

**PLANNING COMMITTEE MEETING: 9 April 2009**

**PLANNING APPLICATION FOR DETERMINATION BY THE LTGDC**

**REPORT OF THE DIRECTOR OF PLANNING**

<b>UDC CASE NUMBER:</b>	LTGDC-09-006-REM	<b>DATE MADE VALID:</b>	27/01/2009
<b>APPLICATION NUMBER:</b>	09/00152/LTGREM/LB NM	<b>TARGET DATE:</b>	28/04/2009

<b>APPLICANT:</b>	National Grid Property Holdings
<b>AGENT:</b>	Planning Perspectives
<b>PROPOSAL:</b>	Construction of 46,008 sqm of floorspace for distribution (use class: B8), light and general industry (use class B1c & B2), research and development (use class B1b) and ancillary office (use class B1a) purposes and energy and security centres, creation of a 4 hectare (10 acre) public park and riverside walk; associated access roads, service area; and parking; and landscaping (WITH DLR)
<b>LOCATION:</b>	Former Beckton Gasworks, Windsor Terrace, Beckton E6 7FB

**1. SUMMARY**

1.1 This reserved matters application seeks to secure full details of the layout, siting and design of buildings, means of access, treatment of areas not covered by buildings, landscaping proposals, road layout, parking and servicing, layout of footways and cycleways and lighting. These items are condition 2(b) of outline planning permission 05/1343 granted by the London Borough of Newham in 2006.

1.2 The site is the former Beckton Gasworks located adjacent to the River Thames between Royal Docks Road to the west, the DLR depot to the north and the Gemini Business Park to the east.

1.3 The details of these reserved matters are considered to be acceptable, delivering a high quality commercial development on an area of underdeveloped former industrial land. The layout and design of the scheme differs from similar developments of the same use, in that the emphasis of the design is to enhance streetscapes rather than provide a public realm dominated by service bays and parking arrangement. The scheme also delivers an area of public accessible riverside open space and large central parkland.

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1.4 The application has raised concerns relating to ecology and biodiversity, particularly relating to the central attenuation pond. This has been considered by officers and although the provisions for such details were not provided within the outline permission, they remain valid concerns and should be secured by condition.

## **2. SITE AND PROPOSAL**

### Existing Situation

2.1 The site is a 19.35ha parcel of land owned by National Grid and forms part of the former Beckton Gasworks. The site is directly adjacent to the River Thames and irregular in shape, but is broadly orientated with the river to be south west to north east. Surrounding the site is a combination of both active and vacant industrial land. Sharing the north western boundary is the DLR Beckton Depot and the National Grid Gasholder site. To the north is the Galleons Reach Shopping Centre and north east is the Gemini Business Park warehousing development. South west of the site is the LDA land at Albert Basin and an active Port of London Authority radar station. The nearest residential development is location approximately 500 metres to the west.

2.2 The site has good accessibility by road. Royal Docks Road (A1020) is to the west of the site and runs north to the A13 and south to the Royal Docks. Armada Way passes through the site, but at the present time is partially constructed. Ultimately, Armada Way will provide a route through the site between the southern end of Royal Docks Road, around the DLR depot and gasholders to Gallions Shopping Centre and eventually back onto Royal Docks Road.

2.3 Gallions Reach DLR station is located at the intersection of Royal Docks Road and Armada Way roughly 200 metres from the site boundary.

### Proposal

2.4 The proposal has been lodged by National Grid and seeks approval of those matters reserved by outline planning permission 05/1343. The area the subject of the application is Phase 3 of the National Grid development. This is the final phase of the development and was preceded by the Gallions Reach Shopping Centre (Phase 1) and the Gemini Business Park (Phase 2). Specifically, the application is pursuant to condition 2 (ii) of the outline permission which states:

*“Approval in writing shall be obtained from the Local Planning Authority for the details listed below in respect of each phase, prior to its construction:*

