

Application for Planning Permission

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Reference	PA/21/00288
Site	Blackwall Way Yard Jetty, Blackwall Way, London
Ward	Blackwall and Cubitt Town
Proposal	Full Planning permission for a riverboat station, jetty and associated works at Blackwall Yard. This application is accompanied by an Environmental Statement.
Summary Recommendation	Grant planning permission with conditions and planning obligations
Applicant	Hadley Blackwall Yard Property Limited
Architect/agent	White Arkitekter
Agent	Avison Young
Case Officer	Aleksandra Milentijevic
Key dates	- Application registered as valid on 22/02/2021 - Amendments received on 12/10/2021 - Public consultation finished on 04/11/2021

EXECUTIVE SUMMARY

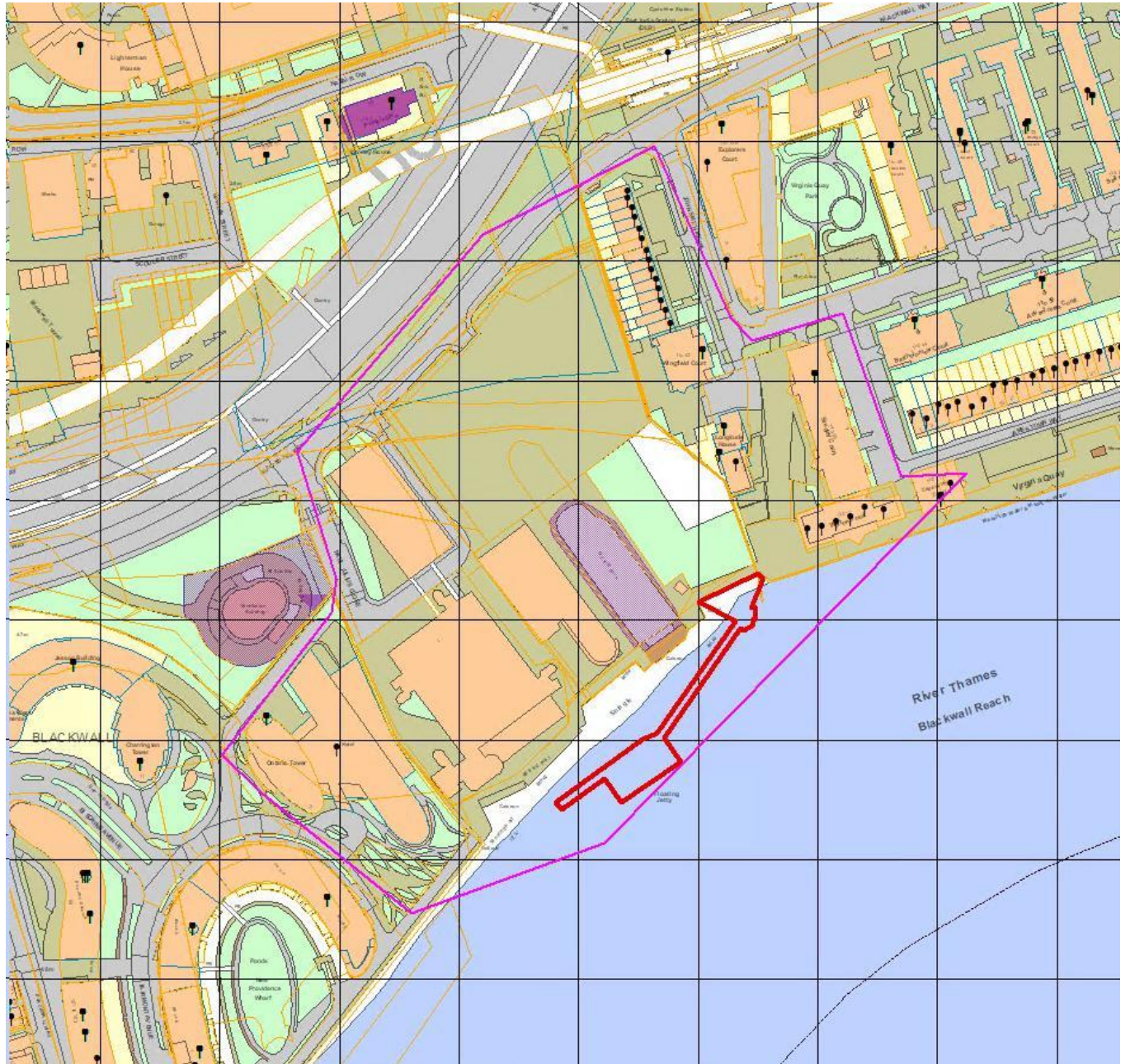
The application proposes a new riverboat station for passenger transport and associated jetty structure. The proposed station will facilitate Uber Boat by Thames Clippers (UBTC) (previously known as Thames Clippers) services to and from the site, connecting the area with other Thameside areas and riverboat stations across London from Putney to Woolwich.

The proposed structure is formed of the pontoon from which boats are accessed, brow which serves for access to the pontoon, and bankseat which further connects the structure to the Thames Path and the adjacent Blackwall Yard development scheme.

The application provides a sustainable travel mode which maximises the use of the river in accordance with the PLA's Thames Vision 2035 (2020), and provides a new pier within the Isle of Dogs and South Poplar Opportunity Area in accordance with the London's Passenger Pier Strategy (2015).

The scheme has been designed to respond to the local area, minimise the impact on heritage assets in the immediate vicinity, and mitigate environmental impacts arising from the proposal.

It is recommended that the scheme be granted conditional planning permission.



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

Planning Application Site Map PA/21/00288

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: 06 December 2021

1. SITE AND SURROUNDINGS

- 1.1 The application site is a piece of waterbody which follows the shape of the proposed jetty structure, situated within the River Thames connecting to the land at Blackwall Yard site, which is bounded by the Virginia Quay residential development to the east, Telehouse data centre to the west and Aspen Way to the north.
- 1.2 The application site forms part of the River Thames and tidal tributaries Site of Important of Nature Conservation (SINC) and also sits within the Blackwall Archaeological Priority Area. The graving dock at Blackwall Yard is grade II listed.
- 1.3 The area of the north and north-west of the application site represents an area of particularly poor air quality conditions.

2. PROPOSAL

- 2.1 The proposed development comprises a new riverboat station for passenger transport and associated jetty structure. The proposed station will facilitate Uber Boat by Thames Clippers (UBTC) (previously known as Thames Clippers) services to and from the site, connecting the area with other Thameside areas and riverboat stations across London from Putney to Woolwich.
- 2.2 Initially, the proposal included a future proofing of the cross-river ferry within the western part of the proposed pier. However, this element was omitted during the application stage.
- 2.3 The proposed structure includes three distinct parts: the pontoon, brow and bankseat. Prior to deciding on the final option, alternatives were considered as part of the evolution of the design approach, which is described in detail within the applicant's Design and Access Statement (pages 36-43).
- 2.4 The new pontoon would serve for embarking and disembarking, an interconnecting brow would be for accessing the pontoon, and the bankseat would provide two access points in the form of a bridge connecting to the land, one directly into the Blackwall Yard development and the other to the Meridian Square and Thames Path.
- 2.5 The proposed pontoon structure will be semi-enclosed with the enclosed elements for the waiting area reaching a height of a single storey. Other semi-enclosed space of the proposed riverboat station includes two small, covered seating area on the bankseat.
- 2.6 The proposed materials include timber decking for all areas, metal railings and glass balustrades. The pontoon would have a concrete base below the timber decking. The waiting booths and bankseat seating areas would be externally clad in corten steel and internally in wood.
- 2.7 The two waiting booths on the pontoon would incorporate green roofs whilst additional green features are proposed adjacent to the pontoon as modular floating planters.

