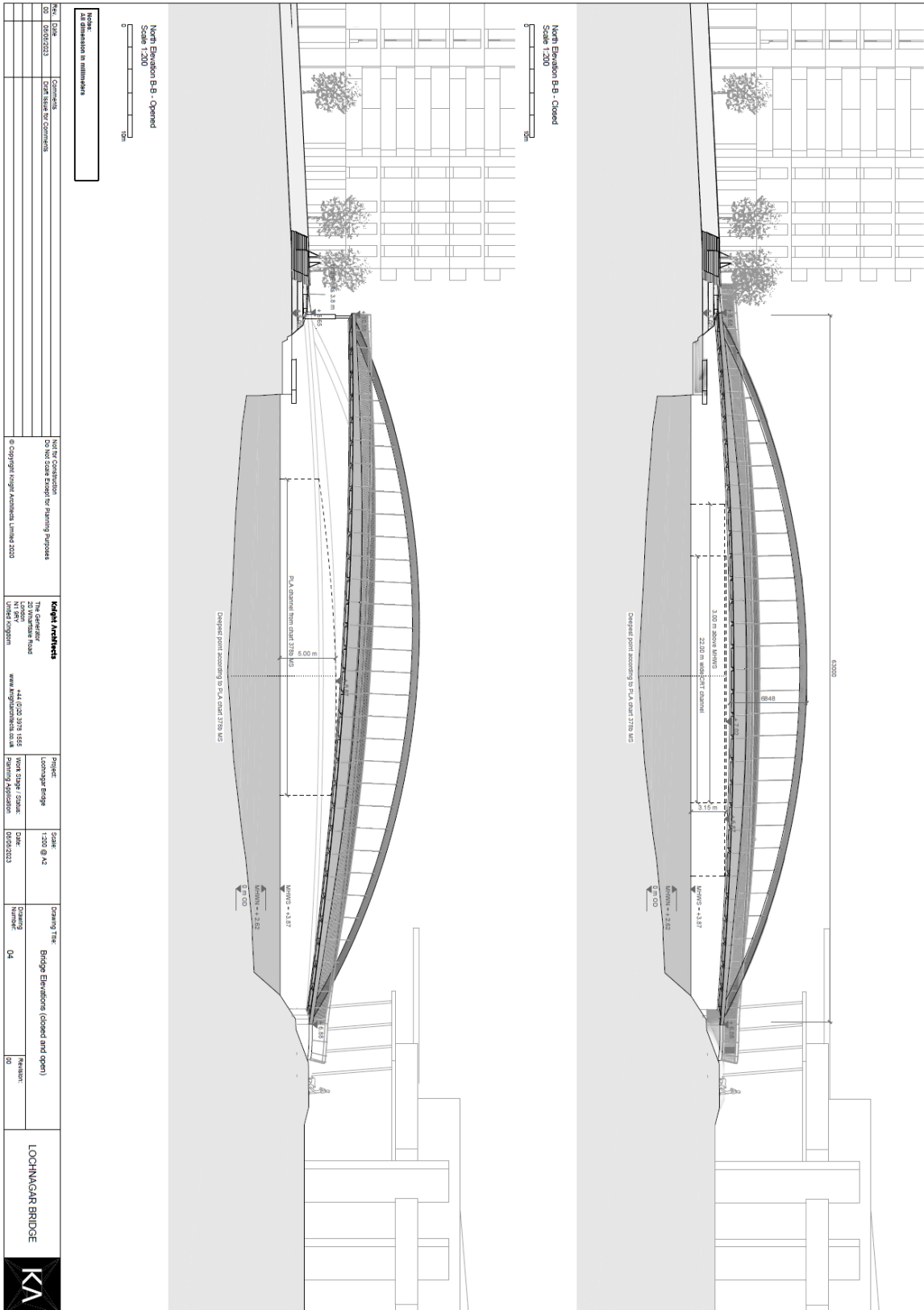


<p>Site Plan Scale 1:1000</p> <p>North Arrow</p>	<p>Project: Lochnagar Bridge</p> <p>Client: West Stage / Canal Planning Application</p> <p>Date: 03/03/2023</p> <p>Scale: 1:1000 @ A2</p>	<p>Drawing Title: Site Plan - Future Condition</p> <p>Revision: 02</p>	<p>LOCHNAGAR BRIDGE</p> <p>KA</p>
<p>Author: [Name]</p> <p>Check: [Name]</p> <p>Drawn: [Name]</p> <p>Scale: 1:1000</p> <p>Date: 03/03/2023</p>	<p>Comments: [Text]</p>	<p>Not for Construction: Do not scale. Except for Planning Purposes</p>	<p>Copyright: Knight Architects Limited 2023</p>
