

Examination of the London Borough of Tower Hamlets Local Plan

Schedule of Matters and Issues for the Examination

Matter 10, Issue 10

Representor ID: 624580/Canary Wharf Group Plc

27 July 2018

Hearing Statement on behalf of Canary Wharf Group Plc ("CWG")

Matter 10: Site Allocations

Issue 10: Are the Site Allocations justified by the evidence base and of sufficient detail so as to be effective in delivery?

1. This Hearing Statement relates to the North Quay Site Allocation (Site Allocation 4.9) and Wood Wharf Site Allocation (Site Allocation 4.13). The first part will consider North Quay against the Inspector's questions, the second part Wood Wharf.

NORTH QUAY

2. The North Quay site is owned by CWG has been subject to a recent (2017) planning application (LPA ref. PA/17/01193) for a mixed-use: office (up to 158,586m²), residential (up to 1,423 units), serviced apartments (up to 216 units), retail/restaurant (up to 25,213m²) and cultural/leisure (up to 2,391m²) development. This planning application was withdrawn in December 2017.
3. CWG have agreed a Statement of Common Ground (SoCG) with the London Borough of Tower Hamlets (LBTH) with respect to the North Quay site allocation text. There are however still certain outstanding issues, as set out in the SoCG, which we will expand upon in this Hearing Statement. We will present these in response to the questions that the Examiner has raised below. We will also respond to the other questions as necessary to help in the Examiner's consideration of the site allocation.

10.1 In relation to all of the proposed site allocations contained within City Fringe, Central, Lower Lea Valley, Isle of Dogs and South Poplar:

- **Is the allocation justified by the evidence base?**
4. The North Quay site is identified for employment, town centre and residential uses. Given the site's location in a London Plan Opportunity Area, town centre, proposed Secondary Preferred Office Location, its PTAL rating of 6a and its size and current vacant status it is absolutely correct for it to be a site allocation and these uses are wholly appropriate for the site.
- **Is the extent of each site correctly identified?**

5. As part of the SoCG, LBTH have proposed to extend the site boundary to incorporate an area of land under the Docklands Light Railway (DLR) tracks and onto the Hertsmere Road which formed part of the access from the public highway/public realm for planning application PA/17/01193. It is also extended to include part of the dockside area which formed part of the dockside promenade (to link to the existing promenade). Both of these areas were also included within the site boundary (and were proposed to be developed on) for the implemented planning permission on the site (LPA ref. PA/03/00379). CWG support the proposals to include these areas within the site boundary which will be important elements for pedestrian and vehicle movement in any future scheme to come forward on the site.

- **Are the detailed requirements for each site clear and justified?**

6. CWG believe that the detailed requirements for the site that have been agreed through the SoCG are clear and justified and could be incorporated into any future scheme. One area of disagreement between CWG and LBTH relates to the reference to 'Strategic Cycling Routes' passing through the North Quay site. One is shown going north-south linking the Canary Wharf Crossrail Station to Poplar (via the Aspen Way footbridge). The second is shown going east-west along the dockside between Billingsgate and West India Quay. A local cycle route is also shown going east to west through the northern part of the site allocation.
7. A key constraint to the delivery of cycle routes across the site is a 7.5m level change between the existing site and the existing Aspen Way footbridge to enable a direct north-south link from Canary Wharf Crossrail Station, through the site and onto Poplar. This prevents any level cycle access in a north-south direction. The level change is shown in Figure 1 below which is taken form the Design and Access Statement (DAS) for planning application PA/17/01193.

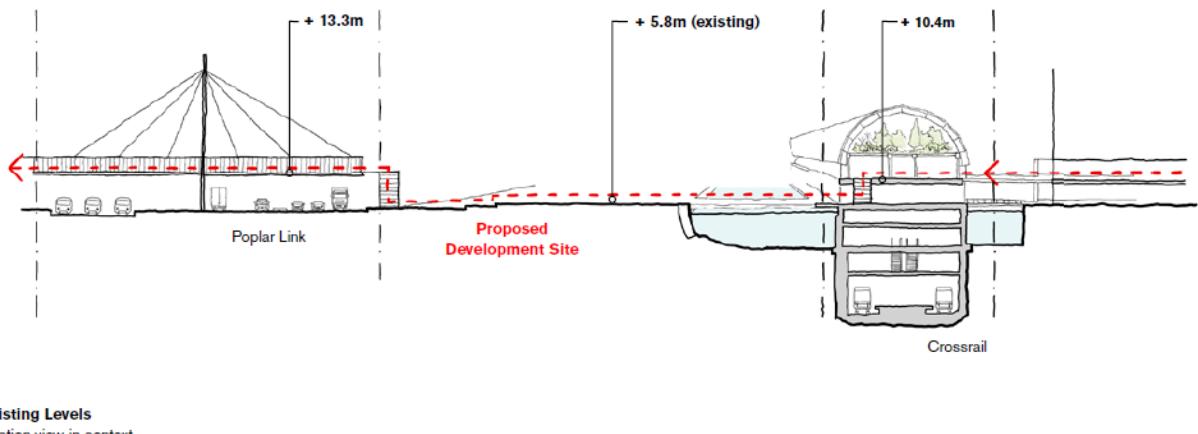


Figure 1 – Level changes across the North Quay site

8. With regard to the suggested east-west Strategic Cycling Route shown along the dockside, it doesn't connect into any strategic cycle network (this point also applies to the local cycle route not linking into any existing cycle network). There are also a number of important roles that this dockside space needs to fulfil including creating a positive relationship with the dock, enabling comfortable pedestrian movement (especially with pedestrian movements from the Crossrail

station), incorporating activities and providing a buffer space between the dock and the built development. It also needs to incorporate the level change between the dockside and the Aspen Way footbridge. Below is a further image from the DAS for planning application PA/17/01193 which shows how these different elements interact and demonstrates the difficulties of incorporating a Strategic Cycling Route through this area.



Figure 2 – DAS image of the dockside area proposed in planning application PA/17/01193

9. Therefore, as per their Regulation 19 Representations (para. 150), CWG request that the Design Principle text (draft Local Plan page 248) is amended as follows so that it is justified and therefore sound (deleted text ~~struck through~~ and new text in red):

"a. accommodate a new east-to-west cycle route through the site which ~~joins into the cycle network and enhances~~ pedestrians movement to/from the DLR stations at Poplar and West India Quay and the Elizabeth line station;"

- **Are the allocated sites deliverable?**

10. As owners of the North Quay site and a longstanding developer in the area of a significant quantum of development, CWG believe that the North Quay site is deliverable bus as a mixed-use development only. However, the site allocation (and other policy) requirements must not place unnecessary constraints on development. CWG support LBTH's proposed removal (as set out in the SoCG) of the reference to residential development comprising a maximum of 25% of the floorspace on the site to allow great flexibility. However, as set out in CWG's Hearing Statement for Matter 7: 'Employment and Growth', unjustified limitations to the quantum of residential development that can come forward in other policies will affect the deliverability of the allocated sites.