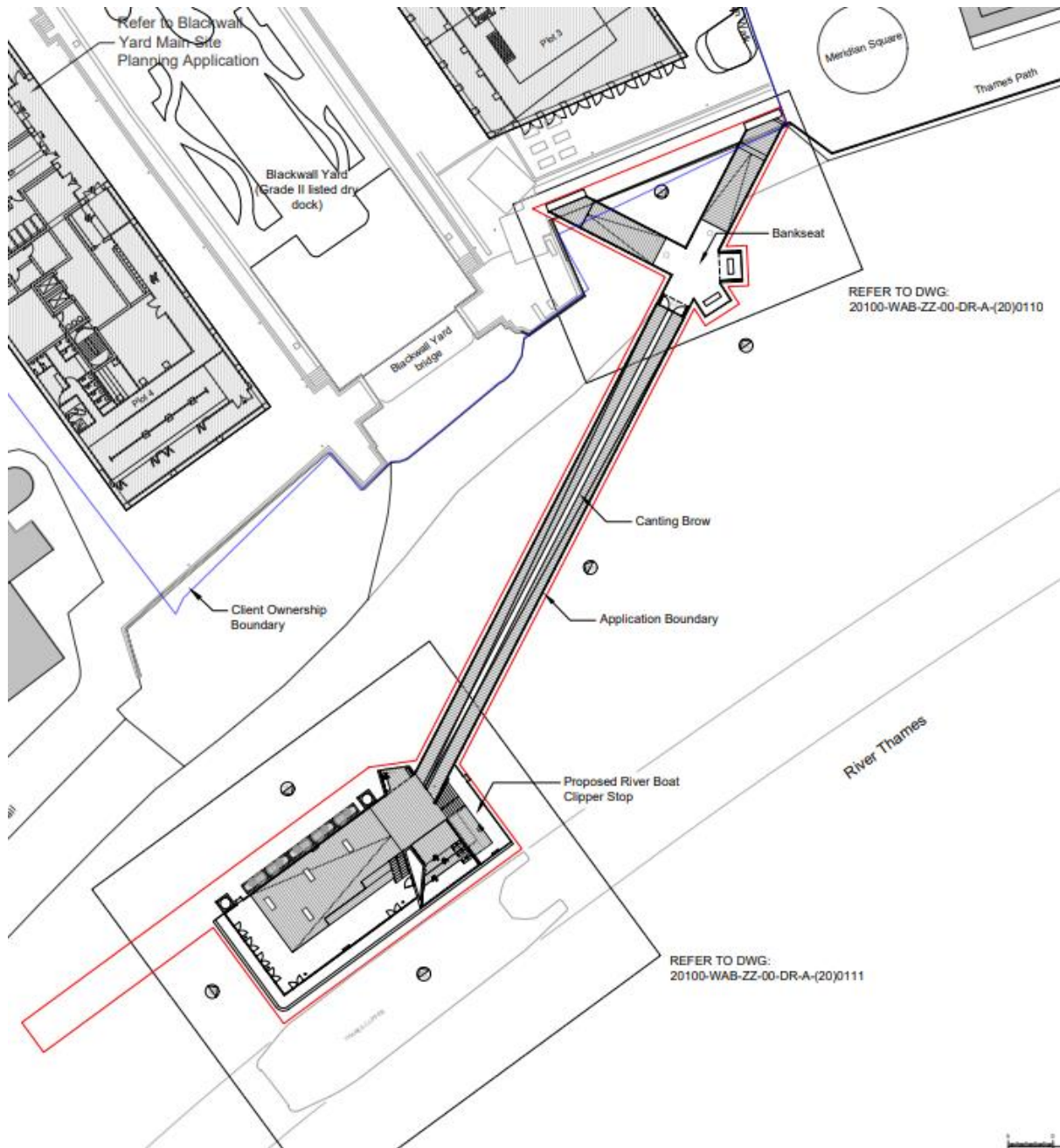


Image 1. Proposed Site Plan.



Image 2. Proposed structure viewed from the River Thames with Blackwall Yard development in the background.



Image 3. Proposed structure viewed from the Meridian Square.

3. RELEVANT PLANNING HISTORY

- 3.1 PA/20/02509 – Strategic Development Committee made a resolution to grant planning permission 14/07/2021.

Phased redevelopment of the site and construction of 5 buildings (with maximum heights of between 9 and 39 storeys) comprising residential dwellings of mixed tenure, primary school & nursery, commercial, business & service floorspace, communal floorspace, public house, realignment of & environmental improvements to Blackwall Way, associated car & cycle parking, landscaping & public realm works (including alterations to the existing graving dock), installation of plant and associated works. External repairs and alterations to Grade II listed graving dock.

- 3.2 PA/20/02510 – Strategic Development Committee made a resolution to grant listed building consent 14/07/2021.

Listed works associated with the mixed-use redevelopment of the site.

4. PUBLICITY AND ENGAGEMENT

Applicant's pre-application engagement

- 4.1 The submitted Statement of Community Involvement, prepared by London Community Agency, sets out the non-statutory consultation undertaken by the applicant at the pre-application stage and how this influenced the application and revisions to it.
- 4.2 The engagement on the proposed jetty development formed part of the consultation linked to the wider redevelopment of the Blackwall Yard site adjacent to the application site. The engagement was split across a series of Phases with the general public, focus groups and key stakeholders, as well as a pre-application presentation to the Borough's Strategic Development Committee in June 2020.
- 4.3 The final stage of engagement between August and September 2020 was conducted virtually with the agreement of the Council due to the Covid-19 pandemic and associated restrictions. The Phases are detailed below:
- Phase 1 (November 2019) – Initial engagement with Virginia Quay residents and other key stakeholders as an introduction. This included two drop-in sessions, one at the local community hall and the other at the Radisson Blue Hotel, held exclusively for residents of the Virginia Quay Estate and included questions on key principles of their vision for Blackwall Yard.
 - Phase 2 (January – February 2020) – A public exhibition, open to all, on the Applicant's early thinking for the site and in particular, the enhancement to the riverfront and introduction of a jetty for river services. The exhibition was supported by an online presence, including a dedicated website and online polling promoted through social media. One of the polls directly asked residents whether they would support a Thames Clipper stop at Blackwall Yard.
 - Phase 3 (August – September 2020) – A digital-led consultation on the designs for the Blackwall Yard Masterplan Proposals. This included the design and publishing of a panoramic virtual exhibition space which could be accessed from people's homes. This was publicised extensively through letters and printed adverts, accompanied by online animations requesting feedback on the proposals. Details were provided on information and imagery of the proposed jetty.
 - Phase 4 (November – December 2020) – A final digital-led consultation focusing specifically on the jetty proposals. The consultation was publicised extensively through printed leaflets distributed to homes and businesses, as well as social media adverts linking back to the exhibition room and feedback polls.
- 4.4 As noted in the SCI, the feedback received at the pre-application stage by the local community was positive and showed strong support for the provision of the jetty, particularly

at the final phase of consultation which only focused on the jetty. Local residents and businesses who took part in the online poll agreed that the Jetty would improve transport options for the area.

Council's statutory application consultation

4.5 The application was consulted with the public by way of planning notices, a press notice, and 483 neighbour letters.

4.6 Representations were received from the local community as a result of the Council's consultation process during the course of the application and are summarised below. The 30 day statutory consultation period for the application ended on 09 April 2021.

4.7 Following the received amendments, a re-consultation was carried for a period of 14 days, consisting of 483 neighbour letters. The consultation period closed on 4 November.

4.8 A total of 9 representations in objection were received. The following considerations were raised by objectors:

- Existing issues with the public footway around the adjacent New Providence Wharf including costs to leaseholders, anti-social behaviour and security needs and noise pollution
- Consider the impact on New Providence Wharf and ensure effective use of s106 monies for any costs of repair and maintenance
- Support for the new Thames link stop
- Air quality considerations and carbon emissions from Thames Clippers
- Adverse impact to visual amenity, privacy, daylight and sunlight, noise, and sense of security to existing residents
- Light pollution
- Potential anti-social behaviour
- Expensive prices on river services
- Lack of demand and use of river services
- Impact on house prices
- Use of the station for deliveries of building materials

4.9 It should be noted that some of the responses to the application related to the adjacent Blackwall Yard scheme and as such, were not considered to be material for the application for this riverside infrastructure. However, relevant planning issues raised for the proposed riverside infrastructure are addressed further in this report.

5. CONSULTATION RESPONSES

5.1 Below is a summary of the consultation responses received from both internal and external consultees which were all taken into consideration in the assessment detailed in section 7 of this report.

External responses

Crime Prevention Design Advisor (Metropolitan Police)

5.2 There are concerns that the jetty could be subject to misuse by local offenders gaining access to location and engaging in anti-social behaviour. A condition relating to Secured by Design standards for security measures should be added.

Environment Agency

- 5.3 EA were initially satisfied with the flood risk information and conclusions of the flood risk document; however, raised a subsequent objection. The ecology enhancements are welcomed, however, the floating tiered ecosystem island should be subject to the approval by the PLA.
- 5.4 Concerns over foreshore monitoring can be addressed by the suggested pre-commencement condition for a foreshore monitoring strategy to be submitted. The second proposed condition relates to the provision of information in the case of a need for additional improvements to the flood defences during development.

Historic England

- 5.5 No comments to make.

Greater London Archaeological Advisory Service

- 5.6 The proposal is unlikely to have a significant effect on heritage assets of archaeological interest. Any required foreshore survey and mitigation will form part of the MMO's foreshore licensing regime and as such, no archaeological requirement for this application is recommended.

