

Committee: Development	Date: 09 April 2014	Classification: Unrestricted	Agenda Item Number:
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Report of: Director of Development and Renewal	Title: Town Planning Application
Case Officer: Robert Lancaster	Ref No: PA/13/02974
	Ward: Millwall

1. **APPLICATION DETAILS**

Location: WoodWharf, Preston's Road E14
Existing Use: Mixture Light Industrial, Industrial and Warehousing. The site now includes temporary landscaped areas and a temporary pedestrian bridge across part of the West India and Millwall Docks.

Proposal: Temporary change of use to Class D1 (non-residential institution) and D2 (assembly and leisure), up to 2,400 sq.m of Class A3 (restaurants and cafes) and A4 (drinking establishments) floor space(including food markets) and sui generis (theatre, outdoor exhibition/sporting uses (falling outside of Class D1) and ancillary uses to comprise no more than 14,999 sq.m of enclosed floor space; 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 limited period until 28th February 2016.

Drawing Nos:

- PP SK-01 Rev B – Plot Outlines
- PP SK-02 Rev B – Emergency Vehicle Access
- PP SK-03 Rev B – Step Free Access Routes
- PP SK-04 Rev B – Key Pedestrian Arrival Points
- PP SK-05 Rev B – Continuous Pedestrian Routes
- PP SK-06 Rev B – Dock Edge Pedestrian Route
- PP SK-07 Rev B – Service Vehicle Access
- PP SK-08 Rev B – Plot A Landscaping
- PP SK-09 Rev B – Plot B Indicative Landscaping

- Temporary Pontoon Bridge (Drawing DS0411-01-01) Sheet 1
- Temporary Pontoon Bridge (Drawing DS0411-01-01) Sheet 5
- Temporary Pontoon Bridge (Drawing DS0411-01-01) Sheet 6
- Temporary Pontoon Bridge (Drawing DS0411-01-01) Sheet 7

Documents: WoodWharf: Temporary Use Maximum Potential Use of Site (November 2013)

**WoodWharf Temporary Use Parameter Plan Schedule
(November 2013)**

Design and Access Statement dated November 2013

WoodWharf (Temporary Use) Impact Statement.

Supplementary information:

- **WoodWharf Flood Risk Assessment: Addendum 1 (prepared by Arup dated 7 June 2011);**
- **WoodWharf Flood Risk Assessment: Addendum 2 – Detailed Drainage Strategy (prepared by Arup dated 28 June 2011);**
- **Schedule of events 2013;**
- **Acoustic Planning Report (Sandy Brown, dated 13 November 2012);**
- **Response to Transport Comments (Steer Davies Gleave, dated 11 March); and.**
- **Ecology Information from Phase 1 Habitat Survey undertaken on 13 September 2012 (Ramboll, dated 13 November 2012).**

WoodWharf – Temporary Use Management Plan dated November 2013.

Applicant:	CWG (Wood Wharf Two) Limited
Ownership:	Various. Refer to Application Form.
Historic Building:	Dock Wall Grade I Listed
Conservation Area:	Adjacent to Coldharbour Conservation Area

2. EXECUTIVE SUMMARY

The use of the land on a short term basis to provide event, exhibition and corporate hospitality type uses is an efficient use of otherwise vacant land, improving the cultural offer in the North Isle of Dogs which complements CanaryWharf's role as a global economic centre.

The use would be for a limited period which would not prejudice the Local Plan's aspirations for a comprehensive, mixed-use redevelopment of the site.

The proposed marquees, pontoon bridge and associated development achieve a very good standard of design in terms of site layout, scale and use of materials. The scheme would enable the continued productive use of the site and maintain its enhanced appearance and would contribute to the creation of an attractive and vibrant waterside environment.

The site is located within an area with good public transport links and maintains the pedestrian routes and linkages in the area. Therefore, the site's transport links in combination with the proposed management arrangements ensure that the development would not have an adverse impact on the local highway network or transport infrastructure.

The proposed temporary bridge and structures would safeguard the listed dock wall and preserve the character and appearance of the adjoining Cross harbour Conservation Area.

The proposed hours of operation and restrictions on noise levels ensure that the proposed use of the land would not have any significant adverse impacts on the amenity of the occupiers of nearby buildings.

3. RECOMMENDATION

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

3.2 Conditions

1. Two year temporary permission up to 28th February 2016. Use discontinued and structures removed at end of period.
2. Development in accordance with and adherence to restrictions specified within approved parameter plans and parameter plan schedules.
3. No use of land to take place outside of approved hours.
4. No construction/deconstruction 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 November 2013
7. 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 Statement dated November 2013
8. Compliance with approved Drainage Strategy and mitigation measures.
9. Plant Noise controlled in accordance with approved Acoustic Planning Report.
10. Details of proposed landscaping on Plot B prior to first use.
11. Temporary Bridge to be open for use by the public between the hours of 8am-8pm during summer months (June-September) and between 10am-6pm (or during daylight hours, whichever is greater) during other times of the year and at all times prior to, during and after events on the site take place.
12. Pedestrian through-route shown on drawing PP SK-05 Rev B to be retained for duration of the permission.
13. Lighting of marquees, pedestrian routes, pontoon bridge and junction areas not to exceed specified limits.
14. Removal of Part 4 (Classes A and B) Permitted Development rights for other temporary events on site during duration of consent.

15. Details to be submitted for approval (following consultation with London Underground) of all foundations, basement and any other structures that are more than 1m below existing ground level.
16. Liaison with LBTH If any suspected contamination or unusual or odorous ground conditions are encountered during any ground works.
17. Monitoring of total visitor numbers, total staff numbers/origin of travel, daily numbers of service vehicles/arrival times and origins and incident monitoring (including any queuing at entrance and exist points) for at least one major event every 6 month period.
18. Development not to impede access to Crossrail works site.
19. Temporary pontoon bridge to be removed upon notice of use of Bellmouth Passage from Crossrail Ltd.
20. 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
5. The applicant/developer should refer to the current Canal and River Trust 'Code of Practice for Works affecting the Canal and River Trust' to ensure that any necessary consents are obtained.