- **Are the criteria in the allocations policies necessary, relevant and deliverable?**
- **Are the allocations justified and effective? Have all of the site constraints/aspirations been taken into account?**
- **What has informed the figures and layouts provided for each site allocation? To what degree do they accurately reflect any extant planning permission?**

11. We will cover each of the questions above in this section.
12. A second area of disagreement set out in the SoCG relates to the extent of public square/open space shown on Figure 48 in the Regulation 19 Consultation:

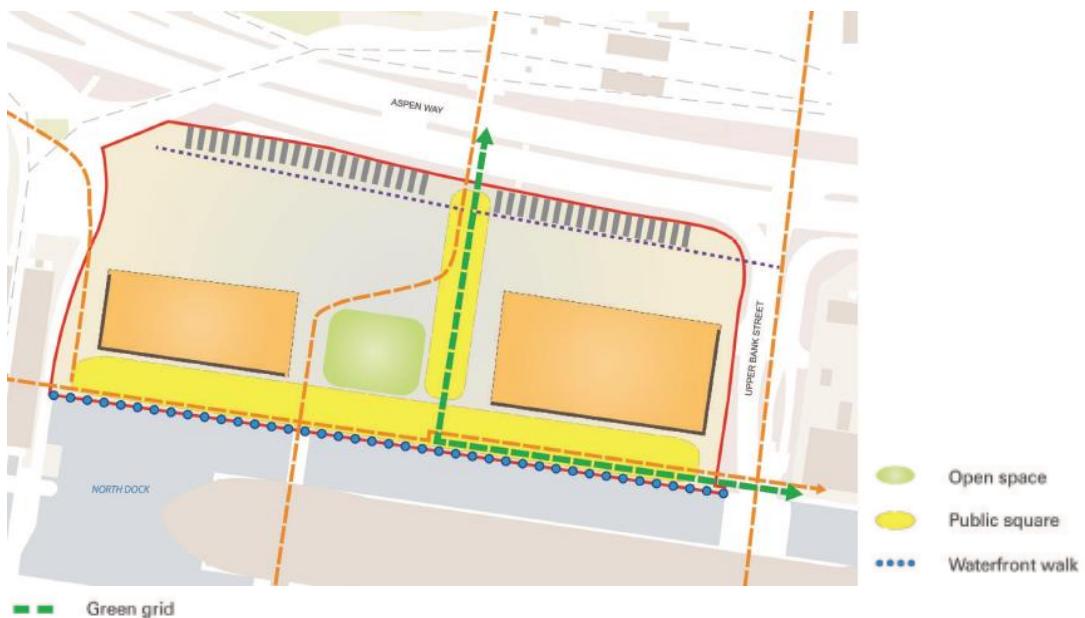


Figure 3 – Extract of Figure 48 from the Regulation 19 Consultation

13. During the SoCG discussions with LBTH, it was agreed that it was unrealistic to have a “public square” running the length of the dockside and from the southern to northern boundaries of the site, especially considering the agreed definition of a “public square” as set out in the SoCG:

“A consolidated area of open space primarily used by pedestrians, which should include well-defined edges and active frontages. It should be multifunctional and suitable for gatherings and should be well integrated with the wider movement network. The precise shape/form of the public square will be determined through the development management process.”

14. CWG and LBTH were both comfortable that the requirement for a route along the dockside and a north-south route through the centre of the site would be made clear by the ‘Waterfront walk’ and ‘Green grid’ routes shown on the site allocation diagram as well as other policies that require setbacks from water space edges.
15. CWG therefore suggested the following amendment (as shown on Figure 4) to illustrate that a public square should be accommodated in a central position on the site where routes from Poplar, the Crossrail Station and dockside would merge:

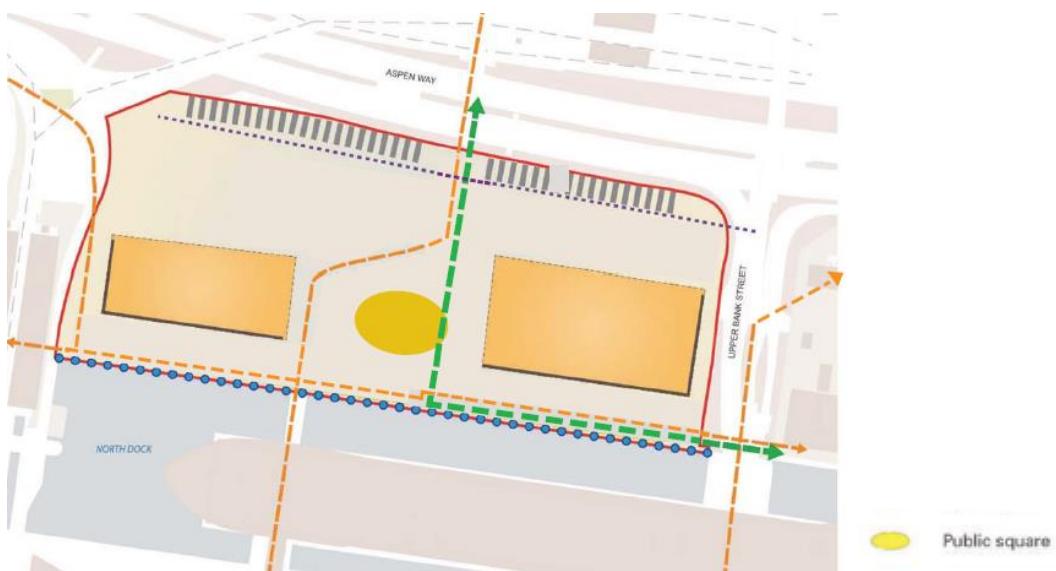


Figure 4 – CWG suggested amendment to the Figure 48 public square

16. Given that the site allocation diagram should be a diagrammatical representation of key features of the site, it was CWG's view that the above amendment would be sufficient to identify that a public square should come forward in the central area of the site and respond to the site allocation design principles. LBTH sought to increase the size of the area shown as "public square" to a degree that would not be realistic in terms of what would come forward as part of detailed proposals and would be misleading to the public. As such, CWG could not accept such a change as it was not justified.
17. CWG did suggest to insert an area marked "open space" to the south of the "public square" to make clear that the public square should continue to be open to the dockside (similar to the space shown in Figure 2 above), however LBTH did not agree with this approach.
18. In their response to this issue on page 5 of the SoCG LBTH state:

"Site allocation diagrams are for illustrative purposes (MM204). The exact layout of the public open space and public square will be agreed through the development management process."
19. Whilst CWG agree with this principle, this does not mean that the site allocation diagrams should show features to an extent that it is unrealistic they will come forward. This could create a level of expectation and subsequently an unnecessary objection from third parties during the planning application determination process.
20. With regard to reflecting extant planning permissions, details of the extant North Quay permission (PA/03/00379) are provided in CWG's Regulation 19 Representations. This was granted in 2007 before the site was used to support the construction of the adjacent Crossrail station. Given the passage of time since the application was granted planning permission, it is CWG's view that it would be more appropriate for the site allocation to draw from the layout of the 2017 planning application given that this has been recently tested through the design process. However, as set

out in CWG's Regulation 19 Representation, the implemented planning permission (PA/03/00379) should be acknowledged in the Site Allocation text to quickly make clear to those viewing the site allocation text that a planning permission currently exists on the site. CWG see this as important in terms of the setting the planning context for the site which includes buildings approved at 221m in height.

- **Is the overall scale and mix of development proposed for each site justified?**

21. CWG have commented above and in the Hearing Statement to Matter 7 in relation to concerns about unjustified limits on the quantum of residential development that could come forward on the North Quay site. The site allocation text does not give much indication of the scale of development on the site. To some degree this will be determined through the design process, however one of the reasons CWG view it as important to make reference to implemented planning permission PA/03/00379 is that this consented over 370,000m² of floorspace on the North Quay site and therefore demonstrates a quantum of development that can be accommodated. The more recent planning application comprised just under 340,000m² of floorspace.

WOOD WHARF

22. A SoCG has been agreed between CWG and LBTH with respect to the Wood Wharf site allocation. A number of outstanding issues still remain and we expand upon these throughout this Hearing Statement.

- **Is the extent of each site correctly identified?**

23. The boundary of Site Allocation 4.13 (Wood Wharf) is shown at Figure 52 of the Draft Local Plan (Regulation 19 version) and is reproduced below for ease of reference:

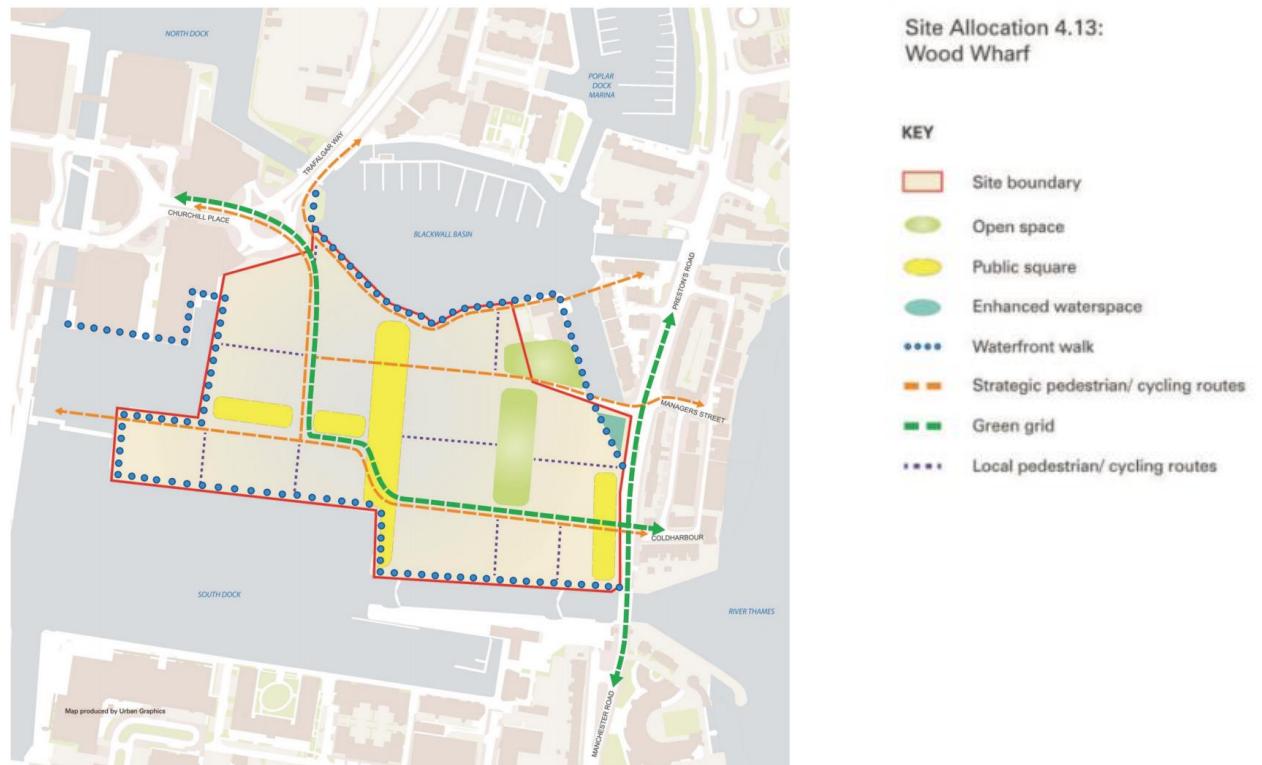


Figure 5 - Extract of Figure 52 from the Regulation 19 Consultation

24. **Appendix 1** to this Hearing Statement includes the red line site boundary plan for the extant outline planning permission (application ref. PA/13/02966, referred to as the ‘OPP’ hereon). As can be seen, the boundary of the OPP generally covers all of proposed boundary of Site Allocation 4.13 (Wood Wharf). Modifications to the extent of the site allocation boundary have been agreed within the SoCG, however the following matter remains outstanding:

- The extent of the site allocation boundary includes a portion of land outside the OPP boundary, located along the southern boundary of the site which adjoins the lock entrance to South Dock. The area of land is separated from the OPP site by a metal fence and is used in connection with the working dock edge. The area of land is shown at **Appendix 2** for reference.
25. There is no justification for including the area of dock edge that falls outside of the OPP boundary. This land is fundamentally linked with the operation of the active lock entrance to South Dock and there is no indication that this operation will cease at any point in the future. The LBTH Strategic Planning Team’s justification for including this land is that the water space represents an appropriate edge to define the boundary of the site allocation. We do not consider this to be a sound justification for including this portion of land within the site allocation boundary as there is no indication that the existing operations will end, to allow it to be incorporated with the OPP masterplan or developed in isolation. To ensure the site allocation is deliverable and justified, we propose that the extent of the site allocation is amended to remove this portion of land.
26. For completeness, the size of the site allocation should be updated accordingly to accurately reflect the extent of the site allocation boundary. The ‘size’ of the site allocation should be modified from 7.26ha, to reflect the final agreed extent of the site allocation boundary.
- **What has informed the figures and layouts provided for each site allocation? To what degree do they accurately reflect any extant planning permission?**
27. Following our comments in the Representations dated 13th November 2017, LBTH has confirmed in its ‘Schedule of proposed changes to the LP’ (document ref. SD03) that the following wording will be added under the site allocation diagram, “For illustrative purposes”.
28. The layout of the proposed Site Allocation 4.13 (Wood Wharf) does not accurately reflect the OPP. Whilst it is noted that the Figure 52 site allocation diagram will be modified to include “For illustrative purposes” – it is considered that the Figure 52 diagram should resemble more accurately, the general arrangement of the extant outline planning permission which is currently at an advance stage of construction.
29. Since the approval of the OPP, reserved matters permissions have been granted for fifteen separate development plots and construction works have progressed to an advanced stage. Superstructure works of four residential development plots have also progressed to a stage in which the buildings are visible some distance away from the site.
30. A set of Parameter Plans were approved as part of the OPP to define the extent of routes, spaces and buildings across the OPP site. The Parameter Plans have been amended subsequently through

a number of non-material amendment applications and the latest approved Parameter Plans (approved pursuant to ref. PA/18/00787) are included at **Appendix 3** for reference.

31. It is therefore recommended that relevant modifications are made to the general layout of open space, public square, enhanced waterspace, waterfront walk, strategic pedestrian/ cycling routes and local pedestrian/ cycling routes as shown on the Figure 52 diagram, to align with OPP and Parameter Plans included at **Appendix 3**. These modifications are necessary to ensure the site allocation is justified and remains effective during the plan period and for ease of reference and understanding by those reading the local plan.
32. It is noted that the ‘Schedule of Minor Modifications’ confirms that the Site Allocation diagram (Figure 52) will be modified to include a section of green grid that is missing that connects the existing green grid to the south dock to the west and to revise the location of bridges to more accurately reflect the OPP.
 - **Are the criteria in the allocations policies necessary, relevant and deliverable?**

Land Use Requirements

33. The draft Site Allocation 4.13 (Wood Wharf) currently states the following in respect of land use requirements:
 - *Housing*
 - *Employment: comprehensive mixed use development to provide town centre uses including small-to-medium enterprises and large floorplate offices*
34. In the earlier Representations dated 13th November 2017, for the purpose of ensuring the site allocation was justifiable and effective, that the ‘land use requirements’ reflected the approved land uses of the OPP more accurately. Specifically, it was suggested that reference to ‘small-to-medium enterprises and large floorplate offices’ be replaced with a general reference to ‘employment uses’. There is no evidence to suggest that reference to specific formats of employment/office space is necessary and/or deliverable. In addition, referencing specific formats of employment/office space is not relevant to the OPP which is in an advanced stage of construction.
35. To ensure the description of ‘land use requirements’ in the site allocation is necessary, relevant and deliverable, we suggest it is amended to the following:

“Residential-led, mixed-use development incorporating employment, town centre and other compatible uses.”

Design Principles

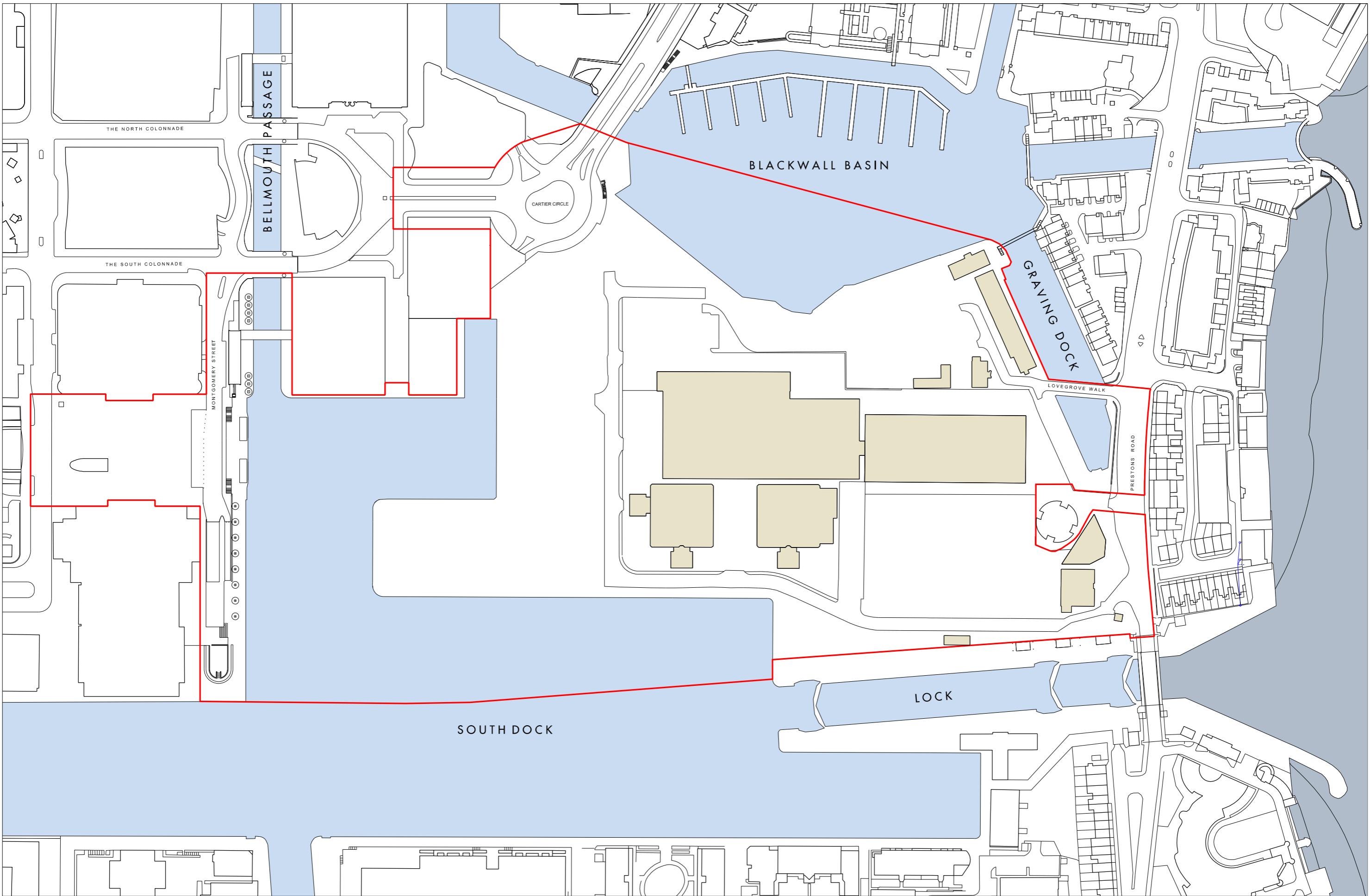
36. Under ‘Design principles’ the draft site allocation states that development will be expected to ‘maximise the creation of family homes;’. We commented in the earlier Representations dated

