

Addendum Planning Committee Report

London Thames Gateway Development Corporation

Planning Application LTGDC-10-162-FUL

Report of the Director of Planning

1. Introduction

1.1 This is an officer addendum report updating Members on matters arising since the drafting of the committee report. Since the report went to print, the northern elements of the scheme have been considered by the London Borough of Newham Strategic Development Committee and further consultation responses have been received from London City Airport and the Port of London Authority.

2.1 The addendum will also clarify areas in the report and update the conditions.

2. London Borough of Newham Committee Resolution

2.1 The part of the proposal falling within the control of Newham was reported to the Strategic Development Committee on the 18th of January 2011. The Committee resolved to approve the application in line with officer recommendations.

3. Further Consultation Responses

3.1 On the 14th of January, London City Airport provided a formal response to the height reduction drawings provided by the applicant. This response confirms that the height meets safeguarding requirements and that the conditions set out in the committee report are sufficient to control the height of the completed North Tower and temporary obstacles during the construction phase. On this basis, London City Airport withdraws its objection.

3.2 Also on the 14th of January, the Port of London Authority confirmed that they understand that the reduction in height makes no difference to the minimum aircraft to be provided. Additionally, the PLA confirmed that the available aircraft will enable the safe transiting of all vessels that are able to pass underneath the QEII Bridge at Dartford. On this basis, the PLA has no in-principle objection to the proposal.

4. Report Clarification

4.1 At paragraph 2.14 it should be noted that the maximum capacity is 2500 each way, not overall.

- 4.2 At 5.13, the EA's concerns regarding fish migration was raised. This in fact only relates to the Southern Tower which in the Thames. Mitigation and conditions have been agreed with the London Borough of Greenwich.
- 4.3 It should be noted that CABE's comments at paragraphs 5.23 and 5.24 were based on a pre-application design review and not the application submission. CABE have not provided any further comment on the proposal.
- 4.4 At 5.34, Quintain Estates and Developments PLC requested sufficient protection to the river wall. The Environment Agency has since confirmed informally that the North Tower is beyond the extent of the flood wall anchors.
- 4.5 Paragraph 9.7 states that Newham advertised the scheme as a departure for the adopted plan. This was based on a loss of employment land, however it should be noted that the cable car will not inhibit the operations of the site beneath.
- 4.6 Paragraph 9.26, disregard reference to Appendix 5.
- 4.7 A number of dimension changes have occurred to the elements falling under the control of Greenwich and Newham. These have been taken into account by each respective authority and are not considered to materially affect this application.

5. Conditions

- 5.1 The following is an update of the conditions found in section 11 of the main report.
- 5.2 Condition 3 is to be deleted.
- 5.3 Condition 6 to include after 'tower heads', "*...including bird deflectors on the communications cable where it crosses the Thames,*"
- 5.4 Condition 14, the word 'implemented' to be replaced with 'secured'.

CASE OFFICER: Stephen Allen

Date: 26 January 2011