3.4 S106 Obligations

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

4. PROPOSAL AND LOCATION DETAILS

Background

- 4.1 In August 2011, the Council granted a temporary permission until the end of December 2012 (approximately 16 months) to use this site for a range of uses. This was subject to a number

of conditions further controlling hours of use and other operational aspect of the proposals and removing permitted development rights. The permission was also subject to planning obligations securing commitments to promote use of Skillsmatch for on-site employment, the use of East London Business Place and local suppliers, to subscribe to London Eastside promotional services, encourage and facilitate community and school use and encourage and facilitate community and public activities on the site.

4.2 Following this permission the western part of the site (Plot A) was landscaped, a temporary pedestrian bridge installed and the site used for a number of events as follows:

- 'Pop-up cinema - 3 and 4 September 2011 (approx. 4,000 people);
- Private music video shoot – 14 October 2011;
- Lunch markets – 31 July, 7 August and 28 August 2012 (between approx. 5,500 and 6,500 people);
- Reebok Boot Camp military-style fitness classes - 8 separate lunchtime and early evening sessions during August 2012 (approx. 20 people per session);
- Private product launch event (8 August 2012);
- 'Dinner in the Sky' private dining event – 17 August 2012 (approx. 50 people); and
- Olympic screens showing Olympic events – throughout the period 30 July to 10 September 2012 (average attendance of approx. 2,800).

4.3 The 16 months period (which covered the Olympics and Paralympics) expired at the end of December 2012.

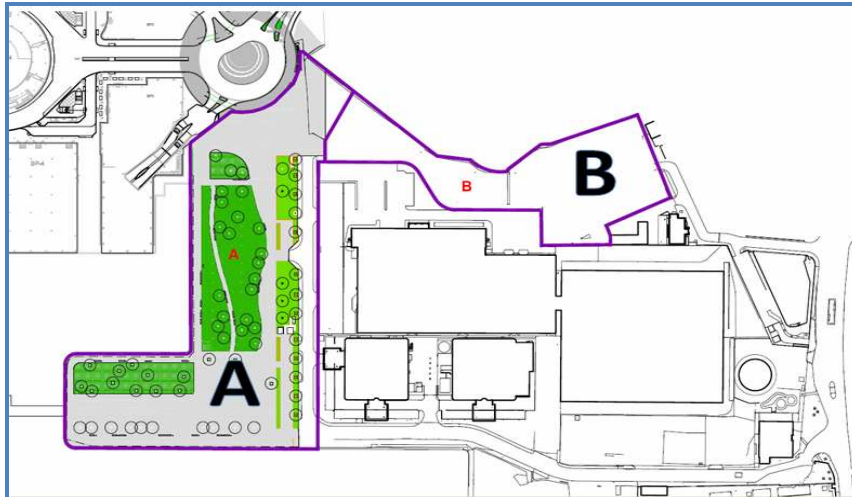
4.4 The applicant then reapplied and in February 2013 was granted by Tower Hamlets' Development Committee another temporary permission for one year (up to 28th February 2014), and the site was then used for a number of events outlined in the submitted document 'Wood Wharf Events 2013'. The applicant is now seeking permission to retain the pedestrian bridge and landscaping and continue the same range of temporary uses for approximately a 2 year period whilst it progresses long-term proposals for the site.

4.5 The proposed uses and management of the site are identical to that permitted in February 2013.

The Proposal

4.5 The proposals are the same as the previous temporary permission and would permit use of the site until 28th February 2016. A flexible use is sought to erect marquee type structures on the land, as and when required. At other times the site would not be used and the marquee structures would be removed. As before, the applicant seeks a permission that would set a maximum amount of floorspace and would specify the size of marquee that could be installed. The Application also sets out maximum noise levels, hours of operation and a management plan for the design of structures and the operation of the site to control potential amenity impacts.

4.6 The application site area is the same as the previous permission and relates to approximately 3.04ha of land. As before, the site proposes the division of the site into 2 plots (A and B), Plot A is to be used for the lifetime of the consent. Plot B to only be available for summer periods.



View of site from Pan Peninsula showing existing temporary bridge and landscaping

4.7 Included at Appendix 1 (Table 1) are proposed parameters that would establish the following for Plots A and B:

- Maximum useable enclosed floorspace;
- Maximum height of temporary structures;
- Maximum site coverage;
- Minimum open space;
- Duration of use;
- Permitted uses;
- Indoor/outdoor uses;
- Hours of operation;
- Maximum car and coach parking; and,
- Minimum cycle parking spaces.

4.8 Included at Appendix 1 (Table 2) is the proposed maximum amount of use and key restrictions that would apply to each plot on the site.

4.9 The Management Plan (November 2013) sets out the management principles and

establishes requirements for prospective tenants. The key requirements of this Plan are set out in the following paragraphs.

4.10 Design Code

- Provision of Marquees - All marquees are subject to the prior approval of Canary Wharf limited (CWL). No works are permitted to the dock edges and marquees are required to be set back from the dock wall edge by at least 1m;
- Marquee Heights - Maximum (marquee) height of 12.95m;
- Marquee Numbers - The scale and number of marquees on a plot must not exceed the parameters set out within the Parameter Plan Schedule (November 2013) (see Appendix 1 Table 1);
- Outdoor Sporting Events - Outdoor sporting events may be held which will require the provision of temporary tennis courts, golf course and a five-a-side football pitch on Plot A & Plot B (the golf course is a proposed additional event)
- Lighting Strategy - Existing street lighting to be retained and specific maximum lighting levels for different areas of the site
- Signage/wayfinding Strategy -Signage strategy to be implemented and maintained which highlights both permanent and temporary routes for pedestrians and vehicles;
- Advertising/Branding Strategy for Plots - External advertising will not be permitted where this exceeds 3m x3m and illuminated signage is not permitted; and,
- Ventilation for preparation of hot food - Structures to be ventilated based on use and temporary/event requirements will be met.