13th November 2017 that the reference to maximising family homes be omitted from the site allocation as it was not justified and provided no clarity in terms of its relationship with the mix of unit sizes set out in draft Policy D.H2: Affordable housing. An expectation to maximise family homes with specific regard to the site allocation is not justified or necessary.

37. The approved Development Specification (**Appendix 4**) of the OPP includes a target dwelling mix for specific tenures, including a requirement to provide at least 45% of affordable rented homes as family homes (3+ bed). Given the status of delivering the OPP, we suggest that in order for the site allocation to be justified and effective, that the reference to ‘maximising family homes’ is omitted from the site allocation.

Word Count: 2955

APPENDIX 1



Key:

- Planning Application Boundary
- Existing buildings within Planning Application Boundary

Scale 1:2000 @ A3

0 25 50 100



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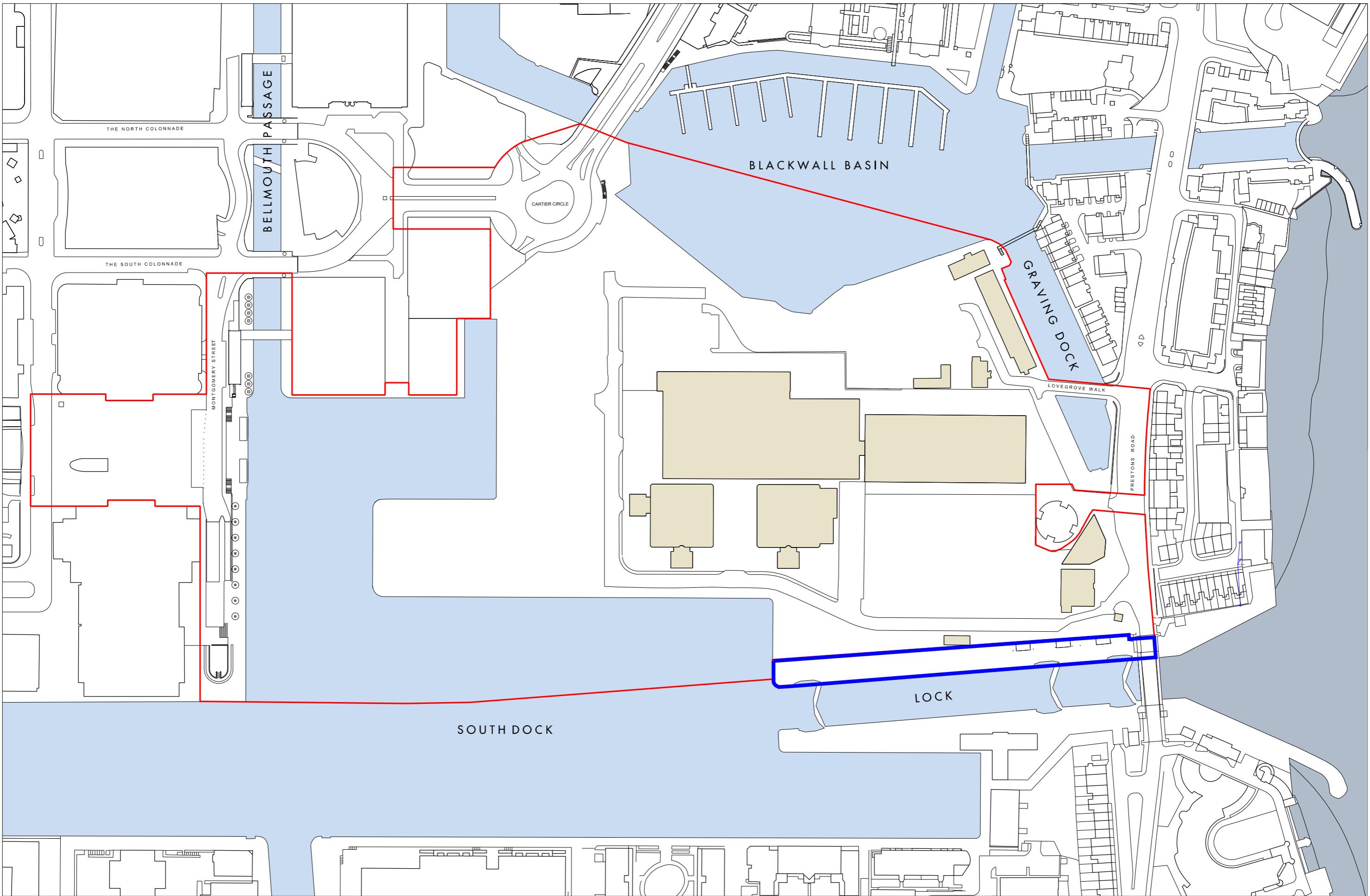
WOOD WHARF MASTERPLAN

Parameter Plan

Planning Application Area
WWMP-PP 001

STATUS: FOR APPROVAL
November 2013

APPENDIX 2



Key:

- Planning Application Boundary
- Existing buildings within Planning Application Boundary
- Area identified as 'working dock edge'