Greater London Authority

- 5.7 The proposed use is acceptable and in line with policies, subject to securing the delivery of net gain in biodiversity.
- 5.8 The design approach is supported. The scale and material palette respond well to the site's immediate surroundings and would not harm the setting of nearby heritage assets.
- 5.9 The transport matters are broadly supported. The applicant should address the need to provide Legible London signage and additional cycle parking for pier users. A full Construction Logistics Plan should be submitted in line with TfL guidance and secured by condition. TfL should be consulted on the vehicular access routes prior to commencement.
- 5.10 A circular economy statement should be secured by planning condition.

Historic Royal Palaces

- 5.11 No comments received.

London Borough of Greenwich

- 5.12 No objections.

London Borough of Newham

- 5.13 No comments received.

London Fire and Emergency Planning Authority

- 5.14 No comments received.

Marine Management Organisation

- 5.15 Benthic ecology impacts should be scoped into the EIA process; however, MMO is unable to conclude that targeted benthic ecology surveys are not required until the applicant engages in separate pre-application discussion with the MMO.

Maritime Greenwich World Heritage Co-ordinator

- 5.16 No comments received.

National Amenity Societies

5.17 No comments received.

Natural England

5.18 No objection. The proposal is unlikely to affect any statutorily protected nature conservation sites.

Port of London Authority

5.19 The proposal is supported and in line with the PLA's Vision for the Tidal Thames (2016). The need for a River Works Licence should be added as an informative as part of any forthcoming planning permission.

5.20 The submitted Outline Construction Environmental Management Plan (CEMP) and details within are supported and the PLA should be consulted on the final CEMP. The PLA supports the potential for the structure to be used for deliveries and construction, and consideration should be given to this in the final CEMP and the required Delivery and Servicing Plan (DSP).

5.21 The PLA welcomes details in relation to lighting and estuary edges. It is noted that the Aquatic Ecology and Water Resources chapters of the ES state that the mitigation measures will be further developed, and the PLA should be included as a consultee.

5.22 The provision of riparian lifesaving equipment and safety measures is welcomed, and consideration should be given to the need for any such infrastructure on the bankseat area as well.

Thames Water Authority

5.23 No comments received.

The Gardens Trust

5.24 No comments received.

Transport for London

5.25 No comments received.

Internal responses

Biodiversity Officer

5.26 The marine ecology chapter of the ES seems sound. Additional information is required on the protected species. Confirmation is also needed that no dredging will be undertaken during construction or operational maintenance of the pier.

5.27 The ES shows that the proposed development will have at least minor adverse impacts on marine ecology. The mitigation and enhancement include floating rafts with emergent vegetation and submerged habitats, habitat structure added to the piles in the form of wood and rope, and a living roof on the jetty ticket office to mimic coastal shingle habitat. These will all contribute to Local Biodiversity Action Plan.

5.28 Provided there will be not significant impacts on the rare benthic species, and that no dredging will be undertake, the proposed biodiversity measure should ensure net gains in biodiversity. Full details should be provided via condition.

Design & Conservation

5.29 There are strong objections to the proposed jetty which breaks the essential bond and relationship between the graving dock and the river in an unacceptable way. Therefore, this has an adverse impact on the setting of the dock. The proposal fails to meet the objectives of s66 of the Planning (Listed Buildings and Conservation Areas) Act.

Environmental Impact Assessment (EIA) Officer

- 5.30 The Environmental Statement is considered to be adequate. The Environmental Statement assesses two applications – Blackwall Yard residential redevelopment under reference PA/20/02509, and a riverboat station, pier and association works under the subject application. The effects of the pier have not been assessed in isolation as it was considered that the pier would not come forward without the redevelopment scheme. The redevelopment scheme has resolution to grant planning permission. The chapters of the ES have a separate section on the pier application.

Environmental Health

- 5.31 *Air quality* – No objections. The air quality chapter of the ES is satisfactory. Condition regarding the construction plant and machinery and PM10 monitoring have been suggested.
- 5.32 *Contaminated land* – It is agreed that Ground Condition/ Geo-Environmental can be scoped out of the EIA. Phase 1 Ground contamination report and Phase 2 Geo-Environmental Assessment provided sufficient information. However, the report recommended further ground gas monitoring, further to resting to confirm waste classification and further ground water monitoring. A pre-commencement condition is proposed to deal with the details.
- 5.33 *Noise* – A condition relating to restrictions on construction activities should be secured.

Health Impact Assessment (HIA) Officer

- 5.34 The jetty will enable riverboat services and a cross-river ferry to connect the site and the immediate surrounding area to the existing river transport network. This is welcome to promote active travel. The public engagement about the potential of this new service was positive. More general safety issues, including emergency procedures, provision of safety equipment have been covered in the Design and Access Statement.

Suds officer

- 5.35 No comments received.

Transportation & Highways Officer

- 5.36 The proposal would expand more sustainable travel modes and is supported. A commitment towards carbon neutral/ negative vehicles should be explored and conditioned. There are no concerns in terms of the impact of the proposal on the safety and capacity of the public highway.

6. RELEVANT 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
 - Tower Hamlets Local Plan 2031
- 6.3 The key development plan policies relevant to the proposal are:

Land use (use of waterways, provision of river infrastructure)

- London Plan policies: SI14, SI15
- Local Plan policies: S.OWS2, D.OWS4

Design and Heritage (layout, scale, appearance, materials, heritage)

- London Plan policies: D4, D5, D8, D11, HC1

- Local Plan policies: S.DH1, D.DH2, S.DH3

Amenity (noise, construction impacts)

- London Plan policies: D14
- Local Plan policies: D.DH8

Transport (sustainable transport, highways impact, servicing)

- London Plan policies: T1, T4, T7
- Local Plan policies: S.TR1, D.TR2, D.TR4

Environment (air quality, biodiversity, contaminated land, flooding, noise)

- London Plan policies: G5, G6, SI1, SI5, SI12,
- Local Plan policies: S.ES1, D.ES2, D.ES3, D.ES4, D.ES8, D.ES9

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

- National Planning Policy Framework (2021)
- National Planning Practice Guidance (updated 2019)
- LP Land for Industry and Transport SPG (2012)
- LBTH Planning Obligations SPD (2016)

7. PLANNING ASSESSMENT

7.1 The key issues raised by the proposed development are:

- Land Use
- Design & Heritage
- Neighbour Amenity
- Transport
- Environment
- Infrastructure
- Equalities and Human Rights

Land Use

River infrastructure provision

- 7.2 London Plan policy SI15 states that development proposals should protect and enhance existing passenger transport piers and their capacity. It is also stated that new piers will be supported in line with the Port of London Authority (PLA) and Transport for London's (TfL) Passenger Pier Strategy.
- 7.3 Local Plan policy S.OWS2 sets out a number of strategic aims for the borough's waterways which proposals should meet. These include protection of water spaces' integrity, promotion of water spaces for passenger movement, and maximisation to contribute towards aesthetic, ecological and biodiversity values in line with the Tower Hamlets Local Biodiversity Action Plan.
- 7.4 The PLA's Thames Vision 2035 (2020) recommends the maximisation of the river and in particular a better integration of piers and river services with other transport modes. Similarly, the Mayor's Transport Strategy promotes new piers which could be provided as part of riverside development and would help enable new river service connections.
- 7.5 London's Passenger Pier Strategy (2019) proposes a new pier within the Isle of Dogs and South Poplar Opportunity Area. One of the principles for working with stakeholders includes to encourage the delivery of more privately-funded, developer-led piers, particularly in east London.

- 7.6 The Isle of Dogs and South Poplar Opportunity Area Planning Framework (OAPF) (2019) supports a new river services pier to the east of the Opportunity Area which would enable more direct links to North Greenwich.
- 7.7 At present, the closest boat service runs from and to Trinity Buoy Wharf, connecting it with North Greenwich Pier. However, this is a two-stop service, and it is not wheelchair accessible. In terms of other river bus services, including UBTC, the closest station is Canary Wharf Pier on the northern bank of the river and North Greenwich on the southern bank of the river.
- 7.8 The proposed location for a riverboat station is strongly supported in policy documents, particularly given the expected developments in this area of the borough.
- 7.9 The proposed riverboat station would introduce a river transport mode to existing and future residents in the area. In addition, the proposed station would contribute to the local transport interchange consisting of the East India DLR and surrounding bus stations.
- 7.10 The applicant has submitted a Jetty Feasibility Study which included an analysis of the surrounding transport network. The feasibility study concluded that, amongst other things, the proposed jetty would help in alleviating pressure on the existing transport network and provide a key link to North Greenwich.
- 7.11 The applicant provided additional information on the proposed operating hours which would be limited to within period 7-9am and 6-9pm weekdays and 8.30-10pm weekends. As suggested in the ES, times of operation and number/ frequency of vessels will be conditioned to be provided prior to first operation.
- 7.12 It should be noted that in terms of vessel movements, the proposed riverboat station will not generate additional river boat movements but provide a new stop for the existing river bus services.
- 7.13 To conclude, the proposed riverboat station satisfies the relevant policies mentioned above. As such, it is considered acceptable, subject to other impacts which have been detailed in the sections below.