4.11 Operational Management requirements are identified for the following:

- Servicing and refuse;
- Recycling;
- Car parking;
- Coach parking;
- Taxi drop-off;
- The temporary footbridge will be open for use by the public between the hours of 08.00 and 20.00 during summer months (June-September) and between 10.00 and 18.00 (or during daylight hours, whichever is greater) during other times of the year, and at all times for an hour prior to, and for an hour after events, and at all times during events on the site taking place.
- Noise – specific requirements for music noise covered by the Noise Council's Code of Practice on Environmental Noise Control and noise from other events;
- Tenant plant;
- Access to the site;
- Uses of the site – this sets out a range of typical events that may be held on the site;
- Live music;
- Security;
- Maintenance; and,
- Sustainability.
- Construction hours.

4.12 The application also seeks permission for associated development to facilitate the use of the land for the above purposes. This comprises:-

- The retention of the temporary pontoon bridge over West India Dock to provide access to the site from Montgomery Street;

- A minimum of 2 parking bays for disabled visitors on Plots A and B and a maximum of 8 staff car parking spaces on Plot A and 4 on Plot B. A maximum of 4 coach parking spaces on either of the two plots. A taxi rank would also be provided. The application does not propose any general on-site private car-parking;
- 40 Sheffield style stands (80 cycle spaces) on plot A and 20 stands (40 cycle spaces) on plot B; and
- Works of hard and soft landscaping.

4.13 The potential maximum overall capacity of the site would be approximately 14,000 visitors. In addition to this the applicant estimates that at times of full use approximately 1,750 staff could be employed at the site in security, catering, cleaning, stewarding and administration roles.

Site and Surroundings

4.14 The Application site forms part of the area of land known as Wood Wharf. The application site occupies an area of 3.04ha. Wood Wharf is located to the east of the Canary Wharf complex. The north of the site is bounded by the Blackwall Basin and South Dock forms the southern boundary.

4.15 Preston's Road provides vehicle and pedestrian access to the site. Pedestrian access to the site is also possible from a steep flight of stairs leading down from Cartier Circle and from a water-level walkway running around the base of 20 Churchill Place. Cycle access is limited, being confined to Preston's Road only.

4.16 The application site currently accommodates the temporary pedestrian bridge and landscaped areas permitted by the current temporary permission. The wider Wood Wharf site remains in use as office accommodation and a sports centre.

4.17 The nearest residential properties to the site are located to the east of the site at Lovegrove Walk and Lancaster Drive. The properties at Lovegrove Walk almost abut the boundary of the proposed Plot B. There are also boat moorings and dwellings located over 100m to the north on the opposite side of Blackwall Basin. There are also properties over 100m away on the opposite side of South Dock.

Planning History

4.18 The following planning decisions are relevant to the application:

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

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

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

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

2) Full Application

- Creation of canal and other engineering infrastructure.

Approved. 18th May 2009.

- PA/11/02174 Hybrid application to replace permission PA/08/01215 (Approved 29 March 2012)
- PA/09/00866 Details of scale, appearance and landscaping of building W01 pursuant to condition C1. (Approved 8th July 2009)
- PA/11/01000 Temporary change of use of Class D1 (non-residential institution) and D2 (assembly and leisure), up to 2,400sqm of Class A3 (restaurants and cafes) and A4 (drinking establishments) floorspace and sui generis (theatre, outdoor exhibition uses [falling outside of Class D1]) and ancillary uses to comprise no more than 14,999sqm of enclosed floorspace; erection of temporary bridge; erection of temporary structures; works of hard and soft landscaping, parking and other works incidental to the application for a period of 2 years. (Approved 18th August for a limited period up to 31st December 2012).
- PA/12/00430 In February 2012, the applicant applied to vary some of the hours of use established by Condition 3 of permission PA/11/01000 to allow events to take place up to 24.00 during the Olympic period. The Development Committee resolved to approve this variation, but the application was subsequently withdrawn in September 2012.
- PA/12/02584 In February 2013 permission was granted, following a Development Committee resolution to grant, for the temporary change of use of the land to Class D1 (non-residential institution) and D2 (assembly and leisure), up to 2,400 sq.m of Class A3 (restaurants and cafes) and A4 (drinking establishments) floor space and sui generis (theatre, outdoor exhibition/sporting uses (falling outside of Class D1) and ancillary uses to comprise no more than 14,999 sq.m of enclosed floor space; erection of a temporary bridge; erection of temporary structures; works of hard and soft landscaping, parking and other works incidental to the application.
- PA/13/02966; 2967 & 2969 An application for outline permission (along with an associated listed building consent application and an application for 'enabling works') has been submitted for the comprehensive redevelopment of the site.

5. POLICY FRAMEWORK

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

Core Strategy 2010

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

Managing development Document 2013

Policies	DM1	Development within the town centre hierarchy
	DM10	Delivering open space
	DM11	Living buildings and biodiversity
	DM12	Water spaces
	DM13	Sustainable drainage
	DM15	Local job creation and investment
	DM20	Supporting a sustainable transport network
	DM22	Parking
	DM23	Streets and public realm
	DM24	Place-sensitive design
	DM25	Amenity
	DM27	Heritage and the historic environment
	Allocation 16 – Wood Wharf	

Planning Guidance

Wood Wharf Masterplan SPG 2003
 Planning Obligations SPD 2012

London Plan 2011 (as amended)

Policies	1.1	Delivering the strategic objectives for London
	2.13	Opportunity Areas and Intensification Areas
	2.15	Town centres
	3.1	Ensuring equal life chances
	4.1	Developing London's economy
	4.5	London's visitor infrastructure
	4.6	Support for an enhancement of arts, culture, sport and entertainment provision

4.7	Retail and town centre development
4.12	Opportunities for all
5.10	Urban greening
5.12	Flood risk management
5.13	Sustainable drainage
6.1	Strategic approach
6.3	Assessing effects of development on transport capacity
6.9	Cycling
6.10	Walking
6.12	Road network capacity
6.13	Parking
7.2	An inclusive environment
7.8	Heritage assets and archaeology
7.15	Reducing noise and enhancing soundscapes
7.19	Biodiversity and access to nature
7.25	Increasing the use of the Blue Ribbon network for passengers
7.27	Blue Ribbon Network: Supporting infrastructure and recreational use.

