

# **POSITION STATEMENT**

## **Canal & River Trust Position Statement – LBTH Response**

In respect of Sessions 8, 13 and 14  
SA2, SA17 and SA20

**London Borough of Tower Hamlets  
Managing Development DPD  
Local Development Framework  
11 September 2012**

## **Canal & River Trust - Position Statement**

### **LBTH Response Statement**

This statement provides the Council's response to the issues stated within the Canal & River Trust's Position Statement for the Managing Development DPD Examination in Public. This statement does not seek to repeat information relating to the Council's position as stated elsewhere.

#### **Issue 1**

The Trust accepts that surrounding areas in SA2 should have access to the proposed local park, with some access to the canalside, but are concerned that the dotted line's position along the canalside will in future be interpreted as a formal canalside path.

#### **Summary**

The "Green Grid route" should be amended to go through the park instead of along the canalside. The Trust also request that the 4<sup>th</sup> bullet point on page 95 be amended to remove "and along" as below:

"The local park should be a minimum size of 1.2 hectares and of a usable design for sport and recreation. It should be separate from the new public open space on The Oval and located adjacent to The Regent's Canal with improved access to ~~and along~~ the canal."

#### **Response**

LBTH maintain that the Green Grid route as shown on Figure 16 is justified to demonstrate the potential implementation of the Green Grid in terms of connecting Cambridge Heath Road, Hackney Road, The Oval, Pritchard's Road, and Darwen Place, through this site.

#### **Issue 2**

DM12 does not sufficiently promote moorings or waterside activity. An additional bullet point should be added to SA2 Design Principles (p95) to promote moorings or waterside activity for these sites.

#### **Summary**

The Trust request that the following additional bullet point be added:

"The local park should include an active water frontage with potential for moorings subject to the London Plan policies, Core Strategy Spatial Policies, Development Management Policies and other supplementary guidance as part of the development management process."

#### **Response**

The Council continues to maintain that no additional wording is required to support moorings within SA2, as this is addressed by paragraph SA.12 (p.85).

LBTH will amend paragraph 12.3 as follows "Water spaces play an important role within the urban area, supporting ecosystems, providing open space, residential moorings and providing sustainable transport networks".

LBTH will amend Policy DM12(2) to state “Development will need to provide ~~appropriate~~ setbacks, where appropriate, from water space edges. Where appropriate, development will be required to contribute to the restoration of the water space edge.”

Subject to these changes and actions being considered acceptable, Canal & River Trust will withdraw these specific issues from their representations.

### **Issue 3**

DM12 does not sufficiently promote moorings or waterside activity. An additional bullet point should be added to SA20 and SA17 Design Principles to promote moorings or waterside activity for these sites.

### **Summary**

The Trust request that the following additional bullet point be added to SA20 (p155) and SA17 (p147) Design Principles:

“Development should promote an active water frontage with potential for moorings subject to the London Plan policies, Core Strategy Spatial Policies, Development Management Policies and other supplementary guidance as part of the development management process.”

### **Response**

The Council continues to maintain that no additional wording to the design principles is needed to support water infrastructure as sufficient policy guidance is provided by Policy DM12 (as amended).

LBTH will amend paragraph 12.3 as follows “Water spaces play an important role within the urban area, supporting ecosystems, providing open space, residential moorings and providing sustainable transport networks”.

LBTH will amend Policy DM12(2) to state “Development will need to provide ~~appropriate~~ setbacks, where appropriate, from water space edges. Where appropriate, development will be required to contribute to the restoration of the water space edge.”

Subject to these changes and actions being considered acceptable, Canal & River Trust will withdraw these specific issues from their representations.

### **Issue 4**

The Canal & River Trust does not support the proposed bridge link over South Dock in SA20. The Trust is concerned that a bridge proposed in that location would sever a large area of dock space, rendering it unusable for large visiting boats. South Dock is the only waterspace in the docks deep enough to accommodate large vessels like this, and the ability of these vessels to visit Docklands and moor periodically is critical to the strategy for regenerating the docks

### **Summary**

The proposed bridge link over South Dock should be removed.

### **Response**

Disagree. As stated in paragraph SA.13 all site allocation maps are indicative. The detailed design and delivery of a bridge will be determined through supplementary guidance and the

development management process. The provision of moorings would need to accord with London Plan policies, Core Strategy Spatial Policies, Development Management Policies and other supplementary guidance as part of the development management process. LBTH have forwarded the study which informed the bridge connection within the Marsh Wall site allocation - "Conceptual Bridge Design Report for London Borough of Tower Hamlets South Dock Footbridge" (21 August 2009, Revision B: 9 February 2010).