Design & Heritage

- 7.14 London Plan policy SI17 states that development proposals should support and improve the protection of the distinct open character and heritage of waterways and their settings.
- 7.15 Local Plan policy D.OWS4 details the strategic aims from policy S.OWS2 and additionally requires developments to not result in the loss or covering of the water space unless for water-related or water-dependent uses, and not to have an adverse impact to the openness of the water space.
- 7.16 London Plan and Local Plan policies generally require the delivery of high quality design which respects the local character of the area.

Layout

- 7.17 The proposed layout includes three distinct sections of the structure which include the pontoon, access brow and bankseat with two access points. On the pontoon, the access to/from the boat is along the long section on the southern edge, as shown on the image below.



Image 4. Proposed structures and river services boat.

- 7.18 The layout of the structures was subject to a number of constraints required by the Port of London Authority and other planning and building control requirements. These include the offsets from vessel draft, navigation channel and berthing line, the position of landings within the Blackwall Yard development's redline boundary, accessibility of the structures in accordance with Part M of the Building Regulations, as well as environmental constraints for the piles.
- 7.19 The operational requirements of the jetty included the waiting space, oyster card readers, safety buoys, safety ladders and a form of a shelter. The proposed semi-enclosed structures were positioned so that they are protected from winds.
- 7.20 The applicant has several layout options as presented in the submission documents. The proposed layout successfully responds to various policy and consultees' requirements whilst creating a pleasant environment for the proposed riverboat station.

Scale and Massing

- 7.21 The proposed structure would be mainly open with enclosed spaces within the bankseat and pontoon reaching the height of a single storey, as shown in the elevational drawing below.

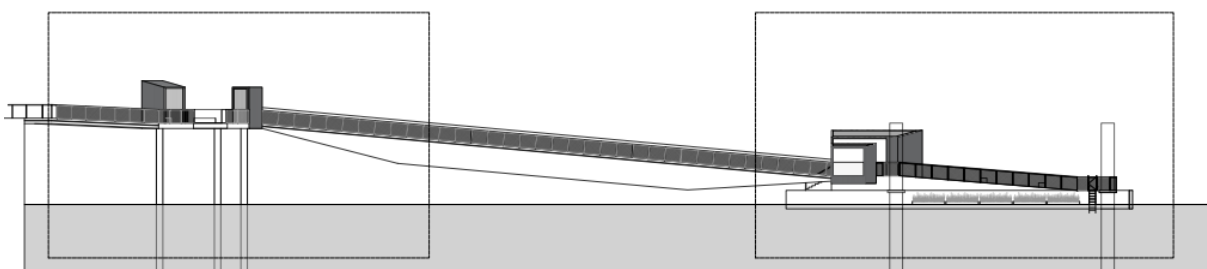


Image 5. Proposed north west elevation.

- 7.22 The proposed scale and massing support the functional spaces of the proposed riverboat station and its access structures. As such, this is considered acceptable.

Appearance & Materials

- 7.23 The proposed materials include timber decking for all areas which appears appropriate material for the setting of the River Thames. The proposed pontoon would also have a concrete base to ensure its longevity.

- 7.24 Similarly, the proposed metal railings and glass balustrades are considered to be robust. In relation to the proposed enclosed structures, corten steel cladding and wooden materials are considered to be sensitive to the surrounding area and the adjacent Blackwall Yard redevelopment scheme.
- 7.25 To summarise, the proposed materials are of high quality and would ensure robust riverboat structures.

Landscaping & Public Realm

- 7.26 With regards to landscaping, the proposed jetty structure was designed to represent a continuation of the landscape design within the adjacent Blackwall Yard redevelopment.
- 7.27 As seen in the image below, the relationship between the adjacent development and proposed jetty structure is also proposed through the landscape pavilion within the graving dock which is of the similar form and materials as the semi-enclosed structure forming part of the riverboat structure.



Image 6. Proposed structure with the Blackwall Yard development in the background.

- 7.28 The proposed green features in the form of biodiverse roofs and modular floating planters would positively contribute towards the appearance of the proposed structures and as such, are welcomed.

Safety & Security

- 7.29 The proposed safety features include two safety ladders and three lifebuoys along the pontoon which is considered appropriate for the scale of the proposed riverboat station.
- 7.30 When the station is not use, such as outside of working hours, the entrance portal with lockable metal railings at the end of the bankseat would ensure that the pontoon is secure.
- 7.31 However, the Crime Out Design Officer raised concerns about potential anti-social behaviour. A Secured by Design condition, as suggested, is proposed to ensure that the proposed structures incorporate standards for security measures.

Built Heritage

- 7.32 Statutory tests for the assessment of planning applications affecting listed buildings is set out in section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires developments to have special regard to the desirability of preserving the listed structures and their settings.

- 7.33 The National Planning Policy Framework requires the decision maker to distinguish between 'substantial' and 'less than substantial harm' caused to the listed structures. The level of harm should be weighed against the public benefits of the proposal.
- 7.34 Further details on assessments to listed buildings are embedded in London Plan policy HC1 and Local Plan policy S.DH3 which require developments affecting heritage assets and their settings to conserve their significance by being sympathetic to them.
- 7.35 The application site is immediately adjacent to the Blackwall Engineering dry dock which is a grade II listed structure. The listed graving dock was built as a dry dock at the end of 18th century, however, it has been modified and altered over time as its use evolved over time. The graving dock was listed in 1983, before being partially concreted in and extensively modified in 1989.
- 7.36 The adjacent Blackwall Yard development seeks to reopen to access to the listed dock, which has been restricted to the public for over 30 years. The proposal for the riverside infrastructure only considers the impact to the setting of the graving dock as the proposal would not result in the loss of any of the listed features.
- 7.37 The Council's heritage and design officers raised significant concerns regarding the adverse impact to the setting of the listed structure. The main reason for this is the loss of the historic relationship between the dock and the river due to the proposed riverboat station and its structures.
- 7.38 The introduction of the pontoon, access brow and bankseat structures to access the river services would break the relationship between the listed graving dock and the river Thames. However, it should be acknowledged that this would only impact the setting of the dock and no interventions are proposed to the dock structures.
- 7.39 The ES reported moderate to major beneficial effects on the grade II listed dry dock as a result of the new Blackwall Yard development scheme and the jetty proposal. Particularly relating to the jetty structures, the beneficial effects would arise as a result of the creation of new views and enhancement of the public access and appreciation of the listed structure given that the proposal would be a unique opportunity to view the dock wall directly from the river in a resting state.
- 7.40 Nonetheless, the proposed jetty structures would result in the impact to the setting of the listed dock. Given the level of the impact, it is considered that the proposal would result in less than substantial harm to the significance and appreciation of the listed dock.
- 7.41 In consideration of the identified harm, paragraph 202 of the NPPF requires this harm to be weighed against the public benefits of the proposal.
- 7.42 The proposal would result in the creation of an additional riverboat station which would serve the wider community in the area as it would be publicly accessible. The opportunity to use river bus services would contribute towards securing more options for the residents to use sustainable travel modes and reduce reliance on car-dependent modes. As such, the nature of the proposal could be considered a public benefit in itself.
- 7.43 Additional public benefits would include the public realm within the bankseat from which the listed structure could be additionally viewed, and construction phase contributions including the use of local procurement and local labour, and financial contributions towards skills and training.
- 7.44 Officers consider that the identified public benefits arising from the proposal would, on balance, outweigh the less than substantial harm caused to the setting of the listed graving dock through the impact on its setting. In reaching this view, Officers have taken into consideration the beneficial effects of the proposal.

Archaeology

- 7.45 Given the potential of the proposed works to affect industrial archaeological remains connected with the historic Blackwall Yard shipyard. The application has been referred to the Greater London Archaeological Service (GLAAS).
- 7.46 The application was not supported by a foreshore survey which would provide details on riverine impacts on archaeology. However, GLAAS are content that it is unlikely that the proposal will have a significant effect on heritage assets of archaeological effect, most likely due to the erosion that will have taken place and the likelihood of not much of particular structural significance in this location.
- 7.47 In addition, GLAAS have confirmed that any foreshore survey and mitigation measures relating to archaeological assets, if and when required, will be secured through the Marine Management Organisations' licensing regime.