6. CONSULTATION RESPONSE

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

6.2 The following were consulted regarding the application:

LBTH Environmental Health – Noise

6.3 No objections subject to the proposed management plan being adhered to and that event should not continue beyond 11pm. Environmental Health also confirm that there has been no noise complaints in the period of the last temporary uses permission.

LBTH Environmental Health - Contamination

6.4 No objections raised.

LBTH Ecology

6.5 Part of the application site (Plot B) is within a Site of Borough Grade I Importance for Nature Conservation. Clearly, with the extant planning permission for Wood Wharf, this area of habitat is not likely to survive in the long term, but its loss will be mitigated in the permanent development through biodiverse roofs and other features to provide habitats. The proposed landscaping of this area could provide some opportunity to safeguard/incorporate some biodiverse planting and, as before, the loss of this area is considered acceptable subject to reserving details of landscaping by way of condition.

LBTH Highways

6.6 Highways raise concern regarding some of the assumptions to assess traffic generation and consider that the sites chosen for comparison are unsuitable and do not lend themselves to provide an adequate assessment of this proposal. Highways acknowledge these are the same concerns as previous applications which have been approved by Development Committee.

LBTH Waste Management

6.7 No objections.

Canal and River Trust

6.8 The Canal & River Trust has no objections to the proposed development, which continues the temporary uses that have occupied this site for some time.

We are very supportive of the provision and use of the moorings on this site, that help animate the waterspace, and of the open public access to the dock edges.

English Heritage

6.9 This application should be determined in accordance with national and local policy guidance and on the basis of LBTH's specialist conservation advice.

English Heritage Archaeology

6.10 The current proposals are unlikely to have an effect on any significant heritage assets of archaeological interest. There is no need for an archaeological assessment.

Environment Agency

6.11 The Environment Agency is satisfied with the drainage proposals and confirms that mitigation measure(s) as detailed in the submitted Flood Risk Assessment and Addendum 1 and 2 should be secured by condition.

Transport for London

6.12 TfL have no objections subject to the following condition:

- Development shall not commence until detailed design and method statements, for all the foundations, basement and ground floor structures or for any other structures that are more than 1m below ground level, including piling (temporary and permanent) have been submitted to and approved in writing by the local planning authority in consultation with London Underground.

Crossrail Limited

6.13 Crossrail raise no objections subject to the following conditions:

- 1 Development not to impede access to Crossrail works site.
- 2 Where Crossrail Ltd need access to Bellmouth Passage, the temporary pontoon bridge shall be removed within 24 hours upon Crossrail serving Notice on the applicant.

Port of London Authority

6.14 The PLA raises no objection to the proposed development. However, it is 'disappointed' that the applicant has not considered river bus as a mode when forecasting how visitors will access the site.

7. LOCAL REPRESENTATION

7.1 A total of 520 neighbouring properties within the area shown on the map appended to this

report were notified about the application and invited to comment. The application has also been publicised in East End Life and on site. The number of representations received in response to notification and publicity of the application were as follows:

No of individual responses: 5 Objecting: 5 Supporting: 0

- 7.2 Two of the representations object on the basis of noise and disturbance; one objects to the additional pressure on road infrastructure; one objects to the effects of competition on a local convenience store; one representation states that the proposal would not benefit surrounding residents or the local community; and another relates to the current application for the comprehensive redevelopment of the site rather than this application.

8 MATERIAL PLANNING CONSIDERATIONS

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

- Land Use
- Access, Highways and Servicing
- Design
- Heritage Assets
- Amenity
- Flood Risk
- Ecology and biodiversity
- Employment Opportunities and Community Benefits

Land Use

- 8.2 London Plan Policy 2.13 (Opportunity Areas and Intensification Areas) identifies the Isle of Dogs as an Opportunity Area for regeneration and recognises the importance of the Canary Wharf as a focus for commercial activity. London Plan Annex 1 recognises that the northern part of the Isle of Dogs is an Opportunity Area that is at the heart of London's World City offer.
- 8.3 The Core Strategy Vision for Canary Wharf states that the area will retain and enhance its global role as a competitive financial district. A priority for the area is to enable mixed use redevelopment of Wood Wharf. The Core Strategy designates Canary Wharf as a Major Centre. The Development Management DPD (Post EiP version) allocates the Wood Wharf site (Allocation 16) for a comprehensive mixed-use development opportunity required to provide a strategic housing development, an Idea Store, a health facility and a district heating facility. The development will also include a substantial amount of commercial floorspace and other compatible uses.
- 8.4 The Council has also produced the Wood Wharf Masterplan (December 2003) and the Isle Of Dogs Area Action Plan (2007) which further develop planning policy for the area.
- 8.5 Core Strategic Objective S015 seeks to support the thriving and accessible global economic centre at Canary Wharf as it provides benefit to regional and local economies. Policy SP06 seeks to maximise the delivery of investment and job creation in the Borough and recognises the roles that Canary Wharf has in delivering job growth across the region and sub-region.
- 8.6 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 declined significantly. The area of Wood Wharf included within this application site has been cleared of all buildings

and has been temporarily landscaped.

- 8.7 The application seeks permission for a temporary change of use of the land. Permission would be given to use the site for uses falling within D1 (Non- residential Institutions), D2 (Assembly and Leisure) and as a theatre and for outdoor exhibitions. Permission would also be given for A3 (Café and Restaurant) and A4 (Drinking Establishments) uses on each plot – except for D2 use. The proposed Management Plan would allow sports events but not other Assembly and Leisure uses (such as a cinema) on Plot B.
- 8.8 The Applicant has stated the site would be used for a range of uses including exhibitions, corporate hospitality, sporting and cultural events.
- 8.9 The provision of space for corporate hospitality, exhibition and events plays an important role in supporting the role of Canary Wharf as a centre for economic activity. There is limited space within Canary Wharf to provide these types of uses.
- 8.10 The application site benefits from very good public transport links and is adjacent to Canary Wharf, a Major Town Centre where policy seeks to maximise economic activity. The application proposal is considered to be a good short-term use of land pending its comprehensive redevelopment as it would support the function of Canary Wharf as a business centre.
- 8.11 The Canal River Trust supports the active use of the otherwise vacant site. The proposed further period of use would accord with the requirements of Core Strategic Objective S015 which seek 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.
- 8.12 As before, it is recommended that a condition be attached to any permission removing the permitted development rights (Part 4, Classes A and B of the General Permitted Development Order) relating to temporary structures and uses.