Scale 1:2000 @ A3

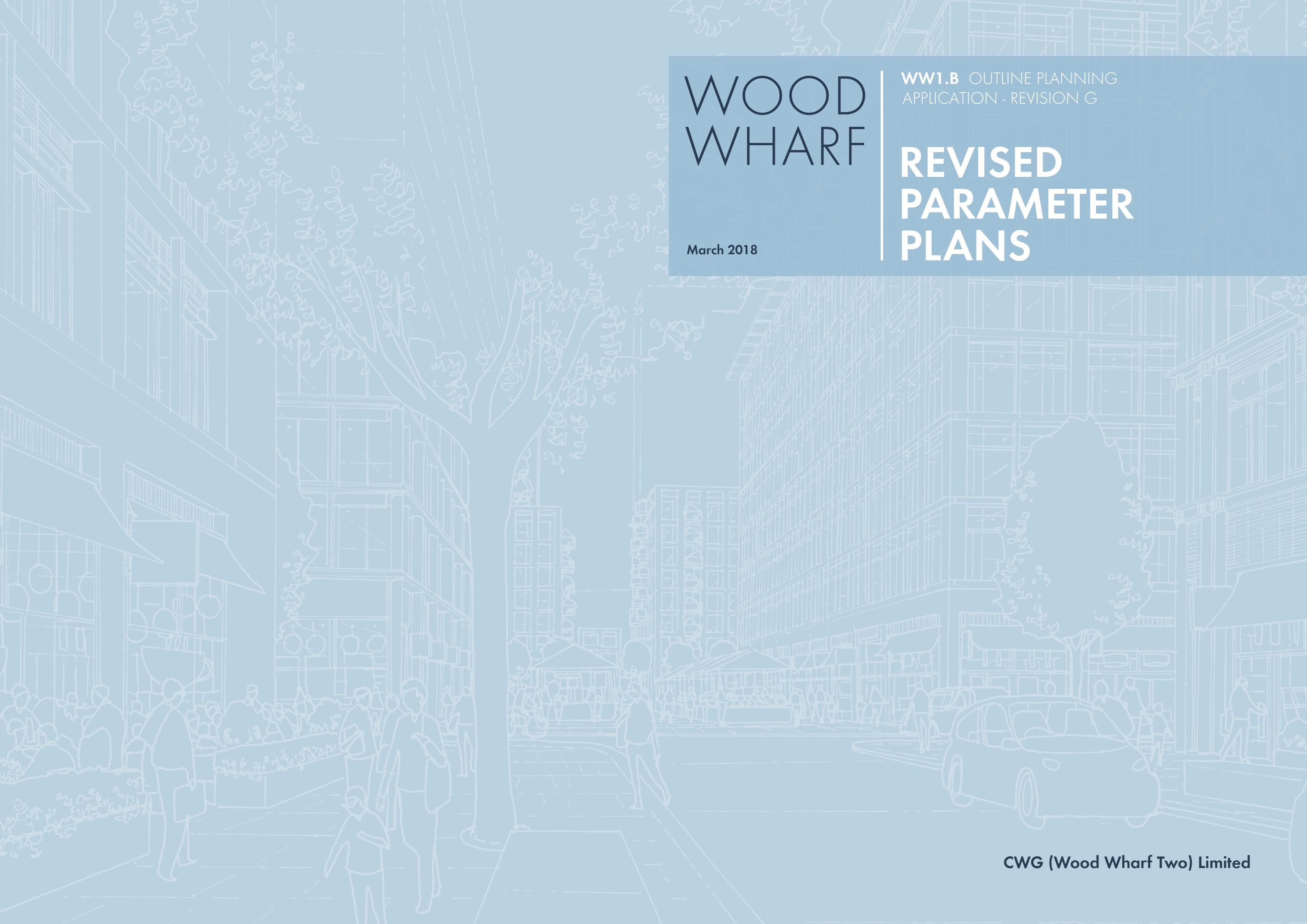
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WOOD WHARF MASTERPLAN