- a) The layout of the development on site*
- b) The siting design and external appearance of the buildings including the materials and colours*
- c) The formation of means of access to the site*
- d) The use of any part of the site not proposed to be covered by buildings and the treatment thereof (including roadways, paving, gates, walls, fences and other means of enclosure)*
- e) Landscaping proposals*
- f) The layout of roads for the circulation of vehicles within the site*
- g) The provision of parking, loading and turning of vehicles within the site*

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- including temporary parking provision for construction traffic*
- h) The layout of public footways, cycleways and other means of access within the site*
  - i) The scheme for lighting roads, footpaths, cycleways, the riverside and all other areas accessible to the public including the height of light columns and the type colour and brightness of the proposed lights.*

*The Urban Framework Plans hereby approved may only be altered or updated with the prior written consent of the Local Planning Authority.”*

2.5 The development proposals seek permission for 46,008m<sup>2</sup> of B1, B2 and B8 use, the creation of a 4 hectare public park.

### **3. MAIN ISSUES**

3.1 The specific areas for consideration are as follows:

- Site layout
- Design and external appearance
- Access, including road layout, parking, loading areas and footways
- Landscaping and boundary treatments
- External Lighting

### **4. RELEVANT SITE HISTORY**

4.1 The site has been a continuous site of heavy industry from the establishment of the Beckton Gasworks in 1868 until the site was closed and cleared in 1991.

4.2 In 1992, outline planning permission was granted for a mixed use development of the 52 hectares of land that was the former gasworks site. The first phase of the outline has been delivered in part with the Gallions Reach Shopping Park, however a further 8,836m<sup>2</sup> of leisure floorspace and 7,484m<sup>2</sup> of retail floorspace is approved in detail but has not been implemented.

4.3 The timeframe for the delivery of the second phase of the outline scheme was extended by the London Borough of Newham with their approval in 2006 of application 05/1343. This outline permission is the relevant outline for these reserved matters. A Section 106 agreement was agreed that requires the developer to include a four hectare public park and a riverside walk within the future phases of the development.

4.4 Also in 2006, reserved matters were approved for an area of 13.5 hectares that delivered 47,496m<sup>2</sup> of B1, B2 and B8 floorspace. This permission has been implemented and is now known as the Gemini Business Park.

4.5 In 2007, an outline application for a mixed use development consisting of 1,500 dwellings, 25,000m<sup>2</sup> of employment floorspace, 9,500m<sup>2</sup> of hotel space, a nursing home of up to 4000m<sup>2</sup>, 1,200m<sup>2</sup> of retail and community space and 8.5 hectares of public open space. This application is still under consideration and it is understood that the applicants have been in discussion with the GLA on various matters.

## 5. CONSULTATIONS/NOTIFICATIONS

### London Borough of Newham

5.1 At the time of writing this report, the application had not been put before the Borough's Planning Committee. However, the Corporation has been notified in writing that the application will be recommended for refusal. The Borough's committee report will be summarised in an addendum to this report, if it becomes available. Comments have been received from individual council internal consultees and are summarised as follows.

#### *Transportation*

5.2 The initial Highways advice from the Borough raised specific concerns regarding the layout of the scheme. These concerns were based on the number of access points and junctions throughout the scheme and requested that these be consolidated and/or removed to allow for a more fluid movement of traffic. Following a meeting to discuss the specifics of the scheme layout, the applicant has revised the scheme. The details of these changes are discussed in section 8 of this report.

#### *Urban Design and Conservation*

5.3 The general layout, design and unit typologies are considered to be acceptable, however the given the environmental sensitivity of the Thames, green roofs and permeable surface treatments should be incorporated into the scheme.

#### *Environmental Health*

5.4 The Borough's Environmental Health Officers raised no objection to the principle of the scheme and recommended conditions to secure details of the water edge protection, life saving equipment at the river edge, details of water access points, and mitigation against smoke and dust. Environmental Health is satisfied.

### Docklands Light Railway

5.5 The advice received from DLR centred primarily on the concurrent scheme that did not allow for the proposed DLR alignment to Dagenham Dock. However, their comments also stated that DLR is supportive of the development of the site and asked that the LTGDC only consider approving the 'with DLR' application scenario.