Access, Highways and Servicing

Accessibility and Movement

- 8.13 Core Strategy Policy S020 seeks to deliver a safe, attractive, accessible and well-designed network of streets and spaces. Policies DM20 and DM23 of the Development Management Document require developments to be integrated with the transport network, be well-connected with the surrounding area and create safe and attractive streets. Policy SO14 seeks to plan and manage the Borough's waste efficiently. Policy SP05 seeks to implement the Borough's Waste Hierarchy.
- 8.14 The site currently has a PTAL rating of 4 (which is categorised as 'Good'). The Transport Statement estimates that a maximum of 14,000 people could attend events on the site. An approximate total of 1,750 staff could be employed on site at any one time (this would include security, catering, cleaning, stewarding and administration).
- 8.15 Based on what officers consider to be reasonable assumptions of maximum number of visitors and staff, modal split and trip generation, the Transport Statement demonstrates that the likely impacts on public transport loadings (Jubilee Line, DLR and buses) would be minimal. It also demonstrates that the pontoon bridge and other proposed pedestrian routes are sized appropriately to cater for expected demand. In response to comments made by the Port of London Authority, the applicant has submitted supplementary transport information that predicts that approx. 0.9% of people accessing the site would be likely to use the river bus to travel to and from an event. This equates to a maximum net increase of 34

passengers by Riverbus generated by a typical event in the peak arrival hour. This is a relatively small number of people and would have a negligible impact on the Transport Assessment. The proposed Management Plan requires the applicant to promote sustainable travel, including cycling and the use of the Riverbus.

- 8.16 TfL has not raised concerns in relation to public transport capacity as a reason to limit the number of events and officers are not aware of any significant transport problems associated with the temporary uses and events that have taken place to date. Given this, officers do not consider there is a transport case for seeking to limit the number of events.
- 8.17 The existing pontoon bridge provides convenient and step-free pedestrian access to the site from Montgomery Street. Whilst the geometry of the bridge (with right-angle bends) makes it inconvenient for a cyclist to navigate, particularly when pedestrians are also using it, it is possible for cyclists to dismount and walk their bike over. Alternatively, cyclists would be able to park their bike either on site at one of the proposed spaces or at one of the existing bike stands on Montgomery Street. Pedestrian access would also be possible from the existing staircase leading down from Cartier Circle and there is an existing water-level step free path running around the base of the 20 Churchill Place to the site. This and the existing footways on the site that run alongside roads would provide a continuous pedestrian route from Preston's Road to the Canary Wharf Estate. The site layout would also include the provision of a Dock Edge Pedestrian Route around the majority of the dock edge.
- 8.18 The temporary footbridge will be open for use by the public between the hours of 08.00 and 20.00 during summer months (June-September) and between 10.00 and 18.00 (or during daylight hours, whichever is greater) during other times of the year, and at all times for an hour prior to, and for an hour after events, and at all times during events on the site taking place.
- 8.19 The applicant has stated that for reasons of safety and security, it is not prepared to allow public access across Plot B when events are not being held on the plot or to provide all year round access across this plot. Officers consider that this is reasonable, particularly as a continuous pedestrian access route (albeit with steps) would be provided along the Wood Wharf Estate road up to Cartier Circle.
- 8.20 Highways has asked that a way-finding strategy be developed for the site as a whole and for individual events where practical. The Management Plan commits the applicant to implement a signage strategy.

Car, Cycle and Coach Parking

- 8.21 The application does not propose any significant on-site private car-parking. Car parking would be limited to a maximum of 8 staff and a minimum of 2 disabled wheelchair parking bays on Plot A and a maximum of 4 staff and a minimum of 2 disabled wheelchair parking bays on Plot B. The proposed disabled parking bays are a minimum provision and the Management Plan ensures that disabled people will be able to book a parking space at the time of buying a ticket to an event on a first come first served basis.
- 8.22 The proposed Parameter Plan Schedule allows for a maximum of four coach parking spaces on the site and the Indicative Servicing and Parking Locations plan identifies an acceptable indicative location.
- 8.23 40 Sheffield style stands (80 cycle spaces) are proposed on plot A and 20 stands (40 cycle spaces) are proposed on plot B. These would serve both visitors and staff and are proposed to be located in appropriate parts of the site. This level of provision generally accords with

the standards in Policy DM21 of the Local Plan.

Taxi Provision

- 8.24 The Transport Statement predicts that taxis generated by maximum site use are likely to be in the order of 40 two-way movements per hour at peak times, with a maximum arrival frequency of one every 96 seconds. Accordingly, a drop-off and pick-up area for up to 6 taxis is also proposed near the main eastern entrance to Plot A. Officers consider this to be acceptable.

Servicing and Deliveries

- 8.25 The Transport Statement also considers the likely construction and servicing requirements of the development. It is estimated that the construction of marquees would generate a maximum of 8 lorry deliveries per day during the low season and 12 lorry deliveries a day during the high season. During periods of operation, the servicing demands for the site are likely to equate to the arrival of a maximum of 49 trips a day during the low season and up to 53 trips during the high season. These vehicles would access the site via the existing turn off from Preston's Road. The use of this access for construction and service traffic and the proposed volumes of traffic are considered to be acceptable.
- 8.26 Conditions allow for deliveries and servicing to take place either side of the morning peak period on Mondays to Fridays (i.e. the permitted times would be between 07.00 and 08.00 and from 09.00 to 16.00) and on Saturday evening (19.00 to 20.00) and on Sunday mornings between 10.00 and 13.00, to enable a greater variety of community based events to be able to be held.

Monitoring

- 8.27 As before for the previous permission, it is recommended that monitoring for at least one major event every 6 month period takes place and the results shared with LBTH to further understand the implications of the events on traffic.