Neighbour Amenity

- 7.48 Development Plan policies seek to protect neighbour amenity safeguarding by not creating allowing unacceptable levels of noise and construction disruption.
- 7.49 Due to the nature of the proposal and its distance from neighbouring properties, it is not considered that there would an adverse impact to privacy and daylight and sunlight conditions of the neighbouring residential properties.
- 7.50 An objection received by a resident raised concerns about the impact to their outlook however, given the scale and height of the proposal together with the proposal being at a distance from the nearest residential window, there would be no immediate impact to the outlook. Furthermore, there are no protected views affected by the proposal.
- 7.51 Similarly, the lighting impact to the surrounding residential units is considered to be limited given the distance between the jetty structure and residential uses. However, a condition will be secured to ensure that the lighting is acceptable both in terms of ecological and amenity impacts.

Noise & Vibration

- 7.52 The information relating to noise is contained within Chapter 11 of the ES and a separate Jetty Noise Impact Assessment.
- 7.53 The assessment models the noise impacts of two potential noise sources at the site – the movements of UBTC boats and the movements of the cross-river ferry boat.
- 7.54 The applicant has provided additional information in relation to the smallest distance between the proposed pier and residential units, and the exclusion of certain activities such as boat arrivals, ramp operation and the use of horns from the noise assessment. The applicant has also provided details on the change in noise levels at the existing noise sensitive receptors.
- 7.55 The ES reported moderate adverse effect, mainly on Longitude House, during the construction works as a result of piling works. Given the temporary nature of construction works, including piling, this is considered acceptable on balance.
- 7.56 The operational phases would result in negligible adverse impacts to the surrounding area. In addition, in order to ensure that any adverse impact is minimised to the surrounding area, the applicant has agreed to submit a Management Plan via condition.
- 7.57 Overall, the submitted noise information is considered acceptable. The Council's noise officer suggested the inclusion of a condition relating to restrictions on construction activities.

Construction Impacts

- 7.58 The Council's Code of Construction Practice Guidance requires major developments to operate a Construction Environmental Management Plan (CEMP) that outlines how environmental, traffic and amenity impacts attributed to construction will be minimised.

- 7.59 The application is supported by an Outline CEMP. The submitted document notes an overall timeframe for construction of the jetty, in conjunction with river wall repairs and graving dock landscaping of approximately 6 months. It is also stated that pontoon and access brow will be fabricated off site and lifted into position by crane barge. The offsite fabrication will be secured via condition.
- 7.60 A detailed CEMP and Construction Logistics Plan will be secured via condition. A requirement for compliance with the Considerate Contractor Scheme will also be secured.

Transport

- 7.61 Development Plan policies promote sustainable modes of travel and limit car parking to essential user needs. They also seek to secure safe and appropriate servicing.
- 7.62 The proposal, by its nature, seeks to contribute towards sustainable transport modes which is considered acceptable in principle.
- 7.63 The application is supported by a Transport Statement, which looks at the proposal impact in association with the wider Blackwall Yard redevelopment scheme.

Access

- 7.64 The proposed riverboat station can be accessed from the Blackwall Yard redevelopment site, Meridian Walk, and either side of the Thames Path. The image below shows these access points.

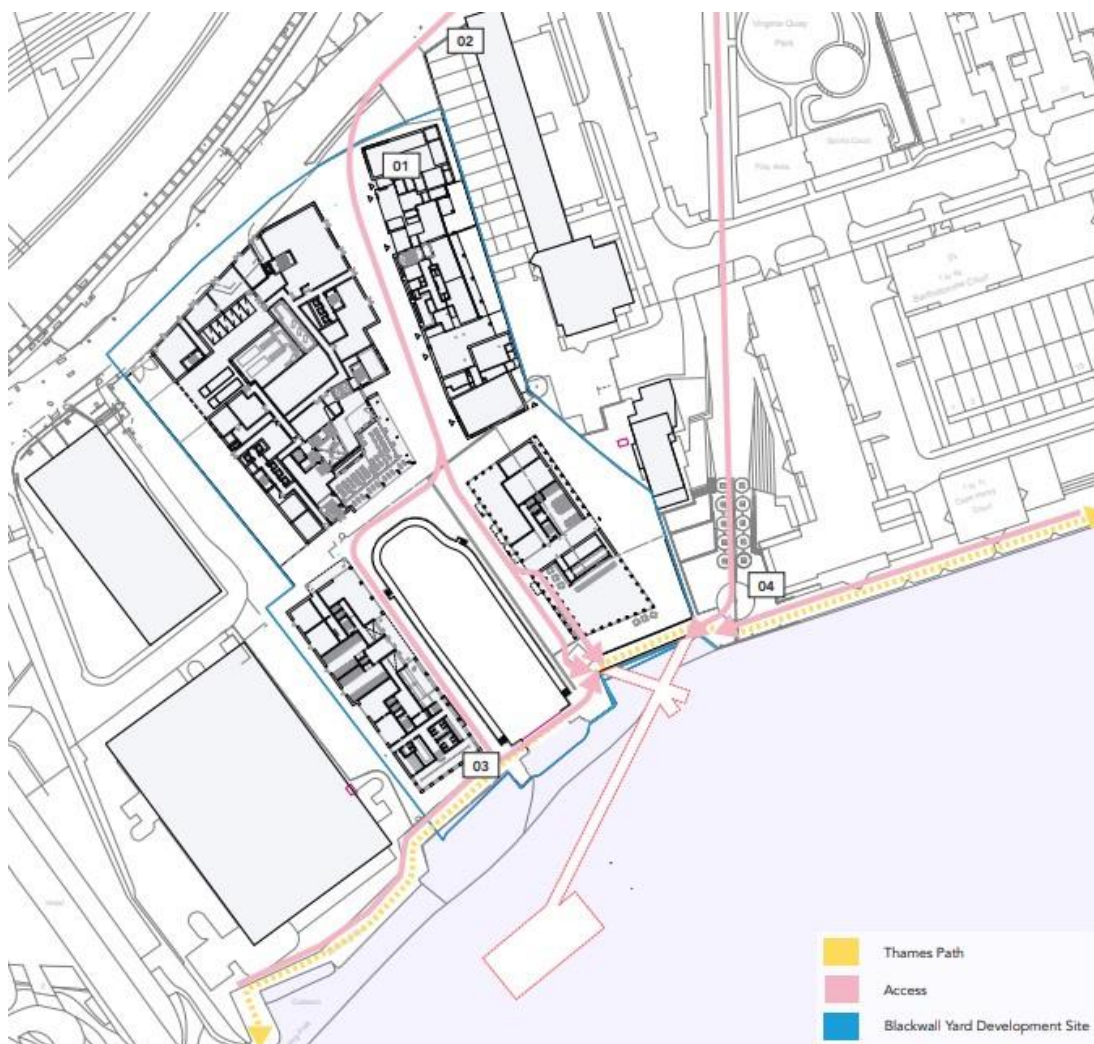


Image 7. Proposed access.

Highway Impact

- 7.65 The applicant provided the relevant details on trip generation within the Transport section of the ES. It has been concluded that the jetty provides a negligible increase in overall daily trips, when considered in conjunction with the Blackwall Yard development scheme.
- 7.66 As confirmed by the Council's highways officer, the proposal would be well integrated with the adjacent development scheme and it would not result in a significant adverse impact to the surrounding highway network.

Environment

Environmental Impact Assessment

- 7.67 The planning application represents Environmental Impact Assessment (EIA) development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) and is accompanied by an Environmental Statement (ES) coordinated by Trium.
- 7.68 Regulation 3 prohibits the Council from granting planning permission without consideration of the 'environmental information' that comprises the ES, including any further information submitted following request(s) under Regulation 25 and any other information, any representations made by consultation bodies or by any other person about the environmental effects of the development.
- 7.69 The submitted ES assesses the environmental impacts of the development under the following topics:
- Archaeology;
 - Built Heritage;
 - Socio-economics, Health and Wellbeing;
 - Highways and Transport;
 - Air Quality;
 - Noise and Vibration;
 - Daylight, Sunlight, Overshadowing and Solar Glare;
 - Aquatic Ecology and Biodiversity;
 - Water Resources, Drainage and Flood Risk;
 - Wind Microclimate;
 - Greenhouse Gas Emissions; and
 - Townscape and Visual Impact.
- 7.70 The ES has been reviewed in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (EIA Regulations).
- 7.71 The Council appointed Temple Group to independently examine the ES to confirm whether the ES satisfies the Regulations. This review consisted of the following documents: Interim Review Report (April 2021) and Final Review Report (July 2021 – version 4.0).
- 7.72 The application has been supported by an ES and Non-Technical Summary (NTS) (November 2020), an ES Interim Review Report Response (April 2021), ES Final Review Report Response (May 2020) and the Air Quality Note (June 2021).
- 7.73 The applicant's submitted environmental information considers the joint impact from the Blackwall Yard development and the jetty structure. This is considered acceptable as it was considered that the jetty would not come forward without the mixed-use residential-led scheme adjacent to it.
- 7.74 Following the removal of the future proofing of the cross-river ferry service from the proposal, which also included the removal of the two mooring piles associated with this service, the

applicant submitted an EIA Statement of Conformity (October 2021) to demonstrate that the amendments would not affect the technical assessment undertaken as part of the ES.