### Environment Agency

5.6 The Environment Agency object to the proposal for two reasons. In the first instance, the EA do not consider there to be sufficient flood risk information accompanying the application and have requested details of finished floor levels of the new buildings, breach flood risk modelling, calculations of surface water drainage during a 1 in 100 year flooding event taking into account climate change and details of the proposed ground levels between ground levels and landscaping and the flood defence wall.

5.7 Secondly, it is not considered that the risk to nature conservation has been adequately assessed. More specifically, the EA have confirmed in a separate email

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that the primary issue relates to the absence of any survey being undertaken on the attenuation pond. Without such a survey, the EA are unsure whether there are any flora or fauna that may be protected and are therefore not satisfied that the works to the pond are acceptable.

#### Natural England

5.8 The advice from Natural England noted that the assessment of the ecological impacts of the development appear comprehensive, however the development should go further in delivering ecological enhancement measures and deliver a net biodiversity gain. Natural England recommended the incorporation of green/brown roofs into the development and a planning condition to secure an Ecological Mitigation and Management Plan.

#### Thames Water

5.9 Thames Water has provided a summary of the works proposed to the Beckton Sewage Treatment Works located to the north of the site. As the odour abatement proposals for the Sewage Treatment Works will not be confirmed until November 2009, Thames Water objects to the proposal. This is due to the potential for the office accommodation to be affected by odour nuisance.

5.10 Thames Water also advise that there is currently insufficient capacity to meet the additional demands of this development and has recommended a condition be imposed to secure an impact study of the existing water supply infrastructure.

#### Port of London Authority

5.11 Located to the south west of the site is the PLA radar site that is currently accessed by Armada Way. The PLA are concerned that access to this site may be lost either temporarily or permanently with the development of the site and therefore object to the proposal.

5.12 The PLA have also asked that the use of the river for the transport of materials is fully investigated and has suggested a suitably worded condition or Section 106 agreement to secure this.

5.13 The PLA have also questioned the arrangements between the riverside walk and any potential access to the Thames foreshore.

#### Transport for London

5.14 TfL comments centre around the safeguarding of the proposed Thames Gateway Bridge and request that the scheme is considered against this background.

#### London City Airport

5.15 The proposal was examined under aerodrome safeguarding criteria which led to no safeguarding objection to the proposal. A condition has been recommended to ensure that crane operators are aware of their obligations in this respect.

#### Other Consultation Responses

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5.16 The London Borough of Greenwich, the Health and Safety Executive, British Waterways and English Heritage have each confirmed that they do not wish to comment on this application.

## **6. APPLICATION PUBLICITY**

6.1 Site Notice Expiry: 4 March 2009

6.2 Consultations sent: 30 January 2009

## **7. RELEVANT PLANNING POLICY**

### 7.1 Planning Policy Guidance

PPS1 Sustainable Development  
PPG4 Industrial and Commercial Development  
PPS12 Local Spatial Planning  
PPG14 Transport  
PPS25 Flood Risk

7.2 The London Plan, Spatial Development Strategy for Greater London, Consolidated with Alterations since 2004 (February 2008)

2A.2 The Spatial Strategy for Development  
2A.7 Areas for Regeneration  
3B.1 Developing London's Economy  
3C.1 Integrating Transport and Development  
3C.3 Sustainable Transport in London  
3C.4 Land for Transport  
3C.9 Increasing the Capacity, Quality and Integration of Public Transport to meet the needs of London  
3C.11 Phasing of Transport Infrastructure Provision and Improvements  
3C.13 Improved Underground and DLR Services  
3C.21 Improving Conditions for Walking  
3C.22 Improving Conditions for Cycling  
3C.23 Parking Strategy  
3D.8 Realising the Value of Open Space and Green Infrastructure  
3D.14 Biodiversity and Nature Conservation  
4A.3 Sustainable Design and Construction  
4A.4 Energy Assessment  
4A.6 Decentralised Energy: Heating, Cooling and Power  
4A.9 Adaptation to Climate Change  
4A.11 Living Roofs and Walls  
4A.12 Flooding  
4A.13 Flood Risk Management  
4A.14 Sustainable Drainage  
4A.16 Water Supply and Resources  
4A.33 Bringing Contaminated Land into Beneficial Use  
4B.3 Enhancing the Quality of Public Realm  
4C.1 The Strategic Importance of the Blue Ribbon Network  
4C.8 Freight Uses on the Blue Ribbon Network  
4C.11 Increasing Access Alongside the Blue Ribbon Network

