

STATEMENT OF COMMON GROUND

Between the London Borough of Tower Hamlets and the Anderson
Group

In respect of Representations 62, 96 and 105

**London Borough of Tower Hamlets
Fish Island AAP
Local Development Framework**

Statement of Common Ground 5 – The Anderson Group

LBTH Fish Island Area Action Plan Examination in Public

Date: 25th June 2012

Parties: LB Tower Hamlets, Montagu Evans and the Anderson Group

Attendees: Jonny Moore (LBTH)
Simone Williams (LBTH)
Will Edmonds (Montagu Evans)
Les Penn (The Anderson Group)
Andrew Jay (The Anderson Group)

Role of this document

This Statement of Common Ground has been prepared to identify the areas of agreement between the Anderson Group and London Borough of Tower Hamlets (LBTH) on matters relating to the Proposed Submission version of the Managing Development – Development Plan Document (MD DPD) and Fish Island Area Action Plan (FIAAP), to be resolved prior to the Examination in Public.

Issues

In relation to the representations submitted by Montagu Evans on 9th March 2012 on behalf of The Anderson Group, the following issues have been discussed:

1. clarification regarding building heights guidance on Fish Island Mid (AAP Policy FI 6.2);
2. clarification regarding active uses of the canal, (AAP Policy FI 6.6);
3. clarification of concerns of constraints regarding the potential deliverability of the proposed all modes bridge over the Lea Navigation linking Monier Road to Fish Island East (AAP Policy FI 3.3)

Agreed actions

1. Clarification regarding building heights guidance on Fish Island Mid (AAP Policy FI 6.2)
 - Clarification was provided by LBTH regarding building heights specifically that those development proposals above 6 storeys will be subject to detailed assessment within the Managing Development DPD (Submission Version) and national guidance.
 - The following additional wording will also be provided to Section 7, 'Delivering the AAP', to provide clarification regarding a balanced approach towards encouraging and promoting redevelopment.

“The Council will take a proactive approach toward development when delivering the AAP such that it reflects the presumption in favour of

sustainable development as set out in the National Planning Policy Framework. The Council will seek to balance the need for encouraging and promoting redevelopment in Fish Island, with the requirement for contributions towards priorities, as defined by the policies in the AAP and the Implementation Plan in Appendix 2”.

2. Clarification regarding active uses of the canal, (AAP Policy FI 6.6)
 - An additional point is to be included within FI 6.6 to state:

“seeking to protect or enhance active uses on the waterways, such as for recreation or leisure use.”
 - A photo to depict active uses will also be included in Section 7 to illustrate the delivery of active waterway uses as ‘priorities’.
3. Clarification of concerns of constraints of the deliverability of the proposed all modes bridge over the Lea Navigation linking Monier Road to Fish Island East (AAP Policy FI 3.3, Appendix 2: Implementation Plan)
 - LBTH can clarify that technical work has been undertaken by the applicant (OPLC) as part of the Legacy Communities Scheme application regarding the all modes bridge from Monier Road to Fish Island East. A resolution to grant outline planning permission was passed by the ODA Planning Decisions Team on 26 June 2012.
 - LBTH maintains that an all modes bridge at Monier Road be defined as a strategic connection and be identified on Table 3.1 and in AAP Policy FI 3.3, as well as be considered as ‘essential’ in the Implementation Plan (Chapter 7). This due to the need to provide improved connections between emerging communities on Fish Island Mid and the new community on Fish Island East. Enhancing connectivity between Fish Island Mid and its surroundings is also considered essential to achieve sustainable development and ensure that communities in Tower Hamlets can access new facilities and opportunities in Fish Island East, the new Queen Elizabeth II Park, and the Olympic legacy area. In particular a new vehicular bridge between Fish Island Mid and Fish Island East will allow bus services to achieve greater penetration into residential areas, increasing public transport accessibility levels. Specifically this connection is required to allow the proposed extension of the 339 service to serve Fish Island Mid, which will connect the emerging community with Stratford via the new community proposed for Fish Island East.
 - Whilst accepting the potential public transport benefits of a bridge, the Anderson Group maintain concerns over the deliverability of an ‘all modes’ bridge and the impacts this would have on the amenity of existing and future residents. To recognise the issues regarding the deliverability of all connections over the waterways it is agreed that the following working be added to paragraph 3.15:

“These connections will be subject to further detailed assessment regarding design, planning, management and deliverability.

Subject to these changes and actions being considered acceptable, the Anderson Group will withdraw these specific issues from their representations.

Outstanding Issues

Consideration of identifying 4 Roach Road as an Opportunity Site (Chapter 7: Delivering Sustainable Regeneration).

- LBTH maintains its position that 4 Roach Road is not identified as an Opportunity Site as neither its size nor its location are of sufficient strategic importance to achieving the vision for Fish Island to justify its identification as an Opportunity site. This issue will be addressed through a Position Statement to be provided by The Anderson Group.

Consideration of identifying Swan Wharf as an Opportunity Site (Chapter 7: Delivering Sustainable Regeneration).

- LBTH maintains its position that Swan Wharf is not identified as an Opportunity Site as neither its size nor its location are of sufficient strategic importance to achieving the vision for Fish Island to justify its identification as an Opportunity site. This issue will be addressed through a Position Statement to be provided by The Anderson Group.