<p>Copyright: Knight Architects 20, Watermill Road London, E1 7RN United Kingdom</p> <p>Phone: +44 (0)20 3273 1855 www.knightarchitects.co.uk</p>	<p>Project: Lochnagar Bridge</p> <p>Client: West Stage / Canal Planning Application</p> <p>Date: 03/03/2023</p>	<p>Drawing Title: Site Plan - Future Condition</p> <p>Revision: 02</p>	<p>LOCHNAGAR BRIDGE</p> <p>KA</p>

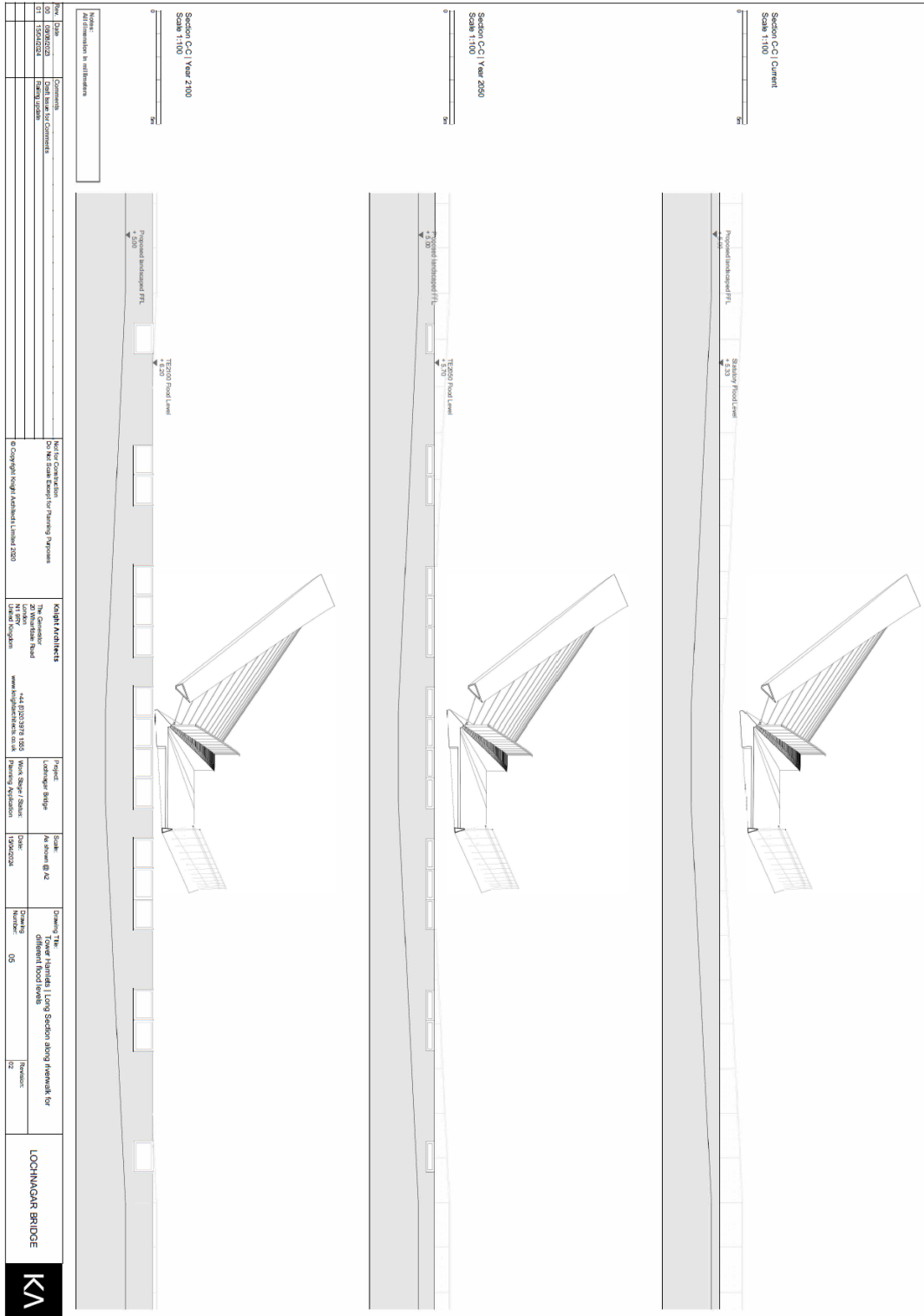
Appendix 4: Bridge Plan and Cross-section