Design

- 8.28 In broad terms, Core Strategy Policy SP10 seeks to promote the importance of good design. Planning policies place particular emphasis on the importance of ensuring development has proper regard to adjacent waterways.
- 8.29 The application seeks permission for the retention of the existing temporary landscaping and pontoon bridge and the continued erection of temporary structures (marquees) to facilitate the use of the site for events. The existing temporary landscaping on Plot A and pontoon bridge and associated development achieve a very good standard of design in terms of site layout, scale and use of materials. As with the initial permission, the proposed permission would allow marquees to be erected for the full duration of the proposed two year period. However, in practice the applicant has stated that the structures are only likely to be erected on a short term basis as and when they are required and this is what has happened over the previous twelve month period.
- 8.30 The site is unusual in that it is large, cleared of previous buildings and (for the most part) relatively distant from neighbouring properties. In this context, there is room for a greater degree of flexibility in terms of site layout, scale and appearance of development than might otherwise be the case. The nature of the proposed temporary event uses is such that a degree of flexibility in terms of site design is necessary. The Management Plan limits height of structures to 12.95m. This equates to a 4-storey residential building and temporary

structures of this size are considered acceptable on all parts of the site.

- 8.31 The proposed degree of certainty about the scale and appearance of the structures that would be installed on the site is considered acceptable and the parameter plans also clearly demarcate the areas in which the structures could be installed and the extent of the plot coverage.
- 8.32 The Jubilee Line running tunnels are under part of Plot A and TfL has requested that detail of all development below ground level. Accordingly, it is recommended that a condition is attached to any permission relating to development in Plot A that is greater than 1m below ground level (hence allowing for pegs and other shallow structures associated with marquees).
- 8.33 In overall terms the proposal will deliver a significant improvement in the current appearance and general condition of the site. The scheme would create a vibrant and attractive place which makes good use of the waterside location. The scheme will maintain pedestrian access through the site and accords with the requirements of Core Strategy 2010 Policy SP10, which seeks to ensure that buildings and neighbourhoods promote good design principles.

Heritage Assets

- 8.34 Core Strategy policy SP10 and policy DM27 of the Development Management Document require development to protect and enhance the borough's heritage assets (including conservation areas and listed buildings), their setting and their significance as key elements of developing the sense of place of the borough's distinctive 'Places'. Similar policy objectives are included in London Plan policy 7.8.
- 8.35 The site is adjacent to the Crossharbour Conservation Area. Some of the dock walls within the site are Grade I Listed. The existing temporary pontoon bridge is set approximately 50mm away from the wall and does not adversely affect the historic fabric of the dock wall itself and the temporary impact on its setting is considered acceptable. The proposed Management Plan requires all other structures to be set back 1m from dock walls and temporary structures should safeguard the character and appearance of the conservation area. Given this, the proposals comply with the policies referred to above.

Amenity

Noise – Policy

- 8.36 Core Strategy 2010 Objective SO10 seeks to deliver healthy and liveable neighbourhoods. Core Strategy Policy SP03 (2a) seeks to address the impact of noise and air pollution in the Borough by minimising and mitigating the impact of noise. Core Strategy Policy SP10 (4) seeks to ensure development protects amenity.
- 8.37 Policy DM25 Development Management Document seeks to ensure that proposals do not result in unacceptable levels of noise.
- 8.38 The Application has been accompanied by an Acoustic Planning Report which considers the likely noise impacts from the development in three main areas:-
- a. Noise from any temporary plant;
 - b. Noise during activities during events (internal and external); and,
 - c. Noise from increased traffic flow and construction.

Plant Noise

- 8.39 There are sensitive residential noise receptors that could be affected by the proposed development. These include the houseboats in Blackwall Basin, residential properties in Trafalgar Way, along Preston's Road/Lovegrove Walk and to the south at Marsh Wall. There are also existing office and leisure uses on the Wood Wharf site. The survey has provided the results of noise monitoring to establish the baseline conditions.
- 8.40 The Acoustic Planning Report sets maximum noise output levels that must not be exceeded for plant running on each plot and it is recommended that a condition is placed on any permission to require any plant installed on the site to achieve the noise limits set in this Report.

Event Noise

- 8.41 The noise from the events themselves would largely be controlled through the proposed Management Plan and includes restrictions on uses, amplified sound and live music, particularly in relation to Plot B, which is closest to existing housing and other measures to give advance notice to residents and deal with any complaints. The tables below set out the proposed restrictions and measures alongside the current ones.

Table 1 – Plot A

Duration of use	Life of consent
Uses	All proposed uses allowed
Hours of Operation	08:00 to 23:00
Live music	Allowed
Amplified music	Allowed
Advance notice	Applicant to provide advance notice of any proposed live music event to occupiers of buildings in a defined area* and post advance notice on its web site
Hotline	Applicant to set up, staff and advertise a hotline during all events involving live music or amplified so that local people can contact a person about any noise disturbance and share with LBTH the details of any complaints and action taken in response.

**Applicant to provide at least 7 days advance notice of any proposed live music event on Plot A by delivering leaflets to occupiers of buildings within 150m of the Plot and by posting notice on the Canary Wharf website. The leaflet and notice shall include details of the CWL Noise Hotline*

Table 2 – Plot B

	Proposed
Duration of use	Only April to September (24 weeks per year)
Uses	Leisure and Assembly (D2) uses not allowed (other than for Sport)
Hours of Operation	08:00 to 23:00
Live music	Not allowed
Amplified music	Not allowed

- 8.42 To control live music noise, the Management Plan confirms that the applicant will ensure that

all events held on the site comply with the Noise Council's Code of Practice on Environmental Noise Control at Concerts.

- 8.43 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.
- 8.44 Other activities associated with the use of the site could also cause amenity impacts. These could simply be the noise and activity caused by a very large number of people on the site, or from more specific noise sources, such as a PA system.
- 8.45 The site is within the Major Centre at Canary Wharf, and is in an Opportunity Area where higher levels of activity are encouraged. With the exception of its northern tip, Plot A is relatively remote from residential properties. There is some office, warehousing and leisure accommodation nearby, but these are not considered to be noise sensitive.
- 8.46 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 stop at 23.00 hours which would give event visitors the opportunity to make their way home via public transport.
- 8.47 Plot B is more sensitive, as it is closer to residential properties. However, the applicant is proposing that this Plot is only used during the high summer season of April to September. As with Plot A, the hours of operation would be limited to 08.00 to 23.00. The proposed Management Plan would prohibit live music, the use of amplification or assembly and leisure uses, as set out in Table 2. These controls would limit the likely impact of general activity, noise and disturbance.
- 8.48 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.