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### 7.3 London Borough of Newham Unitary Development Plan 2001

EQ2 Waterside Access  
EQ4 Quality of Waterside Development  
EQ19 Urban Design Considerations  
EQ21 New Development: Landscaping  
EQ49 Contaminated Land: Assessment, Remediation and Monitoring  
EQ62 Protection of the Flood Plain and Urban Washlands  
EQ63 Surface Water Disposal  
EQ64 Tidal Defences  
EMP1 Employment Growth  
EMP3 Quality of Employment Development  
EMP8 Warehousing  
T1 New Development: Transport Impact  
T4 New Development: Areas in Need of Major Highway/Public Transport Investment  
T15 Parking Standards for New Development  
T21 Recreational Footway Network  
T23 Cycle Network  
T24 Access by Cycle and Cycle Parking  
T26 Motorcycle Parking  
T28 Safeguarding of PLA Radar Station Facilities  
OS6 Green Chains: Development and Implementation  
OS9 Improvements to Parks and Public Open Spaces

### 7.4 Other Relevant Planning Policies & Supplementary Planning Guidance

London Plan Supplementary Planning Guidance Land for Transport Functions 2007  
The Mayor of London Transport Strategy 2001  
London Plan Supplementary Planning Guidance East London Green Grid 2008

## **8. ASSESSMENT OF MAIN ISSUES**

### Urban Design Framework

8.1 The Urban Design Framework approved in April of 2000 by Newham was intended to act as a guide for the allocation of land use at the detailed design stage of the development. These original plans identified an area of Phase 3 where a hotel use could be incorporated. The submitted proposal does not include such a use for consideration and therefore the applicant has submitted an alternate Urban Framework Plan as specified in the final line of the condition.

8.2 It is considered by officers that the change to the Urban Framework Plan is minor in nature and is acceptable in the context of the wider scheme phases. The deletion of the hotel use will not result in impact to the surrounding area as the use has not been implemented. The principle of commercial uses in the area is established not only by the outline permission, but also in the context of the predominant and historical land use of the area.

### Site Layout

8.3 The layout of the scheme is made up of three distinct elements and referred to in the Design and Access Statement as the southern, northern and western

'neighbourhoods'.

- 8.4 The southern element is the largest section of the site. It occupies 4.45ha of the total site area and proposes 20 units in total. This element is the most central of the three and is bounded on its north west by alignment of Armada Way and to the south east by the Thames. The commercial units are arranged to present a clean frontage to the street and river, essentially creating separate public and working sides to the units. This is achieved by locating the entrances and mezzanine windows to the street and riverfront walkway, while all parking and loading bays are located to the rear of the building and are not seen from the public realm. Breaks between the buildings provide access from the rear parking areas to the building reception at the front, while also breaking down the massing of the row of buildings. The location of each of the building receptions at the opposite side of the building also creates an activity that would otherwise be completely restricted to the rear service area.
- 8.5 The northern element is 6.93ha in area but is only occupied by eight commercial units. This is due to the large balancing pond and the open space dominating this area. A cluster of three small units fronts Armada Way between the proposed DLR station and the balancing pond. Fronting the river at the eastern most end of the site is the largest of the units, while further to the north are three more units. This area achieves the highest degree of pedestrian legibility via the open parkland that links the river with the Gallions Reach Shopping Centre to the north.
- 8.6 The western element is the smallest area, occupying 3.25ha between the DLR extension alignment and depot and the safeguarded Thames Gateway Bridge land. The area contains 16 units of various sizes, but smaller on average than the rest of the scheme. These surrounding constraints create a western finger of development that present a more fragmented layout, referred to as 'the terraces' in the Design and Access Statement. This approach may be seen as unusual, particularly the amount vacant land between the proposed buildings and the Armada Way, however the site area is reasonably well utilised and allows for flexible integration should the Thames Gateway Bridge land ever become available for future development.