Appendix 5: Bridge Elevations (closed and open)



Appendix 6: Tower Hamlets | Long Section along riverwalk for different flood levels

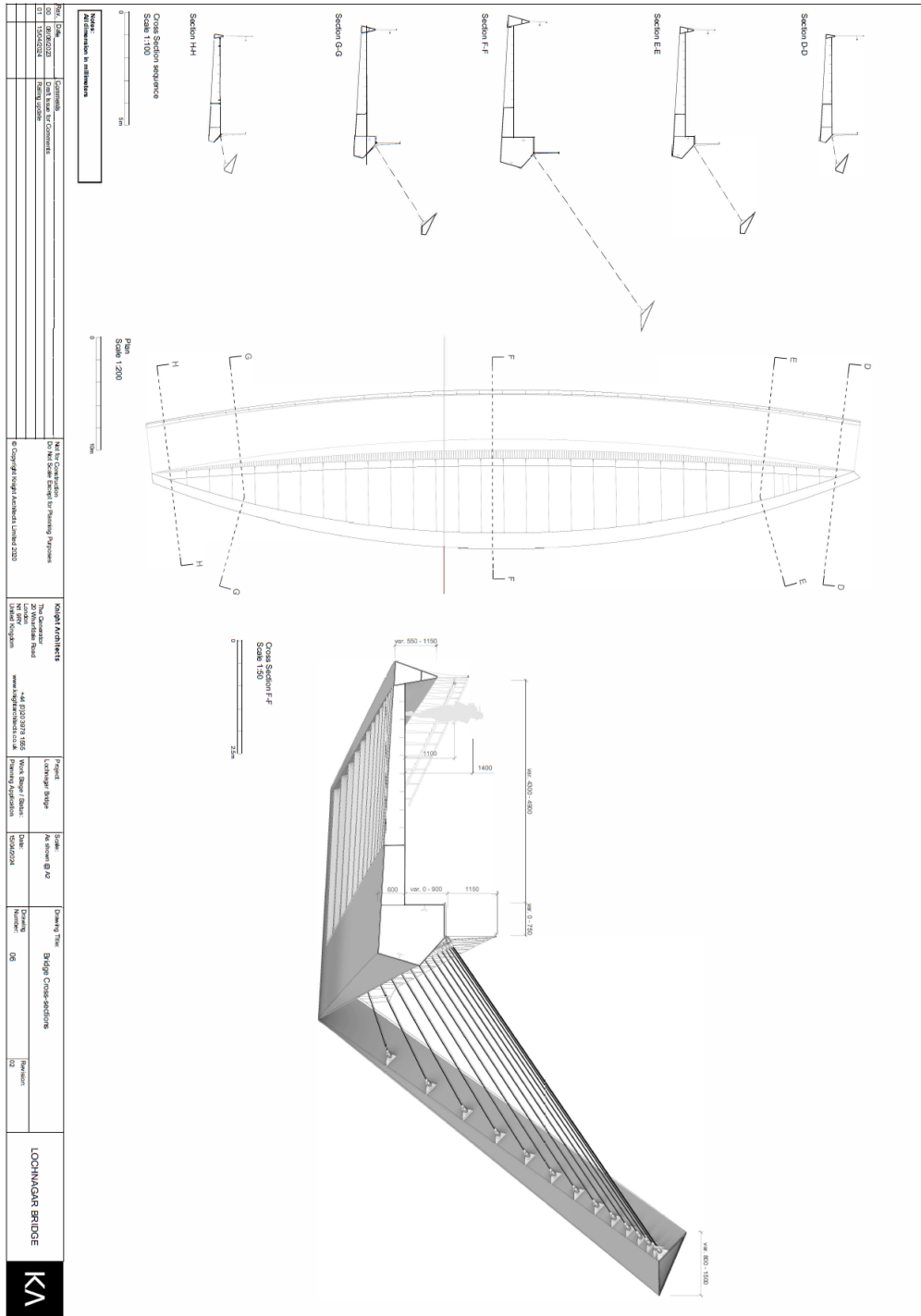


Rev	Date	Comments	Next to Construction	KOPIET ARCHITECTS	Project	Scale	Drawing Title
01	13/04/2024	Client Review for Comments	On: Not Submitting for Planning Approval	The Queen's Road 27 Whitechapel Road Tower Hamlets London E1 1BB www.kopietarchitects.com	Undertake Stage 2 Week 30/31/32/33/34/35 Planning Application	As shown @ A2 Date: 13/04/2024	Tower Hamlets Long Section along riverwalk for different flood levels
02	13/04/2024	Client Review for Comments	On: Not Submitting for Planning Approval				
03	13/04/2024	Client Review for Comments	On: Not Submitting for Planning Approval				
04	13/04/2024	Client Review for Comments	On: Not Submitting for Planning Approval				
05	13/04/2024	Client Review for Comments	On: Not Submitting for Planning Approval				