- 7.75 None of the additional ES information was considered to be 'further information' under Regulation 25.
- 7.76 The Council's EIA officer and the Council's appointed EIA consultants have confirmed that the submitted ES (including the subsequently submitted ES information) meets the requirements of the EIA Regulations.
- 7.77 The 'environmental information' has been examined by the Council and has been taken into consideration by officers to reach a reasoned conclusion of the significant effects of the proposed development, which forms the basis of the assessment presented in the report.
- 7.78 Appropriate mitigation and monitoring measures as proposed in the ES will be secured through planning conditions and/or planning obligations. The environmental information comprises the ES, including any further information and any other information, any representations made by consultation bodies and by any other person about the environmental effects of the Proposed Development.

Air Quality

- 7.79 The information relating to air quality is contained within Chapter 10 of the ES, Air Quality Assessment and a supplementary Air Quality Note (June 2021).
- 7.80 Concerns were raised throughout the assessment of the submitted ES with respect to the described baseline of the development due to the use of monitoring stations in Millwall park and the failure to use more local Defra background monitoring stations. However, it was agreed that the Defra values were too high when compared against roadside monitoring stations within adjacent locations.
- 7.81 Nonetheless, the applicant has undertaken an alternative modelling exercise in consultation with the Council and Council's EIA consultants which is considered as an acceptable model with a satisfactory new baseline.
- 7.82 The applicant provided additional information to consider emissions associated with high powered jetty manoeuvring. The average emissions were considered to have a negligible impact on sensitive receptors where the nearest receptors are 50m distance from the proposed jetty.
- 7.83 The ES concluded that the emissions associated with the use of the proposed pier would not lead to any exceedances of air quality objectives. As suggested by the Council's air quality officer, a compliance condition will be imposed to provide guidance on construction emissions. Based on this, the proposal is considered acceptable from an air quality perspective.

Biodiversity

- 7.84 The relevant information is contained within Chapter 13 of the ES and a standalone Aquatic Biodiversity Strategy document.
- 7.85 The presence of three protected species has been discovered near the site which are considered to be of at least medium value, and not low as the applicant's ES reported. Consequently, the impact would be medium on these species, however, the proposed habitat loss mitigation would result in the overall minor adverse impact.
- 7.86 Concerns were raised to the lack of site-specific benthic surveys. While the Marine Management Organisation suggested that these should be carried out, they did not confirm whether these would be required or not. The ES information confirms that the pragmatic approach is not to carry out additional surveys given the presumed presence of protected species, as well as the incorporation of the relevant mitigation measures.

- 7.87 The applicant confirmed that no dredging will take place, and this will be also secured via a compliance condition. In addition, a condition will be imposed in relation to the timing restriction of any piling activities, soft start procedures and the use of vibro piles where possible.
- 7.88 The mitigation and enhancement include floating rafts with emergent vegetation and submerged habitats, habitat structure added to the piles in the form of wood and rope, and a living roof on the jetty ticket office to mimic coastal shingle habitat. These will all contribute to Local Biodiversity Action Plan. A condition will also be secured to ensure that the proposed lighting has been designed to mitigate its adverse impact.
- 7.89 The proposed impact on aquatic ecology is considered to be acceptable, and as a result of the proposed biodiversity measures, there would be net gains in biodiversity. Full details on ecological enhancement, as well as other ES mitigation measures will be secured via condition.

Greenhouse Gas Emissions

- 7.90 The ES reported significant adverse impacts on greenhouse gases; however, it must be noted that the jetty structure makes a negligible contribution to the impact given that the majority of impact is produced by the Blackwall Yard development scheme, which secured the relevant mitigation measures.
- 7.91 Nonetheless, it is considered appropriate to secure a condition as a commitment for the applicant to explore carbon neutral and negative vehicles into the future, as suggested by the Council's highways officer.

Health Impact Assessment

- 7.92 Whilst no standalone HIA assessment has been submitted, the Council's HIA officer noted that the proposal would promote active travel and as such have a positive contribution. In addition, it was noted that the public engagement about the proposed river serviced received positive response.
- 7.93 The relevant details regarding general safety issues, emergency procedures and the provision of safety equipment have been provided. A compliance condition will be secured to ensure that these have been provided prior to any activities taking place.

Land contamination

- 7.94 The Council's contaminated land officer agreed that the geo-environmental can be scoped out of the ES, which was also confirmed in the ES review reports. Whilst the submitted information is considered to be sufficient, further monitoring was recommended which will be secured by a pre-commencement condition, as requested.

Water resources and flood risk

- 7.95 The relevant information is included as part of Chapter 14 of the ES. It should be noted that the relevant document of consideration is the Thames River Basin Management Plan, which has been taken into consideration by the applicant.
- 7.96 The submitted information confirms that the proposed development would not result in adverse effects to water resources, subject to identified mitigation measures which will be secured as conditions, including foreshore monitoring strategy and additional flood defence details.

Infrastructure Impact

- 7.97 It is estimated that the proposed development would not be liable for Tower Hamlets Community Infrastructure Levy (CIL) payments and Mayor of London CIL.

- 7.98 Development Plan policies seek financial contributions to be secured by way of planning obligations to offset the likely impacts of the proposed development on local services and infrastructure.
- 7.99 The applicant has agreed to meet all of the financial contributions that are sought by the Council's Planning Obligations SPD, as follows:
- £3,280 towards construction phase employment skills and training
 - £820 towards development coordination and integration

Human Rights & Equalities

- 7.100 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.
- 7.101 The proposed riverboat would meet inclusive design requirements and would be wheelchair accessible. The proposed design would benefit existing and future residents, including disabled people, elderly people and parents/carers with children.
- 7.102 The application has undergone the appropriate level of consultation with the public and Council consultees. The applicant has also carried out various engagement activities at the pre-application stage.
- 7.103 To conclude, the proposed development would not result in adverse impacts upon equality or social cohesion.

8. RECOMMENDATION

- 8.1 That subject to any direction by the Mayor of London, **conditional planning permission is GRANTED** subject to the prior completion of a legal agreement to secure the following planning obligations:

8.2 Financial obligations

- a. £3,280 towards construction phase employment and skills training
- b. £820 towards development coordination and integration
- c. £205 monitoring fee

Total financial contributions: £4,305.

8.3 Non-financial obligations:

- a. Access to employment
 - 20% local procurement
 - 20% local labour in construction
- b. Compliance with Considerate Constructors Scheme
- c. Jetty Maintenance Strategy.

- 8.4 That the Corporate Director of Place is delegated the power to negotiate the legal agreement. If within three months of the resolution the legal agreement has not been completed, the Corporate Director for Place is delegated power to refuse planning permission.

- 8.5 That the Corporate Director of Place is delegated the power to impose conditions and informatives to address the following matters:

8.6 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; and
 - e. Noise pollution limits.
4. Additional improvements or repairs to the flood defence (if required).
5. Piling restrictions.
 - a. Piling works to take place between 1 September and 31 March;
 - b. Soft start procedures during piling;
 - c. Use of vibro piles where possible.
6. Forbidden dredging procedures.
7. Off-site fabrication of the pier parts.
8. Timescales for the installation of the pier (after sealing of the dry dock).
9. Provision of safety measures prior to first operation.