### Design

- 8.7 The buildings themselves are uniform in design as would be expected in a commercial scheme of this nature. Never the less, the design is high quality and demonstrates a higher standard than what would normally be associated in a scheme dominated by warehousing.
- 8.8 The buildings vary in height throughout the scheme, ranging from six metres for the smallest floor plates, eight metres for the standard sized and most common floor plates and up to 10 metres for the largest building (unit 2600). The external materials are primarily grey steel cladding that is horizontally fixed. This cladding method, coupled with the low profile roof and gable ends are intended to minimise the perceived height and bulk of the structures.
- 8.9 With the service bays and parking to the rear of the units, special attention has been paid to the building fronts. Possibly the most obvious feature in this regard is the treatment of each of the front outside corners of the buildings. These have been indented to the full height of the building and allow the roof to overhang to provide a canopy. This canopy is also supported by a steel pillar and provides a focus by

which the main visitor entry and reception of each of the units can be identified.

- 8.10 A horizontal band of glazing runs the length of each unit at mezzanine level and is given definition and emphasis by a horizontal louvered brise soleil. The combination of these elements to the building frontages provides an appearance from the public realm of a business park rather than a warehousing development.
- 8.11 When approaching the units from the servicing and parking areas at rear, visitors must walk between each of the units in order to reach the reception areas at the front corners. Therefore, the treatment of this space has been given special consideration in order to make this route as inviting as possible. The applicant has described this area as being a 'pedestrian portal' entrance, and seeks to achieve this by providing a canopy structure over the route between the buildings. This structure helps to create a more human scale to the link through to the reception areas, but also has a practical application of providing cover to the cycle storage area.
- 8.12 The smaller units in the scheme, such as the terrace units in the western element, do not have the opportunity to separate out the public and service end of the building. Despite this size constraint, these structures manage to maintain a high design quality and include the common features of the scheme including the defined corner entrances, the mezzanine level glazing and brise soleil and the cover cycle parking.

#### Access, Parking and Movement

- 8.13 Access through the site is provided by Armada Way, which essentially completes a loop through the area from the junction of Royal Albert Way and Royal Docks Road to Gallions Reach Shopping Centre skirting east of the DLR depot and gasholder site. Armada Way does not retain its existing alignment in this scheme. Instead, the western entry into the site is altered to turn south east to create a T-junction. A new alignment runs perpendicular to the western entry to the site and forms the main spine road of the scheme. An additional benefit of this spine road is the ability to create new linkages through to Albert Basin to the south west as well as a clear access to the Port of London Radar Station.
- 8.14 Each of the units will have their own parking and servicing allocation contained within private yards. The parking ratio is 1 space per 200m<sup>2</sup> gross floor plate area provided in communal parking courts. These shared courts generally have 8 to 10 spaces each and are shared one between two units. Each parking court has one disabled parking bay. Each of the parking courts will also provide covered storage space for motorcycles and bicycle racks each at a ratio of 1 space per 500m<sup>2</sup> gross floor plate area. On site parking therefore equates to 230 car parking spaces, 117 motorcycle spaces and 185 bicycle spaces.
- 8.15 The layout of the scheme allows for the future alignment of the DLR extension to Dagenham Dock and the proposed Beckton Riverside Station. The layout also allows for an ELT route through the site.
- 8.16 The access and routes through the site was the subject of negotiation with the Borough's Highways officer, who initially raised issues with regard to the number of junctions and accesses proposed throughout the site. Namely, the issues concerned whether the southern four arm signalised junction should be re-sited

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elsewhere, whether there is sufficient justification to signalise the junction of the Gemini Business Park and that two additional bus stops need to be provided on Armada Way.