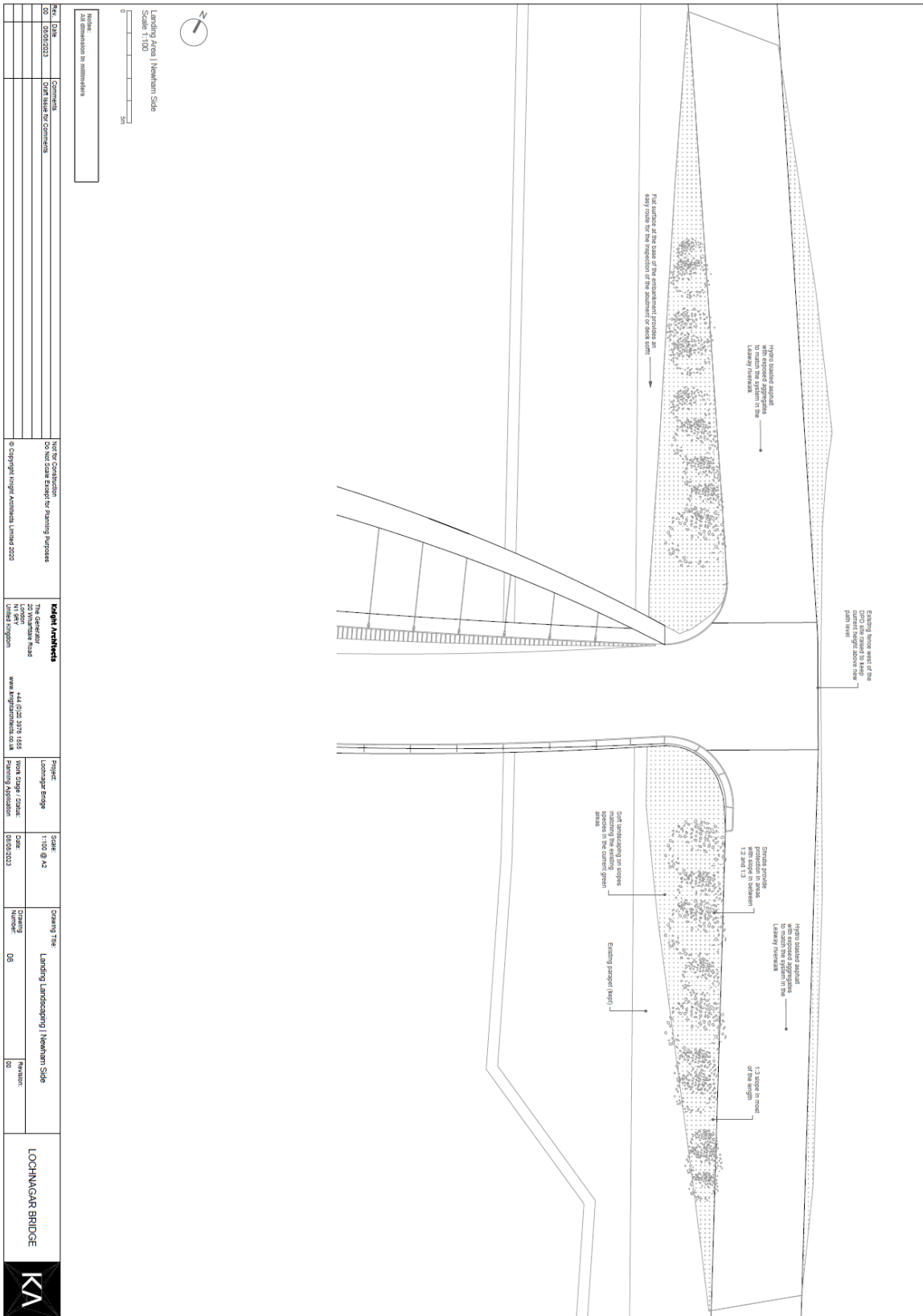
LOCHMAGAR BRIDGE

KA

Appendix 7: Bridge Cross-sections



Appendix 9: Landing Landscaping | Newham Side



No.	Date	Comments	Not for Construction	Project	Scale	Client	Project	Scale	Client	Project	Scale	Client
01	08/05/2023	Client Review for Comments	Do not draw except for planning purposes	Lochnagar Bridge	1:100 @ A2	08/05/2023	Lochnagar Bridge	1:100 @ A2	08/05/2023	Lochnagar Bridge	1:100 @ A2	08/05/2023
02	08/05/2023	Client Review for Comments	Do not draw except for planning purposes	Lochnagar Bridge	1:100 @ A2	08/05/2023	Lochnagar Bridge	1:100 @ A2	08/05/2023	Lochnagar Bridge	1:100 @ A2	08/05/2023