APPENDIX 3



WOOD WHARF

March 2018

WW1.B OUTLINE PLANNING
APPLICATION - REVISION G

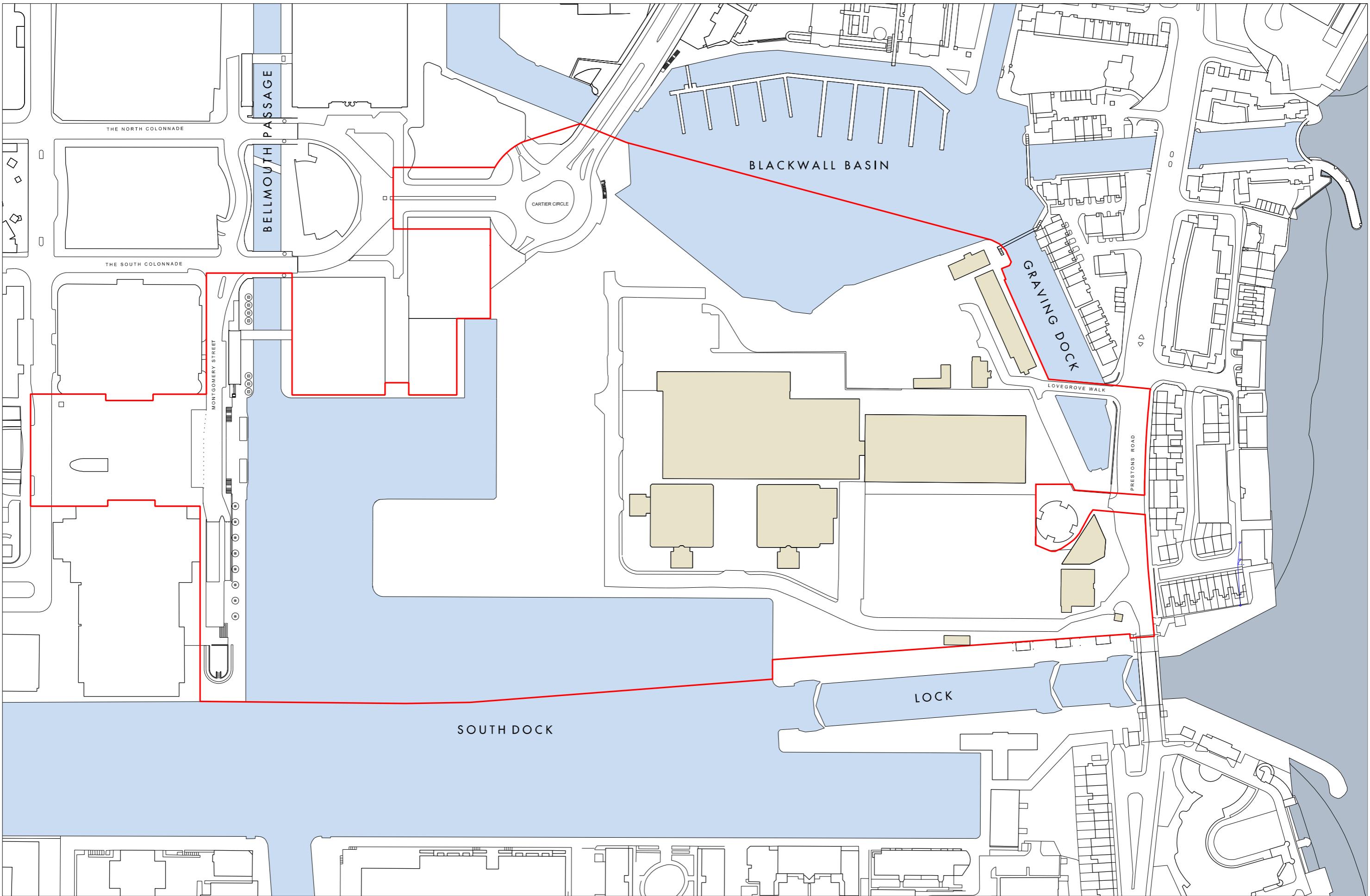
REVISED PARAMETER PLANS

CWG (Wood Wharf Two) Limited

TABLE OF AMENDMENTS : PARAMETER PLAN DRAWINGS

16 March 2018 REVISION G

Type	Drawing Number	Drawing Name	Revision	Summary of Changes
Parameter Plan	WWMP-PP 001	Planning Application Area	N/A	No Change
Parameter Plan	WWMP-PP 002	Demolition	N/A	No Change
Parameter Plan	WWMP-PP 003	Development Zones - Ground Level and Above	Rev C	Realignment to the boundary of Development Zones D and L. Change to the defined LOD at Development Zone D and Development Zone L.
Parameter Plan	WWMP-PP 004	Access and Circulation Routes	Rev D	Realignment to the boundary of Development Zones D and L. Change to Pedestrian/Cycle Routes/Servicing/Emergency Vehilce route through Development Zone L.
Parameter Plan	WWMP-PP 005	Open Spaces Areas	Rev B	Realignment to the boundary of Development Zones D and L. Change to the location of Development Plot L1.
Parameter Plan	WWMP-PP 006	Development Zones and Uses Below Ground	N/A	No Change
Parameter Plan	WWMP-PP 007	Ground Level Usages - Frontages & Water spaces only	Rev B	Realignment to the boundary of Development Zones D and L. Change to the location of Development Plot L1.
Parameter Plan	WWMP-PP 008	Upper Ground Level Uses - Frontages only	Rev B	Realignment to the boundary of Development Zones D and L. Change to the location of Development Plot L1.
Parameter Plan	WWMP-PP 009	Upper Floor Uses	Rev D	Realignment to the boundary of Development Zones D and L. Change to the location of Development Plot L1.
Parameter Plan	WWMP-PP 010	Development Plots and Maximum Heights	Rev D	Realignment to the boundary of Development Zones D and L. Change to the location of Development Plot L1.
Parameter Plan	WWMP-PP 011	New Land / Structures into dock	N/A	No Change
Parameter Plan	WWMP-PP 012	Existing Site Levels	N/A	No Change
Parameter Plan	WWMP-PP 013	Proposed Site Levels	Rev B	Realignment to the boundary of Development Zones D and L.



Key:

- Planning Application Boundary
- Existing buildings within Planning Application Boundary

Scale 1:2000 @ A3

0 25 50 100



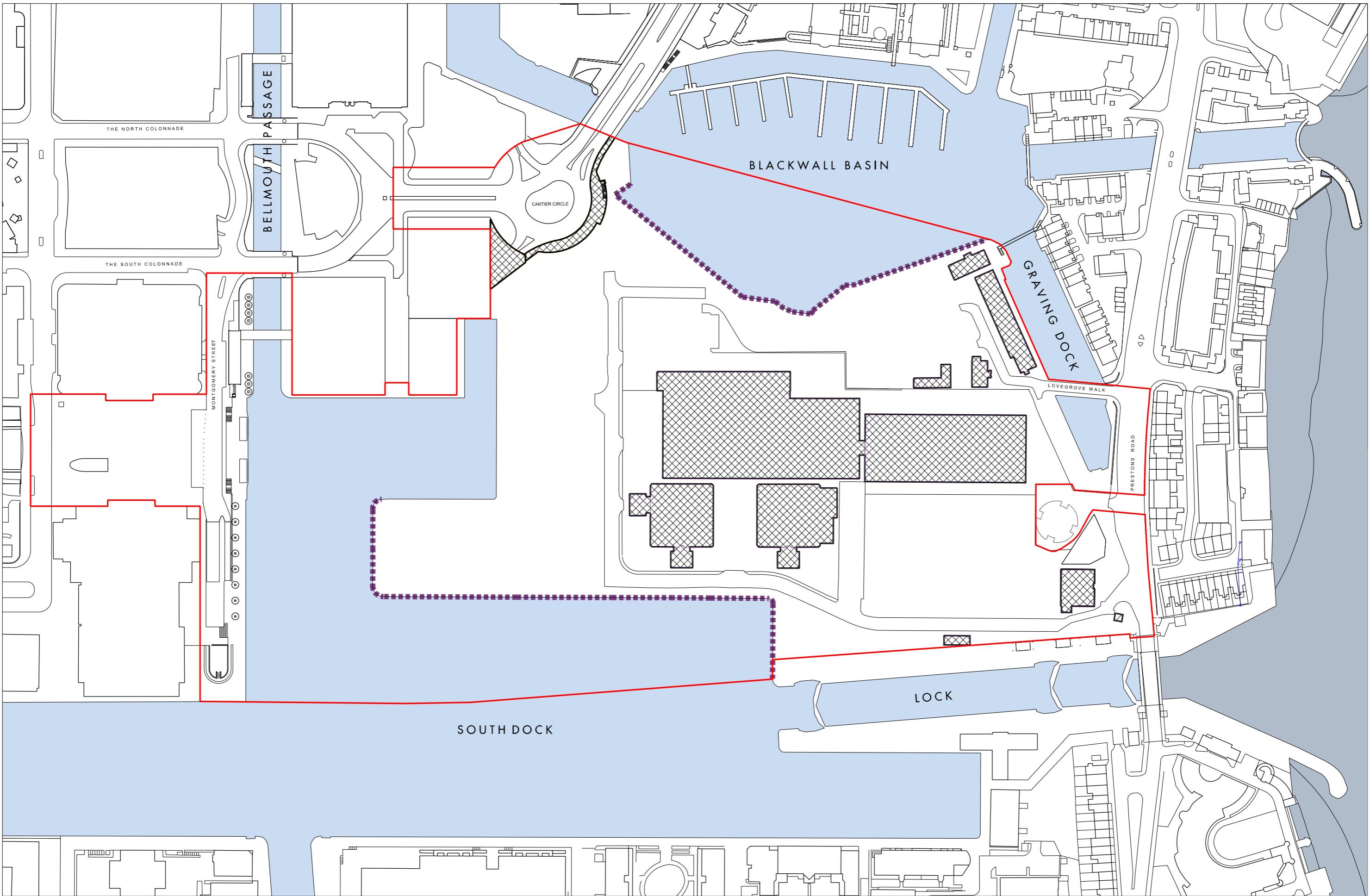
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WOOD WHARF MASTERPLAN

