

## Planning Committee Report

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### London Thames Gateway Development Corporation

#### Planning Application for Determination by the LTGDC

#### ADDENDUM Report of the Director of Planning

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<b>UDC CASE NUMBER:</b>	LTGDC-07-138 and 139-OUT	<b>DATE MADE VALID:</b>	11/06/2007
<b>APPLICATION NUMBER:</b>	07/01140 and 01141/LTGDC/LBNM	<b>TARGET DATE:</b>	

<b>APPLICANT:</b>	Clearstorm Ltd
<b>AGENT:</b>	Sellwood Planning
<b>PROPOSAL:</b>	<p>Comprehensive mixed use development comprising of residential (C3), employment (B1), retail (A1), professional services - food and drink (A2-A5), community, health, education, cultural and assembly uses (D1), recreational and leisure uses (D2), vehicular, pedestrian and cycle access from North Woolwich Road, creation of marina and construction of lock access to River Thames and lock control building, access roads and other means of access and circulation within the site. Road and foot/cycle bridges over internal water features. Covered and open car parking areas. Public realm, public open space and private amenity space, Landscaping, creation of a network of footways and cycleways including riverside path and other supporting infrastructure works and facilities.</p> <p>This application is accompanied by an Environmental Statement.</p>
<b>LOCATION:</b>	Minoco Wharf, North Woolwich Road, Silvertown, London E16

#### 1. SUMMARY

- 1.1 This report provides details of the GLA Stage 1 report and an update on negotiations on the duplicate application. The applicants have provided revisions to the scheme which address many of the key concerns set out in the

main Committee report as well as improving the provisions to be made under the Corporation's S106 Planning Obligations Community Benefits Strategy. It is considered that on the basis of the progress made since the main report was finalised that the recommendation for the duplicate application at Para.11.1.2 be changed from "refusal" to "defer" to enable further negotiations to continue.

## 2. GLA STAGE 1 REPORT

- 2.1 The GLA Stage 1 report on the appealed and duplicate applications was issued on 4 April 2008. The conclusion was that "whilst a mixed use development on the site would be acceptable in principle, the proposals as currently constituted are unacceptable in strategic planning terms." The Mayor also agreed that the report be forwarded to the Planning Inspectorate.
- 2.2 The report was detailed and comprised 16 pages with strategic concerns being identified as land use, housing density, housing mix and level of affordable housing, urban design (including sunlight and daylight), access, play space provision, biodiversity, climate change and transport. The main points for each of these concerns are as follows:
  - 2.2.1 **Land use.** Whilst currently allocated in the London Plan and the Borough's UDP for employment purposes within what is now known as the Thameside West area, the LLV OAPF acknowledges the potential for release of land within that area east of Lyle Park, which includes the Minoco Wharf site.
  - 2.2.2 **Housing density.** This is high in relation to accessibility and needs further assessment given fundamental design concerns.
  - 2.2.3 **Housing mix.** It is calculated that 20% of the development will be studios and 83% studios and one and two bed units. A higher proportion of family houses is needed given the size of the site and relative proximity to public transport, open space and proposed district centre (Silvertown Quays).
  - 2.2.4 **Affordable Housing.** Currently only 26.3% is offered on a habitable room basis and 21.9% by units, according to the Play Strategy. Also have 60:40 split between social rented and intermediate on basis of local circumstances. GLA officers do not accept this analysis or conclusion. Furthermore, believe there is additional value in the development to increase the affordable housing offer.
  - 2.2.5 **Urban Design.** The principle of the development zones around the marina and public realm and communal amenity spaces is supported. However concerned as to the overall massing approach, especially the maximum and minimum height parameter plans, which leads to a lack of coherence and potentially buildings of an excessive height creating unsympathetic relationships and potential loss of daylight and sunlight plus more general overshadowing. The height of the towers along the Thames and relationship to nearby spaces and lower buildings is also unsatisfactory. Need to reduce number of single aspect flats. More detail should be provided as to how light industrial uses and other ground floor activities integrate with vehicles and pedestrians. Open spaces/ landscape design, both along the river and elsewhere in the development and along North Woolwich Road will be key to the success of the development and expect more details to be worked up as project progresses. New marina and small boatyard facility are welcomed.

- 2.2.6 **Access.** Whilst commitment to Lifetime Homes standard plus 10% adaptable units is welcomed, need for accessibility to be fully addressed in overall design concepts.
- 2.2.7 **Play space.** The London Plan SPG sets out standards for different types of play areas and the current proposals fall below that standard.
- 2.2.8 **Biodiversity.** Given the Thames is part of a UK priority Biodiversity Action Plan mudflat habitat, the current proposals do not provide sufficient mitigation for the consequences of the dredging for the marina and link to the Thames.
- 2.2.9 **Climate change mitigation.** Carbon emission reductions total 31% using three different methods. More details are needed as to whether such a reduction is achievable along with impact on air quality and whether there is a possibility of linking into the proposed Silvertown Quays district heating scheme. Also require a statement regarding sustainable design and construction practices.
- 2.2.10 **Transport.** The main report, at paragraphs 5.21 to 5.23, sets out comments and requests for funding from TfL. Also following consideration of further information (see Para. 5.21) they have requested an additional £2 million towards improvements to the roundabout by Gallions DLR station to help offset the impact of the development on the surrounding road networks up to and including the A13. It is welcomed that cycle parking meets standards and that car parking is to be minimised along with measures to encourage sustainable travel. Generally it is appreciated that the development will improve the environment for pedestrians.

### 3. REVISIONS TO THE SCHEME

- 3.1 On the 2<sup>nd</sup> April a significant range of amendments were received which related to plans and related documentation and improvements to the “Section 106” provisions. The main aspects of these amendments are as follows:
- 3.1.1 **Massing and Floorspace.** The amount of flexibility in building heights has been reduced to give greater certainty as to the massing of the development. Particular attention has been paid to those areas of particular sensitivity as previously identified. This results in less residential floorspace with fewer units and a reduced density.
- 3.1.2 **Affordable Housing.** This is now 35% by habitable room whilst maintaining a 60:40 split for rented/intermediate which meets Newham’s requirements and the size mix for the rented meets GLA standards. The intermediate mix of predominantly 1 and 2 bed units is considered to reflect RSL needs whilst studio units are now 10% by habitable rooms to reflect market need and to avoid a reduction in the scope of the S106 package.
- 3.1.3 **Housing Mix.** 30% of units are 3 bed or larger, just below the 33% target in the LLV OAPF.
- 3.1.4 **Play Space.** Whilst the play space area per child is less than the GLA standard (average of 7.5 sq metres as opposed to 10) it is argued that it is reasonable to take into account nearby public open space such as Barrier Park and Lyle Park.

- 3.1.5 **Private open space.** This has been increased with greater use of roof areas as private and community amenity space.
- 3.1.6 **S106.** The applicants have now offered £10,000 per unit with discussions well advanced as to what works can be off set against that figure. As part of this work the revised costings for various elements also need to be assessed along with the suggested equation for deferred payments.

#### **4. CONCLUSION**

- 4.1 The GLA Stage 1 report fully supports the approach recommended as to the appeal application. The revisions to both the details of the scheme and the S106 package are significant in addressing many of the main issues raised by officers from the LTGDC, Newham and the GLA. There are still matters to be resolved but sufficient progress has been made to justify not refusing the duplicate application as recommended, but to defer a decision on that application to enable negotiations to continue. As soon as possible a report will be brought to the Committee on the duplicate application as to a final recommendation.

**CASE OFFICER:** Peter Minoletti