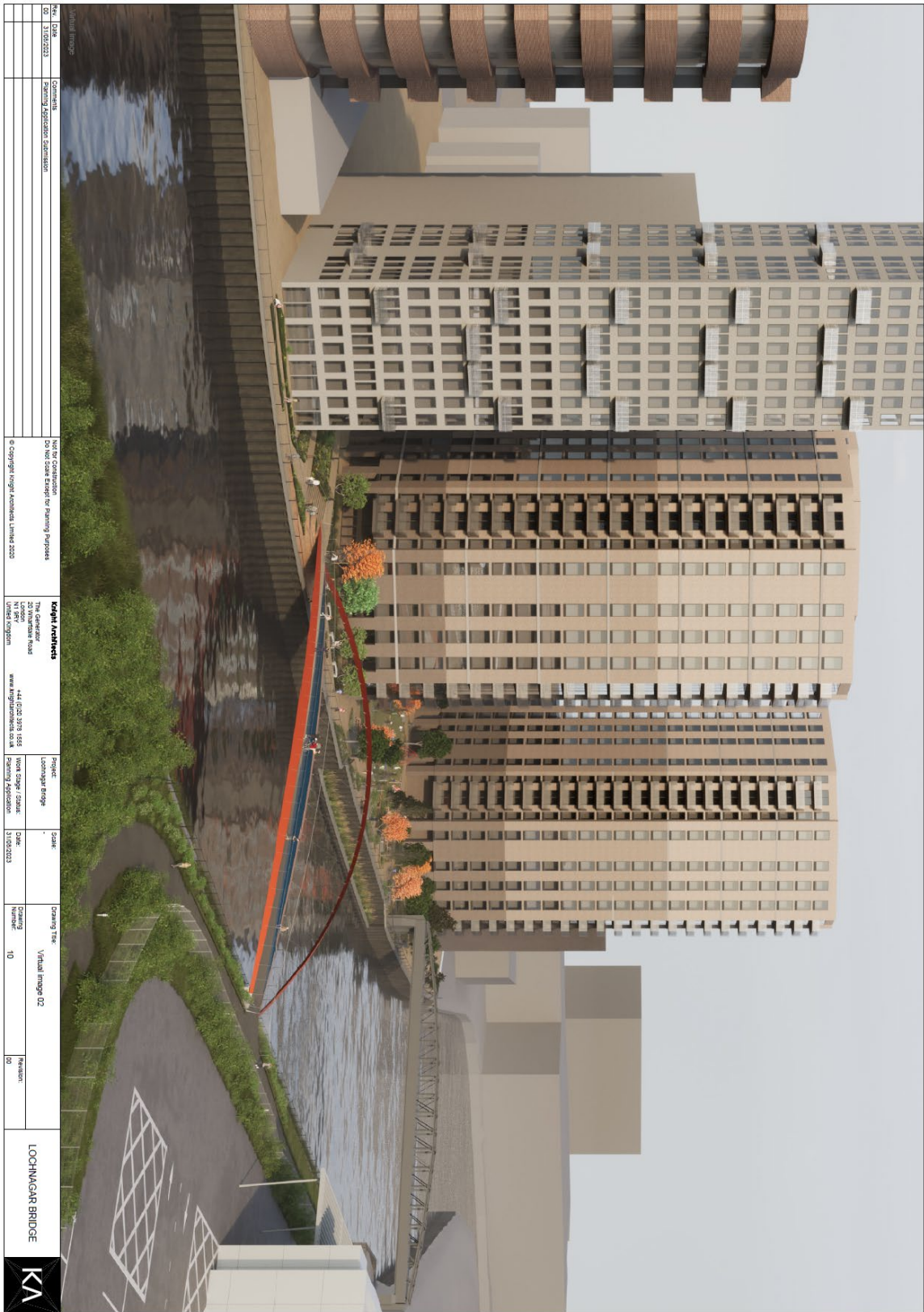


Appendix 10: Virtual image 01



File Name	31/03/2023	Comments	Planning Application submission
Scale	1:500	Project	Lochnagar Bridge
Client	Lochnagar Bridge	Scale	1:500
Author	KA	Date	31/03/2023
Checker	KA	Drawing Title	Virtual Image 01
Revision	01	Revision	01
<p>North Orientation</p> <p>Do Not Scale Except for Planning Purposes</p> <p>Copyright © 2023 Lochnagar Bridge Ltd</p> <p>KA Architects 27 Waterloo Road London, London SE18 7TP www.kaarchitects.co.uk +44 (0)20 7919 1645 Planning Application</p> <p>LOCHNAGAR BRIDGE KA</p>			

Appendix 11: Virtual image 02



File Name	Virtual Image 02	Comments	Not for construction Do Not Scale Except for Planning Purposes © Copyright KVA Architects Limited 2020	Client Architects The Architects 20 The Quadrant 1st Floor United Kingdom +44 (0)20 3719 1555 www.kvaarchitects.co.uk	Project Lochnagar Bridge Work Stage / Status Planning Application	Scale -	Date 31/03/2023	Drawing Title Virtual Image 02	Revision: 01
File Name	Virtual Image 02	Comments							