8.17 In response to these concerns, the four way southern junction was altered so the access that was originally between buildings 1600 and 1700 is now between building 1600 and the application boundary. This creates a new hammerhead junction on Armada Way, rather than the four way junction previously envisaged. The access to building 2900 has also been relocated due to concerns that the original position has poor site lines along Armada Way. The applicant has also agreed to a 'give-way' operation on the Gemini Business Park junction rather than the signalised proposal. It has also been agreed to provide an additional two bus stops in the vicinity of buildings 2900 and 3300.

#### External Areas and Landscaping

8.18 A requirement of the original outline permission was the provision of a 4 hectare area of public landscaping to be incorporated into the commercial scheme. The approach taken in response to this requirement is the provision of public parkland surrounding the balancing pond and a length of riverside pathway. The combination of the two will create a pedestrian and cycle link from Albert Basin and the Royal Docks through the site to Gallions Reach Shopping Centre further to the north.

8.19 The largest and most obvious feature of the site landscaping is the approach to the attenuation pond. The water feature provides a focus for the site and has been designed to provide an opportunity for people to dwell at this point, rather than serving as a link through the site. This is achieved by the wider areas of open grass land as well as the ability for interaction between people and the water feature by way of the jetties and boardwalks around the water. The pond also retained its practical purpose by allowing for the storage of storm water before being released into the Thames and is also naturalised at its edges, thereby creating an environment that will benefit the riverine ecosystem.

8.20 Public access is provided along the entire length of the river frontage by way of a riverside walk. This provides a 14 metre wide strip of land along the river's edge of which four metres is paved and intended to be a shared pedestrian/cycle path while the remaining 10 metres is soft landscaped. As the entire length of the riverside is made available to the public, the shared pathway extends along the southern side of the Gemini Business Park to the edge of the Thames Water site to the east. It is understood that public access to Thames Water's property is not available at this point in time, however this scheme provides the flexibility for a continuous link to be provided in future. Access is also made available to the large former wharf structure. The treatment of this structure is not intended to be as well defined as the pathways described above, primarily due to the structure being within a flood zone. The surface of this element shall be seeded with low level wetland grasses rather than being left as concrete.

8.21 A combination of surface treatments is provided for in the scheme. The shared pedestrian/cycle pathways that provide the linkages through the site is intended to be a gravel surface that is secured from movement by tarmac. The service bays to each of the units are surfaced with block granite spaced so that the surface is permeable in the interests of sustainable drainage. Other areas of surface treatment are a little vague. While examples of the treatments have been provided, it is not

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clear where these will correspond on the submitted plans. However, it is likely that more specific details will be known as the construction design proceeds, so it is therefore considered to be reasonable to secure more specific information by way of a condition.

8.22 The applicant has provided some examples of the type of external furniture that could be provided around the site. These include metal railings, timber board walks, security fencing, stainless steel bins and both timber and concrete benches. While this approach seems to be reasonable for the site, without more specific details these examples provided can only be treated as indicative. Therefore, a condition will secure the precise types of external furniture.

8.23 As indicated earlier in this report, the Environment Agency have objected to the proposal, as they consider that the assessment of the risks to nature conservation is inadequate. Specifically, the Environmental Statement accompanying the application did not include a survey of the attenuation pond that would give the EA comfort that the works to the pond will not affect protected fauna and/or flora that may be there. The EA are also not willing to entertain a condition for such a survey to take place as this would imply that they are satisfied that the proposed works to the pond are acceptable. For example, if there are protected species found in the pond, then the EA would not be willing to accept the dredging or the lowering of the water level and therefore would not be able to discharge the condition.

8.24 Although the concerns of the EA are warranted, Members will note that the application before them is for approval of reserved matters pursuant to the approved outline permission of 2006. The matters reserved in this outline permission do not extend to ecology, but do refer to wildlife habitats, among other landscaping considerations, in condition 8. This condition is obviously too far removed to satisfy the concerns of the EA, although it is not considered that there are sufficient grounds within the matters under consideration in this application to warrant a refusal. However, in an email dated 26 March 2009, the EA have suggested that survey work can be carried out now to indicate Spring findings, and assuming these results are satisfactory to the EA, a condition can be imposed to secure further survey work to be undertaken in the Summer months. Such a condition would need to occur prior to the commencement of any works on site. It is understood that at the time of writing the applicant was undertaking survey work into the pond, however it is unlikely that the results would be available by the time of the committee. Considering the recommendation of the EA in terms of the Spring survey work, it is recommended that Members delegate the determination of this scheme to the Director of Planning, subject to the satisfactory completion of these Spring survey result and a condition to secure further surveys in the Summer months.