Traffic and Construction Noise

- 8.49 Vehicle noise associated with events would be limited as the majority of visitors to the site are likely to make use of public transport. As discussed under the Access, Highways and Servicing Section above, the application makes very limited provision for car and coach parking and some provision for taxi drop-off and pick-up. The likely level of traffic noise is considered to be acceptable.
- 8.50 The proposed construction/deconstruction of temporary marquees and delivery and servicing times are set out below.

Table 3

	Proposed
Construction/ de-construction	07:00 to 18:00 Monday to Friday, 10:00 to 13:00 Saturday only
Deliveries	07:00 to 08:00, 09:00 to 16:00 Mondays to Fridays, 10:00 to 13:00 and 19.00 to 20.00 Saturday only 10.00 to 13.00 Sundays only

Servicing	07:00 to 08:00, 09:00 to 16:00 and 19:00 to 20:00 Mondays to Fridays, 10:00 to 13:00 and 19.00 to 20.00 Saturday only 10.00 to 13.00 Sundays only
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- 8.51 The Council's Code of Construction Practice does not allow construction activities before 08.00 Monday to Fridays as an earlier start is not considered acceptable. As with the previous permission, it is recommended that a condition be attached to any permission that prohibits work of construction/deconstruction before 08.00.
- 8.52 The implications of allowing deliveries and servicing for an hour either side of the morning peak traffic hour Monday to Friday is discussed under the Access, Highways and Servicing heading above and officers consider this is acceptable in traffic terms. Vehicular access to the Plots would be via the existing private estate road off Preston's Road, which is some distance from existing homes and this is also considered acceptable from an amenity point of view and it is therefore supported by officers

Lighting

- 8.53 The proposed Management Plan sets out maximum lighting levels for both and provides additional controls in relation to Plot B, these are considered acceptable.

Landscaping

- 8.54 Plot B has yet to be landscaped and it is recommended that the details of landscaping of this Plot are reserved by condition. This would enable officers to secure some screening along the eastern boundary, which would further help to preserve the amenity of residents of Lovegrove Walk. With these restrictions officers consider that, in planning terms, the likely impact on residential amenity would be acceptable. The same condition would also assist in mitigating potential impacts on wildlife.

Flood Risk

- 8.55 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 (FRA) and two Addendums. The FRA 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 FRA and Addendums have been reviewed by the Environment Agency, who is satisfied with the proposal subject to a compliance condition.
- 8.56 The Environment Agency has raised the issue of evacuation in the unlikely event of a tidal breach. The applicant has confirmed that in the event of serious weather warnings (or presumably flood warnings) temporary events simply would not proceed. Officers consider that the nature of the proposals and the ability to not hold events in times of heightened flood risk means that a formal evacuation plan is not needed.

Ecology and Biodiversity

- 8.57 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.

- 8.58 Part of the application site adjacent to Blackwall Basin (Plot B) comprises a series of old building foundations and areas of HGV parking and construction materials storage. The open mosaic ("wasteland") habitats support notable invertebrates such as the UK priority species Brown-banded Carder-bee and is the only area of wild habitat adjacent to the basin; this area is considered to add to the ecological value and is within a Site of Borough Grade I Importance for Nature Conservation. The applicant has submitted a summary of a Phase 1 Habitat Survey carried out in September 2012 that confirms the continued existence of these mosaic habitats.
- 8.59 The permitted long-term redevelopment of the site would result in the loss of this habitat, although this would be mitigated by incorporating biodiverse living roofs and other features to provide habitats. The temporary landscaping and use of Plot B would potentially damage these habitats with, unlike the proposed long-term redevelopment, little or no immediate opportunity to mitigate or compensate the loss of wildlife interest. However, the proposed landscaping of this area could provide some opportunity to safeguard/incorporate some biodiverse planting and, as before, the loss of this area is considered acceptable subject to reserving details of landscaping by way of condition.

Contamination

- 8.60 Policy DM30 of the Development Management Document seeks to ensure that contaminated land is properly treated and made safe before development, to protect public health.
- 8.61 The site and surrounding area have been subjected to former industrial uses, which have the potential to contaminate the area. In the absence of any proposed significant intrusive ground works, Environmental Health has requested that a condition be attached to any permission requiring a watching brief when works are underway and that if any contamination is found, the developer will liaise with the Council about appropriate action to be taken. It is recommended that such a condition be attached to any permission.

Planning Obligations

- 8.62 Core Strategy Policy SP13 states that the Council will negotiate planning obligations in relation to proposed development. The current temporary permission is subject to a number of planning obligations. These obligations and progress made in implementing them are set out as follows:-
1. Commitment to promote use of Skillsmatch for on-site employment.
The applicant has stated that the level of activity at the Wood Wharf site over the past 15 months has regrettably meant the use of Skillsmatch was not feasible for any of the events held on the site. It has confirmed, however, that as the Canary Wharf's Arts and Events team programme events for 2013/14 they would promote Skillsmatch at the Wood Wharf site.
 2. Commitment to promote use of East London Business Place And local suppliers.
The applicant has confirmed that it has written into the third party hiring agreement encouraging all event organisers to use East London Business Place where appropriate.
 3. Commitment to subscribe to London Eastside promotional services.
The applicant has confirmed that it pays an annual subscription to have Wood Wharf

listed on the London Eastside website.

4. Commitment to encourage and facilitate community and school use.
The applicant has confirmed that a number of local schools have been invited to the Wood Wharf site to visit the ship SA Agulhas which is to be used by Sir Randolph Fiennes on the world's first ever attempt to cross the Antarctic this winter (an expedition known as 'The Coldest Journey'). The schools taking part are as follows: Halley School; Cubitt Town; Holly Family Gate House (Private School); Bow School (Secondary School) and George Green (Secondary School).
5. Commitment to encourage and facilitate community and public activities on the site.
The applicant has confirmed that two of the largest events (screening of the Olympics and three separate lunch markets) were provided free of charge and open to the local community to attend.