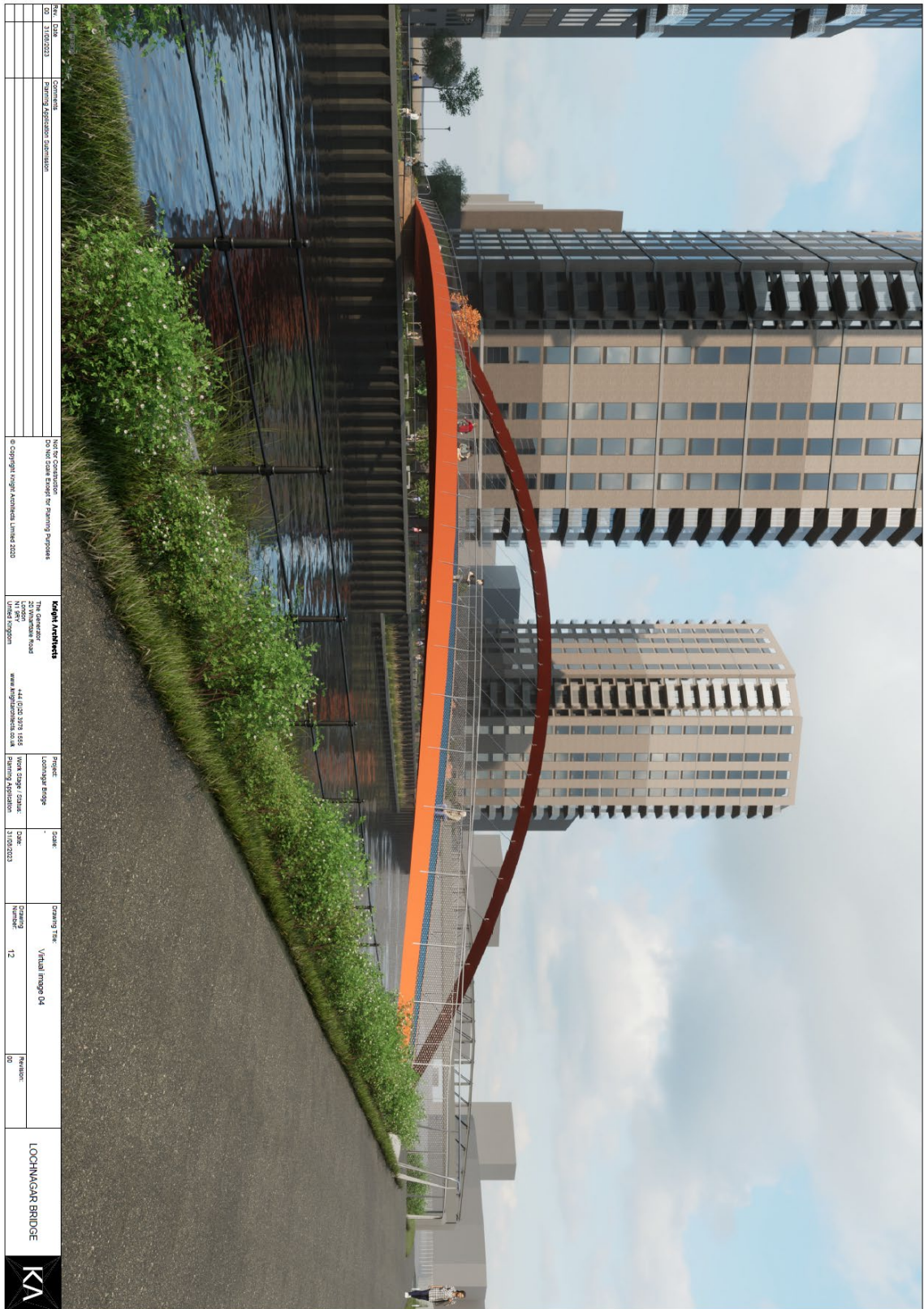
LOCHNAGAR BRIDGE



Appendix 12: Virtual image 03

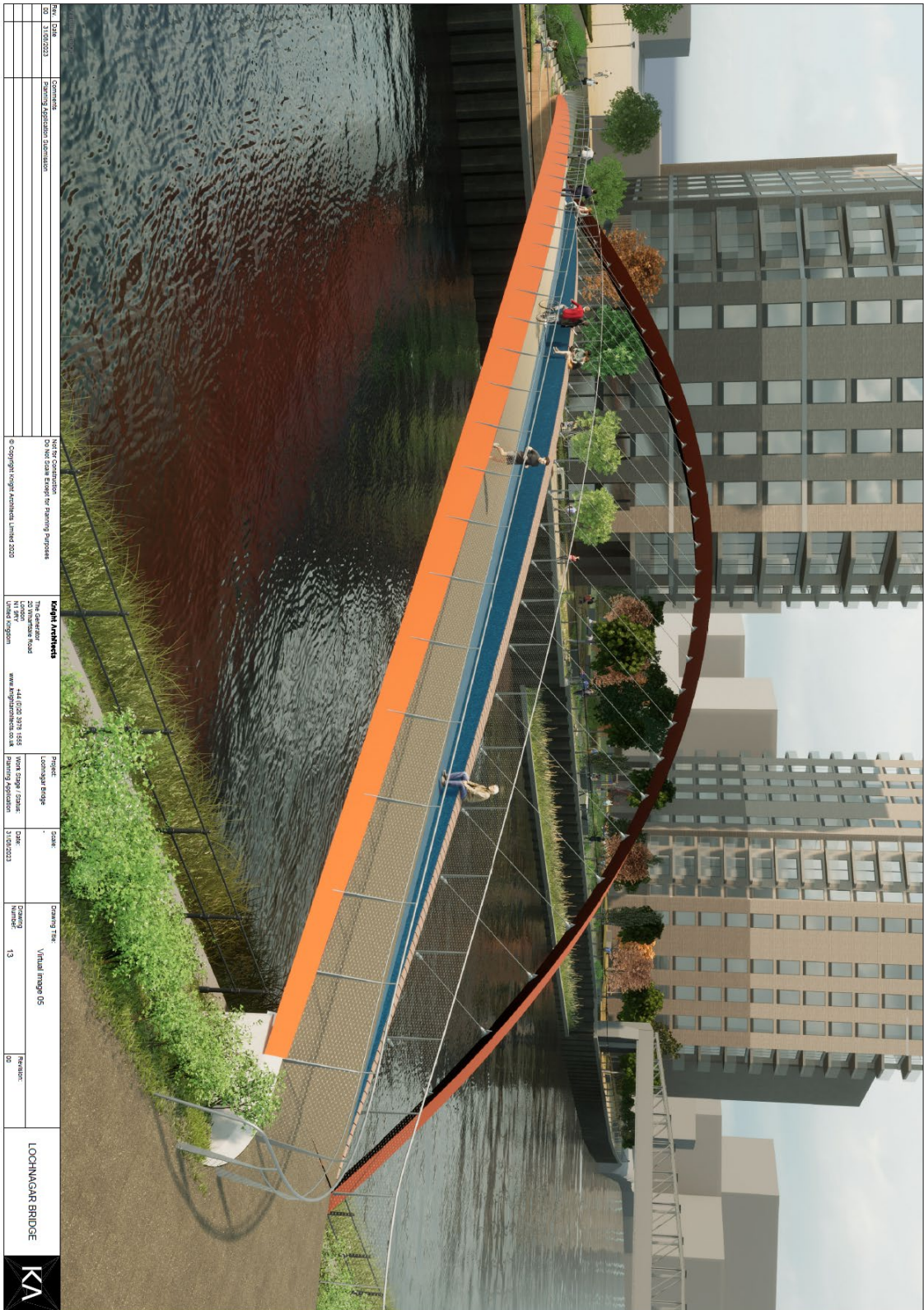


Appendix 14: Virtual image 04



Rev. / Date	Comments	Not for construction Do not detail except for Planning purposes	Kojan Architects 27 Grosvenor Road London United Kingdom	Project: Lochnagar Bridge	Task:	Drawing Title:	Revision:	
01	Planning Application Submission		+44 (0)20 3079 8333 www.kojanarchitects.co.uk	Work Stage / Status: Planning Application	Date: 31/03/2023	Virtual Image 04	00	
02	31/03/2023					12		
LOCHNAGAR BRIDGE							K/A	

Appendix 15: Virtual image 05



Rev: 02/24	Comments	Not for Construction	Project	Scale	Sheeting Title	Revision:
02	Planning Application Submission	Do Not Scale Except for Planning Purpose	Lochnagar Bridge	1:100	Virtual Image 05	01
		© Copyright 2019 Architects Limited 2020	200 Riverside Road 110 001 London W14 0JG	444 (020) 3771 8555 www.architects.ltd.uk	Issue Stage / Status Planning Application	Date: 31/03/2023
					Sheeting 13	

LOCHNAGAR BRIDGE



Appendix 16: Virtual image 06



Rev.	Date	Comments	Notes for construction	Project:	Client:	Drawing Title:	Revision:
00	31/05/2023	Planning Application Submission	Do Not Scale Except for Planning Purposes © Copyright Lochnagar Architects Limited 2020	Lochnagar Bridge	Lochnagar Bridge	Virtual Image 06	00
				77a, Queen's Road Midway London United Kingdom	+44 (0)20 3776 3355 www.lochnagar.co.uk	14	
				Work Stage / Status:	Drawn:		
				Planning Application	14		