Pre-commencement

The inclusion of the following pre-commencement conditions has been agreed in principle with the applicants, subject to detailed wording

10. Construction Environmental Management Plan and Construction Logistics Plan (in consultation with TfL and PLA):
 - a. Site manager's contact details and complain procedure;
 - b. Dust and dirt control measures
 - c. Measures to maintain the site in tidy condition, disposal of waste
 - d. Recycling/disposition of waste from demolition and excavation
 - e. Safe ingress and egress for construction vehicles;
 - f. Numbers and timings of vehicle movements and access routes;
 - g. Parking of vehicles for site operatives and visitors;
 - h. Travel Plan for construction workers;
 - i. Location and size of site offices, welfare and toilet facilities;
 - j. Erection and maintenance of security hoardings;
 - k. Measures to ensure that pedestrian and cycle access past the site is safe and not unduly obstructed; and
 - l. Measures to minimise risks to pedestrians and cyclists, including but not restricted to accreditation of the Fleet Operator Recognition Scheme (FORS) and use of banksmen for supervision of vehicular ingress and egress;
 - m. Measures to prevent leaks and spillage to the aquatic environment;
 - n. Measures to protect the water environment as outlined in Table 14.10 of the Environmental Statement;
 - o. Lighting strategy;
 - p. Noise and vibration controls as outlined in the Outline Construction Environmental Management Plan and paragraph 11.160 of the Environmental Statement, including noise monitoring;

- q. Dust Management Plan, including high risk dust measures, and measures set outlined in paragraph 10.121 of the Environmental Statement, including monitoring strategy;
 - r. Neighbour and Public Relations Strategy;
 - s. Greenhouse Gases measures, including the use of responsible construction practices and monitoring of all energy and transport emissions.
11. Controls on non-road mobile machinery used during construction.
 12. Foreshore survey and monitoring strategy, including foreshore change mitigation plan (in consultation with the EA and PLA).
 13. Foreshore enhancements (in consultation with the EA).
 14. Circular Economy Statement (in consultation with the GLA)
 15. Biosecurity Plan (in consultation with the PLA).
 16. Adaptive monitoring and mitigation programme for benthic habitat.
 17. Biodiversity mitigation and ecological enhancements
 - a. Habitat enhancement measures for river wall and pier structure as outlined in paragraph 13.163 and Table 19.4 of the Environmental Statement;
 - b. Enhanced pile columns;
 - c. Floating tier ecosystem islands;
 - d. Small biodiverse roof on pontoon shelter.
 18. Air quality (PM10) continuous monitoring.

Pre-structure works

19. Aquatic Ecological Management Plan.
20. Operational Lighting Strategy (in consultation with the PLA).
21. Samples of external facing materials and detailing.
22. Details of hard and soft landscaping.
23. Site Waste Management Plan.

Pre-operation

24. Details on operation times and number/frequency of vessels.
25. Secured by Design.
26. Management Plan.
27. Delivery and Servicing Plan.
28. Strategy for the use carbon neutral and negative vehicles.

8.7 Informatives

1. Permission subject to legal agreement.
2. River Works Licence requirement – for construction and operational stages.
3. Marine Licence requirement.

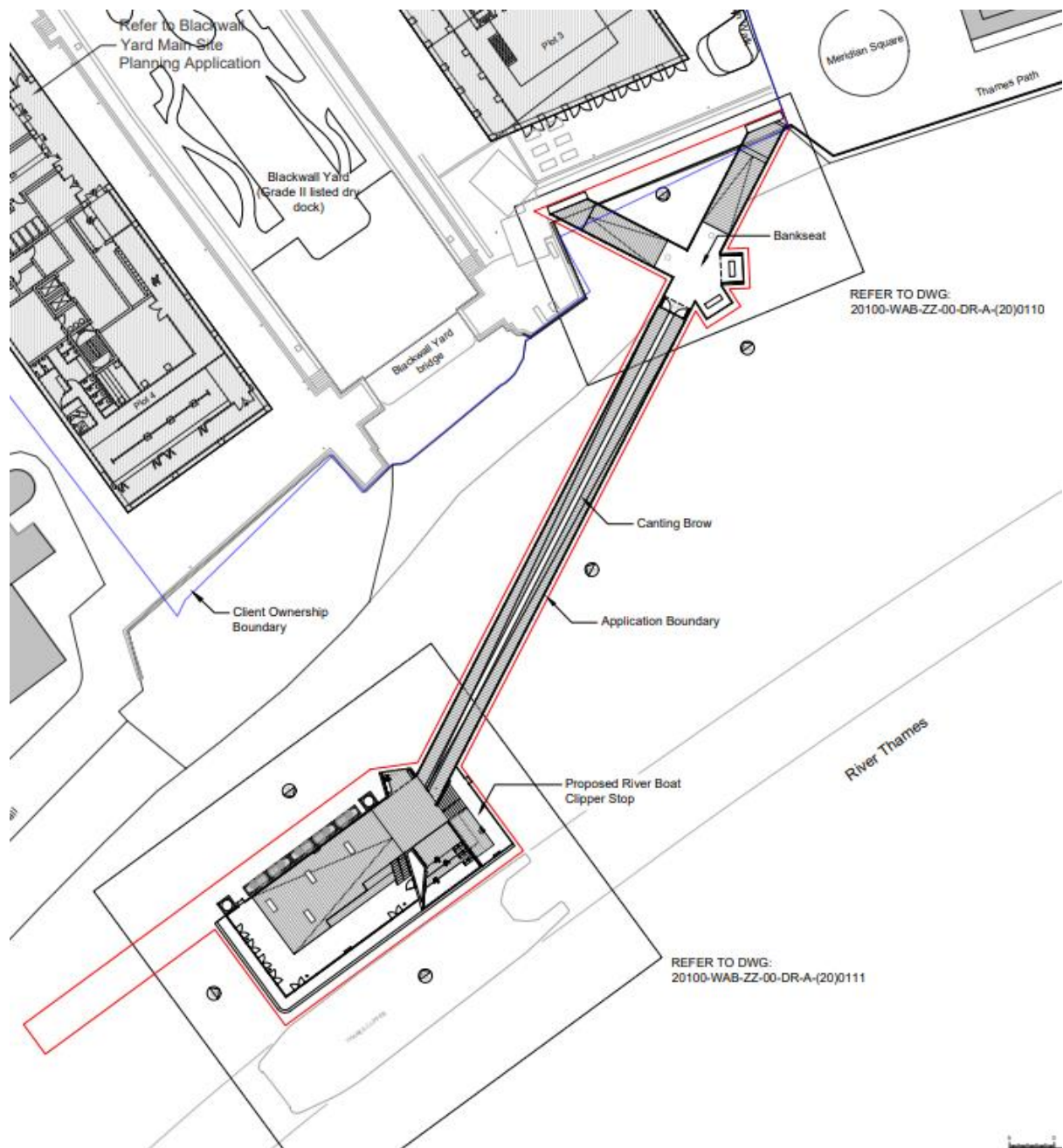
APPENDIX 1

LIST OF APPLICATION PLANS AND DRAWINGS FOR APPROVAL

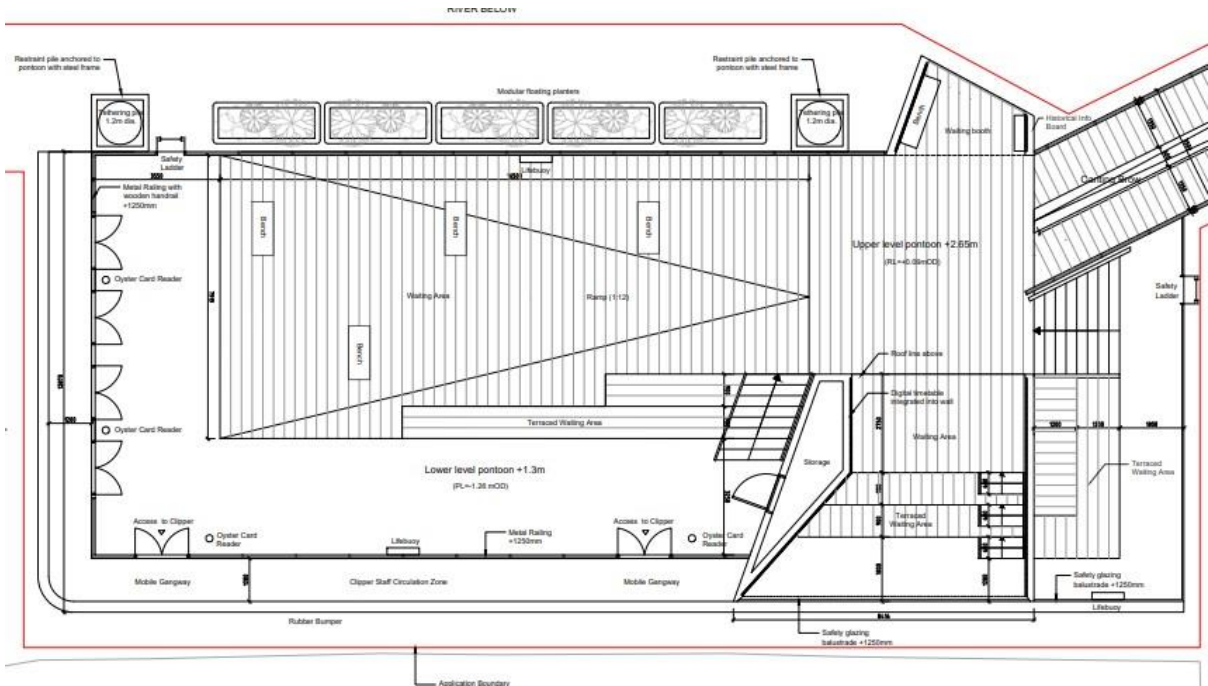
Existing Location Plan, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0010
Proposed Location Plan, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0011
Existing Site Plan, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0012
Proposed Site Plan, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0013
Existing Street Elevation, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0014
Proposed Street Elevation, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0015
Proposed Bankseat Plan, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0110
Proposed Pontoon Plan, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0111
Proposed Bankseat Roof Plan, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0112
Proposed Pontoon Roof Plan, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0113
Proposed Clipper Stop Elevations, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0114
Proposed Clipper Stop Elevations, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0115
Proposed Clipper Stop Elevations, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0116
Proposed Clipper Stop Elevations, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0117
Proposed Elevation Canting Brow, Drawing No. 20100-WAB-ZZ-00-DR-A-(20)0118
Air Quality Assessment, 18 January 2021
Air Quality Technical Note, dated 22 June 2021
Aquatic Biodiversity Strategy, January 2021
Blackwall Yard + Pier Proposals ES FRR – Trium Response (29/04/2021)
Blackwall Yard + Pier Proposals ES FRR – Applicant Response (28/05/2021)
Cover Letter, dated 11 October 2021
Design & Access Statement, dated 5th October 2021
EIA Statement of Conformity, October 2021
Environmental Statement, by Trium, October 2020
Heritage Impact Statement, January 2021
Jetty Feasibility Study, August 2020
Jetty Noise Impact Assessment, 14 January 2021
Lighting Assessment, January 2021
Outline Construction Environmental Management Plan, October 2020
Planning Statement, January 2021
Statement of Community Involvement, January 2021
Transport Statement, January 2021

