

LTGDC Planning Committee on 9th August 2007
Update report regarding Agenda Item 3
Application for a MRF at Peruvian Wharf, Silvertown, E16

Following circulation of the report two additional letters of objection have been received, from Thames Gateway London Partnership (TGLP) and Mr A R Leckie, a local resident. Main points are -

TGLP

- Whilst support use of safeguarded wharves for a range of activities, and note that planning permission has already been granted for aggregates handling for part of the wharf, there are various issues associated with the MRF proposal
- Not clear why this wharf should be used and how first stage sorting fits in with onwarding reprocessing in other locations. No evidence presented on the balance between lorry and barge use. Such proposals need to be properly thought through and managed in ways consistent with suitable regeneration objectives
- Suggestion that the facility might be used by ELWA but apparently no need in this respect. Waste is coming from West London and the City of London and this movement is not consistent with London Plan Further Alterations which discourages movement across London from West to East as part of the apportionment of surplus waste, thus also violating the proximity principle
- The Thameside West area represents a major regeneration opportunity for business, residential and other uses. Need to conclude study for this area including whether a 'super wharf' could maximise river related uses. This would enable proposals for waste related uses to be considered in a proper and informed context and avoid incremental decisions
- The proposal has a low employment density and should be looking at efficient land uses which take advantage of the adjacent DLR route. Not surprising that local communities, such as Britannia Village, strongly object as the proposal does not fit with sustained, well integrated development of the area.

Mr Leckie

- Residents already suffer a lot of air pollution already and lorry movements can only make matters worse. There are many family homes and a primary school nearby which will be particularly affected
- Increase in HGV traffic will generally have a detrimental effect, including making the ability of pedestrians to cross North Woolwich Road more dangerous, especially as it has no dedicated crossing facilities
- There has been inadequate consultation with local residents who should be more engaged with the process
- Proposal is not in keeping with regeneration in the area, especially given the proximity of the DLR station, and aggregates and waste uses on the safeguarded part of the site could affect not only the use of the rest of the site but also prove detrimental to the development of the wider area by discouraging businesses as well as residential.