

LBTH Managing Development - Development Plan Document: Outstanding Issues - responses

SA2 Marian Place Gas Works and The Oval

Canal & River Trust original response	LBTH response	Further Canal & River Trust comment
<p>Bullet point four of the site's design principles should be amended to read "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 the canal."</p> <p>Where there is a usable existing towpath, The Canal & River Trust do not support the introduction of secondary walkways on the offside (non-towpath side) as this can reduce opportunities for providing secure moorings or ecological enhancements, and also lead to greater maintenance liabilities and anti-social behaviour issues. We would be keen to see improved access to the waterside, but not full access in the form of a walkway, which could limit opportunities for promoting the canal's unique potential.</p>	<p>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.</p>	<p>The Trust accepts that surrounding areas 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. We would request that the "Green Grid route" be amended to go through the park instead of along the canalside. We would also request that the 4th bullet point on page 95 be amended to remove "and along" as below:</p> <p>"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."</p>

<p>There is space for some moorings on the immediate canalside, which BW may seek to enhance and promote to meet the significant demand for residential moorings in London. Residential moorings are recognised by the Housing Minister (in his recent press release http://www.communities.gov.uk/news/housing/1974169) to be flexible and sustainable housing alternatives, that can enhance the canal environment and provide animation and passive surveillance, improving the amenity of the waterways for other users. We therefore consider that a range of moorings (including visitor moorings, where visiting boaters can stop temporarily to visit local amenities etc) alongside the site would enhance the canalside environment and add some activity to the waterspace. This would be complemented by improved access and landscaping for the benefit of other canalside visitors, including wildlife. We would request, therefore, an additional bullet point: "An active water frontage with potential for moorings subject to according with the London Plan policies, Core Strategy Spatial Policies, Development Management Policies and other supplementary guidance as part of the development management process."</p>	<p>LBTH maintain that no additional wording is required to support moorings within SA2, as this is addressed by SA.12 (p.85) which states that the development of sites will be subject to the relevant Core Strategy Spatial Policies, Development Management Policies, and other supplementary guidance, specifically Policy DM12 (as amended) and SP04 Part 4.</p>	<p>The Trust considers that Policy DM12 (as amended) does not promote moorings or waterside activity, which would benefit this site. We would request that the following additional bullet point be added</p> <p>"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."</p>
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SA20 Marsh Wall East and SA17 Millennium Quarter

Canal & River Trust original response	LBTH response	Further Canal & River Trust comment
<p>British Waterways does not support the proposed bridge link over South Dock, which would obstruct vessels mooring beyond it, severely reducing the activity of the docks, as South Dock is the only area that can take very large vessels. I have sent some photographs to LDF@towerhamlets.gov.uk of MS Deutschland moored in South Dock - a fantastic opportunity for such a large visiting vessel that would not have been possible if a bridge had been in place as indicated.</p> <p>The proposed bridge link over South Dock should be removed.</p>	<p>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. Disagree 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 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</p>	<p>Over the last 20 years South Dock and in particular the South Quay berth has been used by large visiting vessels such as Naval vessels, tall ships, super yachts and cruise ships, the largest of which is the MS Deutschland at 178m long, which visited in 2011 and 2012. Over the past 5 years we have seen an increase in the numbers of large vessels using the dock and in particular the South Quay berth which has benefited from upgraded mooring infrastructure. 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. The vessels also draw communities and visitors to the dockside, encouraging animation and active use of the waterspace and helping to support the maintenance of these historic docks.</p> <p>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. Whilst the MS Deutschland is a particularly large vessel, even smaller boats would be unable to moor here if a bridge were to be constructed. The report suggests an opening mechanism to maintain some navigation, but this would still prevent boats from using the dock, due to the restricted area that can be used for certain boats, particularly those that require the use of large tugs to moor safely.</p> <p>Please see the attached photographs of the</p>

		mooring during Deutschland's most recent visit which illustrates our objections to this proposal.
<p>In the Design Principles, another bullet point should be included to add "Enhance the dock space and facilitate an active waterspace by providing improved waterside infrastructure". This would be in accordance with the Canal & River Trust (British Waterways) Millwall Docks Waterspace and Moorings Plan, and the draft Marsh Wall East Masterplan Framework.</p>	<p>LBTH 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).</p> <p>LBTH cannot include a reference to the Canal & River Trust (formerly British Waterways) "Waterspace & Moorings Plan" in the Key Evidence base list, as this document was not used to inform the policy at drafting stage.</p>	<p>The Trust considers that Policy DM12 (as amended) does not promote moorings or waterside activity, which would benefit these sites. We would request that the following additional bullet point be added to both allocation design principles:</p> <p>"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."</p>