APPENDIX 2

SELECTION OF APPLICATION PLANS AND IMAGES



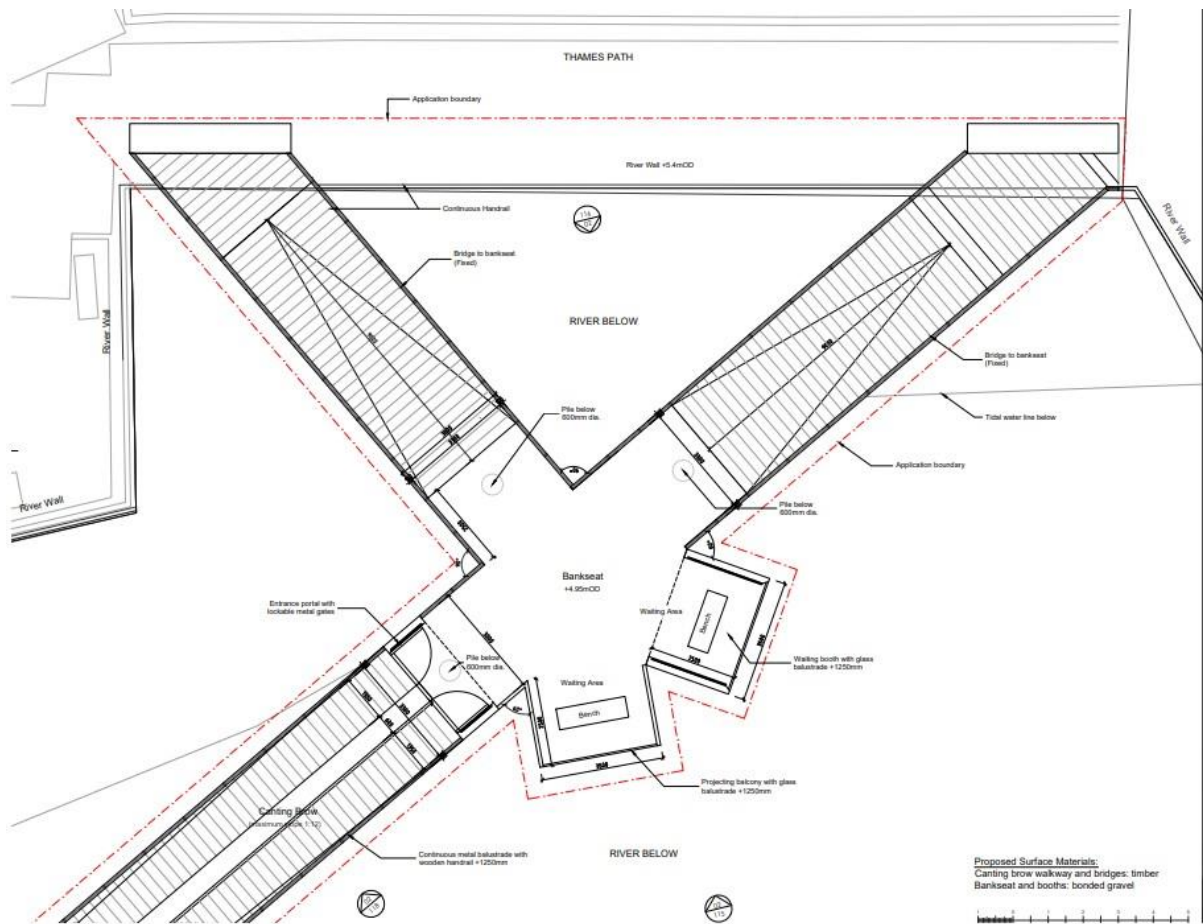
Proposed Site Plan.



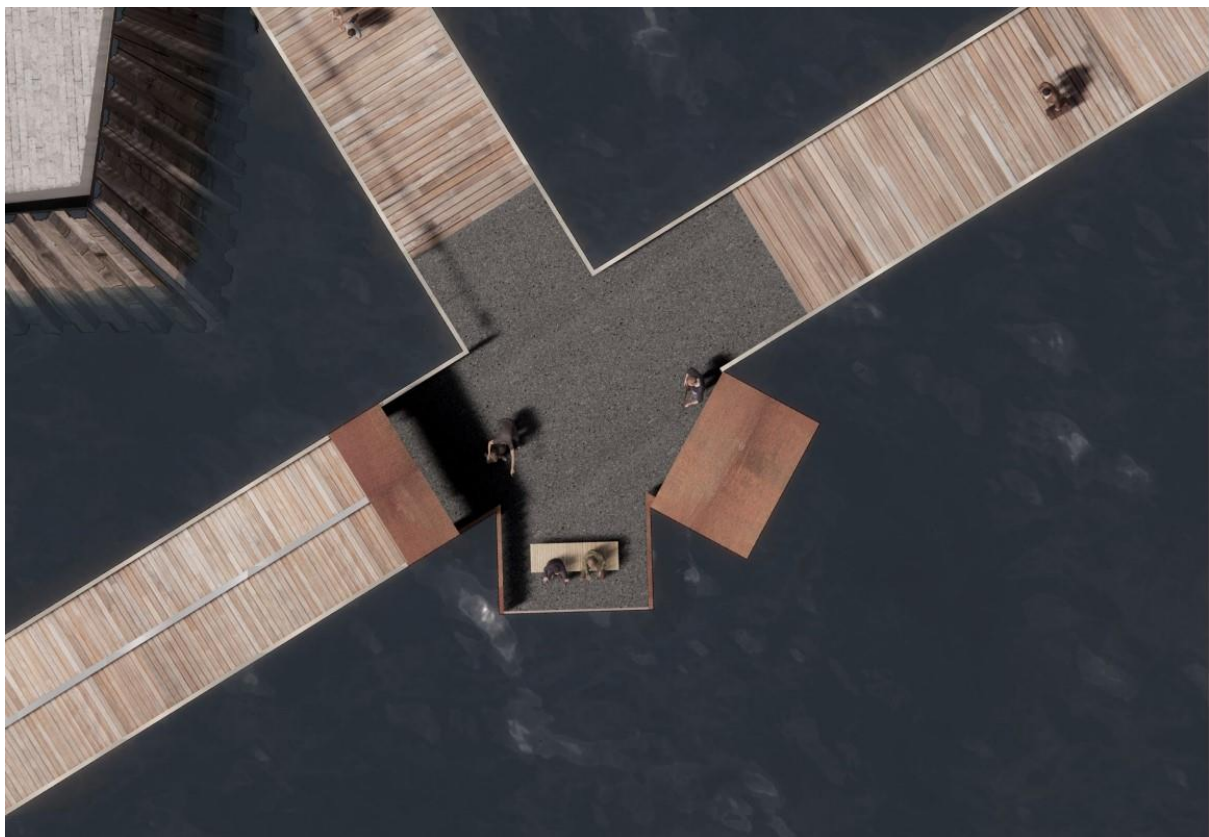
Pontoon Plan.



Pontoon image.



Bankseat Plan.



Bankseat image.



Proposed structure viewed from the River Thames with Blackwall Yard development in the background.



Proposed structure viewed from the Meridian Square.