8.25 With respect to the matter of net gain biodiversity raised by Natural England, the applicant has responded by submitting an indicative layout of green roofs on the proposed buildings. These green roofs are positioned over the mezzanine areas of the buildings as the bulk of the roof areas are dedicated to photovoltaic cells. This layout shall be secured by condition that will also incorporated an Ecological Mitigation and Management Plan as suggested in their advice.

#### External Lighting

8.26 Lighting is the final reserved matter of condition 2. The approach is separated

into three separate lighting techniques, which respond to their location and purpose.

- 8.27 The public areas, including the streets and pedestrian pathways through the site, are illuminated by down lights fixed to cast aluminium poles or to structures. Evenly spaced, these provide street lighting throughout the scheme and between buildings.
- 8.28 At a low level, bollard lighting provides illumination for the shared pedestrian/cycle paths along the river frontage and path the central lake. These are supported by higher level street lights were needed for added security.
- 8.29 Around the units themselves, the lighting is provided by more powerful flood lighting. This is obviously needed to provide illumination over a wider area and in support of potential 24 hour operations.
- 8.30 The combination of these three lighting techniques provides both an attractive illumination to streetscape and public realm while providing the practicalities that the use of the site will demand. The illumination plans provide a safe night time environment without leading to issues of light spill and disturbance.
- 8.31 It should be noted that the Port of London Authority have raised concerns regarding night navigation of river vessels. It is not considered that the degree of illumination on the river walkway will be intensive enough to prevent safe navigation along the Thames as the illumination in these areas is low lighting. The more power illumination that may present an issue in this regard is restricted to the service bays of the commercial units, which themselves shield light spill from the riverside areas.

## **9. CONCLUSION**

- 9.1 The application before Members has satisfactorily demonstrated that the reserved matters under condition 2(ii) may be discharged. The scheme is of a good design quality considering the commercial land use proposed and delivers an area of public accessible open space along the Thames and around a large water body. The application has however raised a concern regarding the ecological value of the attenuation pond on site. The determination of this application is therefore recommended to be delegated to the Director of Planning, subject to the satisfactory resolution of a ecology survey as required by the Environment Agency.

## **10. CONDITIONS**

1. No part of the development hereby permitted shall be commenced until a full ecological survey of the attenuation pond depicted on plan A4651 PLA 200J has been submitted to and approved in writing by the Local Planning Authority, and in the event of protected species being found within the pond environment, a survey report has been produced and approved by the Local planning Authority:
- (a) identifying the presence of the protected species on site
  - (b) assessing the development's impact on the species population
  - (c) producing a mitigation strategy if a population is present

and the approved mitigation strategy, including the restoration of the pond, has been carried out.

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Reason: In order to determine the ecological value of the water body and to establish the appropriate mitigation in line with PPS9.

2. No part of the development hereby permitted shall be commenced until full details of the green/brown roofs indicated on plan A4651 PLA 200J 'Sketch A' have been submitted to and approved in writing by the Local Planning Authority. The approved detail shall be implemented in full thereafter.

Reason: In the interest of achieving a net gain in biodiversity in accordance with London Plan policy 3D.14 and PPS9.

3. No part of development hereby permitted shall be commenced until details of a temporary landscaping scheme for the area of land identified for the alignment of the DLR extension to Dagenham Dock has been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of the development.

Reason: In the interests of the streetscape and visual amenity of the location.

## **11. INFORMATIVES**

1. The applicant is advised to contact the Port of London Authority with regard to a River Works Licence should any work, either temporary or permanent, are intended to be undertaken over Mean High Water.

**CASE OFFICER:** Stephen Allen

**Appendix 1:** Site Location Plan

**Appendix 2:** Proposed Site Layout Plan

**Appendix 3:** Proposed Elevations