8.63 The applicant has confirmed that it is willing for these obligations to be rolled forward as part of any renewed temporary permission and officers recommend that any renewal is subject to a s.106 agreement that does this.

Conclusions

8.64 All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out in this Report.

APPENDIX 1

Table 1: Parameter Plan Schedule	Plots	
	A	B
Plot Size	16,139 m ²	9,319 m ²
Maximum Useable Enclosed Floorspace (GEA)	14,000 m ²	8,700 m ²
Maximum Height of Temporary Structure	12.95 m	12.95 m
Maximum Site Coverage with temporary structure (%)	62%	47%
Minimum Open Space	6,839 m ²	4292 m ²
Duration of use	Life of consent	April - September for life of consent
Uses	D1/D2/A3/A4/SG	D1/D2 (sports uses only)/A3/A4/SG
Indoor/ Outdoor	Both	Both
Hours	0800 - 2300	0800 - 2300
Max. Car/Coach Parking	Coach – 4* Staff - 8 Disabled – 8	Coach – 0* Staff – 4 Disabled – 4
Min. Disabled car parking	2	2
Min. Cycle Parking Spaces	80	40

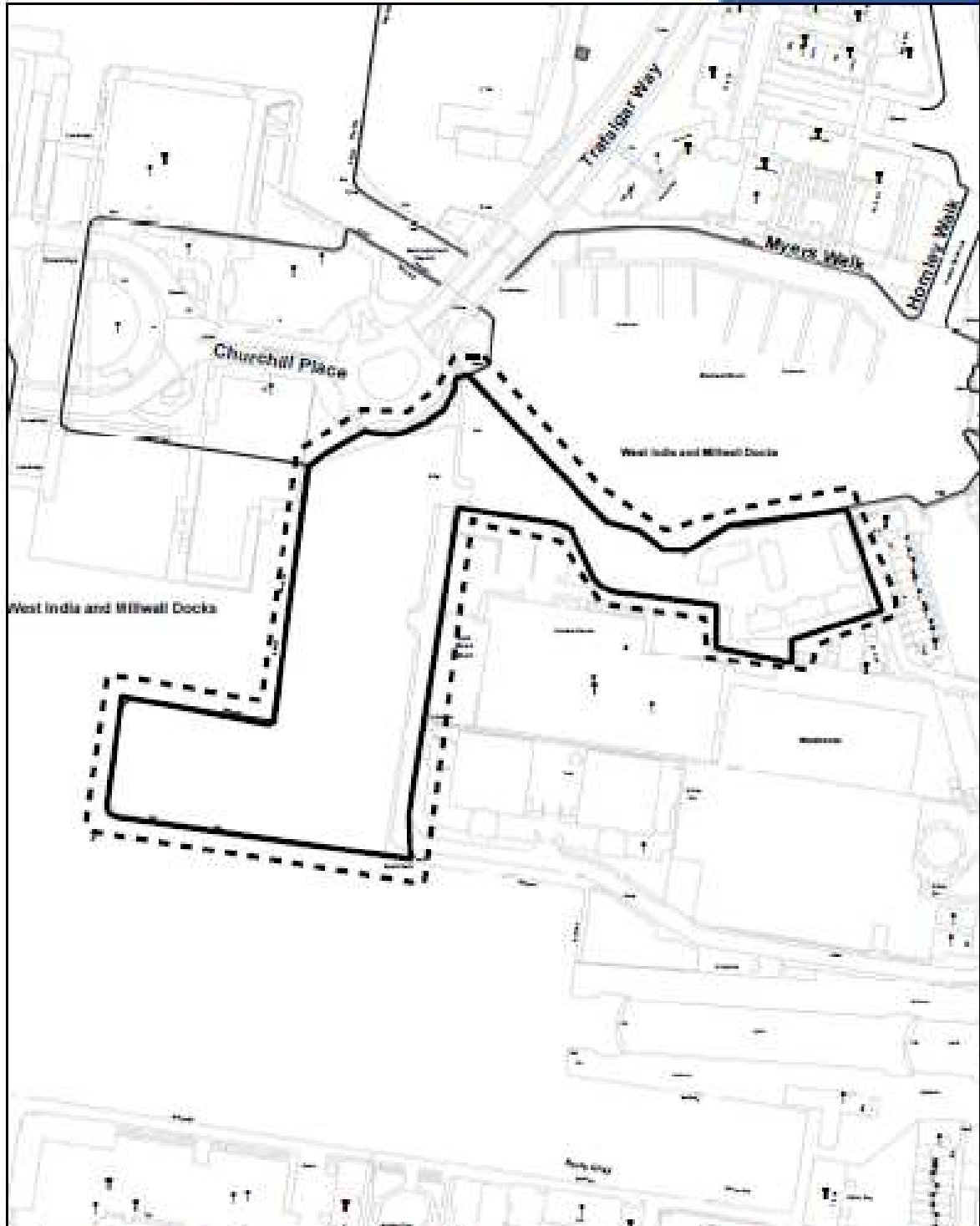
Notes – (1) site to be used for no more than 14,999 sq.m of enclosed floorspace at any one time; (ii) Note – site to be used for no more than 2,400 sq m Class A3/A4 uses; (iii) SG- Sui generis ((theatre, outdoor exhibition/sporting uses (falling outside of Class D1); and (iv) * A maximum of 4 coach parking spaces will be provided on site which will be located on either plot A and/or B

Table 2: Maximum Potential Use of Sites.

	January to March/October to December	April to September
Total enclosed floorspace	14,000 sq.m	14,999sq.m
Maximum size of Class A3/A4 unit per plot	600 sq.m	600 sq.m
Total Class A3/A4 floorspace	2,400 sq.m	2,400 sq.m
Plots in Use	Plot A	Plots A and B
Operating	Up to 7 days a week	Up to 7 days a week
Operating Hours	0800 -2300	0800- 2300

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

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 Planning Application Site Boundary

 Locally Listed Buildings

 Land Parcel Address

 Consultation Area

 Statutory Listed Buildings

0 15 m
LLU



1:2,500

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

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