Parameter Plan

Planning Application Area
WWMP-PP 001

STATUS: FOR APPROVAL
November 2013



Key:

- Planning Application Boundary
- Structures to be demolished
- Dock edge to be demolished

Scale 1:2000 @ A3

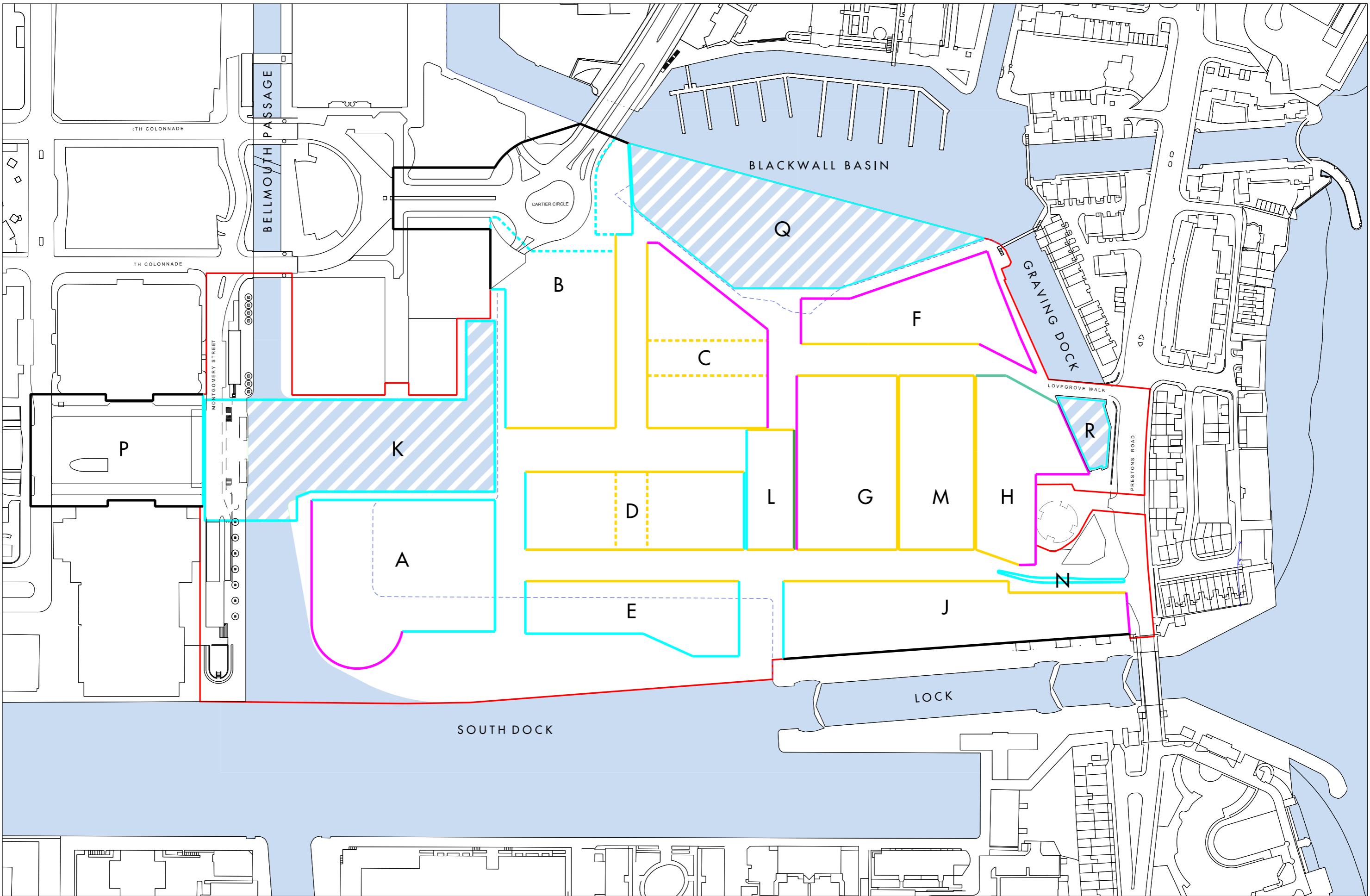
0 25 50 100



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WOOD WHARF MASTERPLAN
Parameter Plan
Demolition
WWMP-PP 002

STATUS: FOR APPROVAL
November 2013



Scale 1:2000 @ A3

0 25 50 100

Key:

- Planning Application Boundary
- Line of existing dock edge
- Development Zone Boundary aligned with Application Boundary
- Development Zone Boundary (LOD - 5.0m)
- Development Zone Boundary (LOD + 5.0m)
- Development Zone Boundary (LOD + 5.0m, -12.0m)

- Development Zone Boundary (LOD ± 1.0m)
- Development Zone Boundary (LOD ± 5.0m)
- Development Zone Subdivision (LOD ± 1.0m)
- Development Zone Subdivision (LOD ± 5.0m)
- Development Zone - predominantly water space

NOTE:

[A]

- LOD Limits of deviation
- Development Zone reference
 - Development Zone Boundary (LOD ± X m)
 - Development Zone Boundary (-X m)
 - Development Zone Boundary (+ X m)

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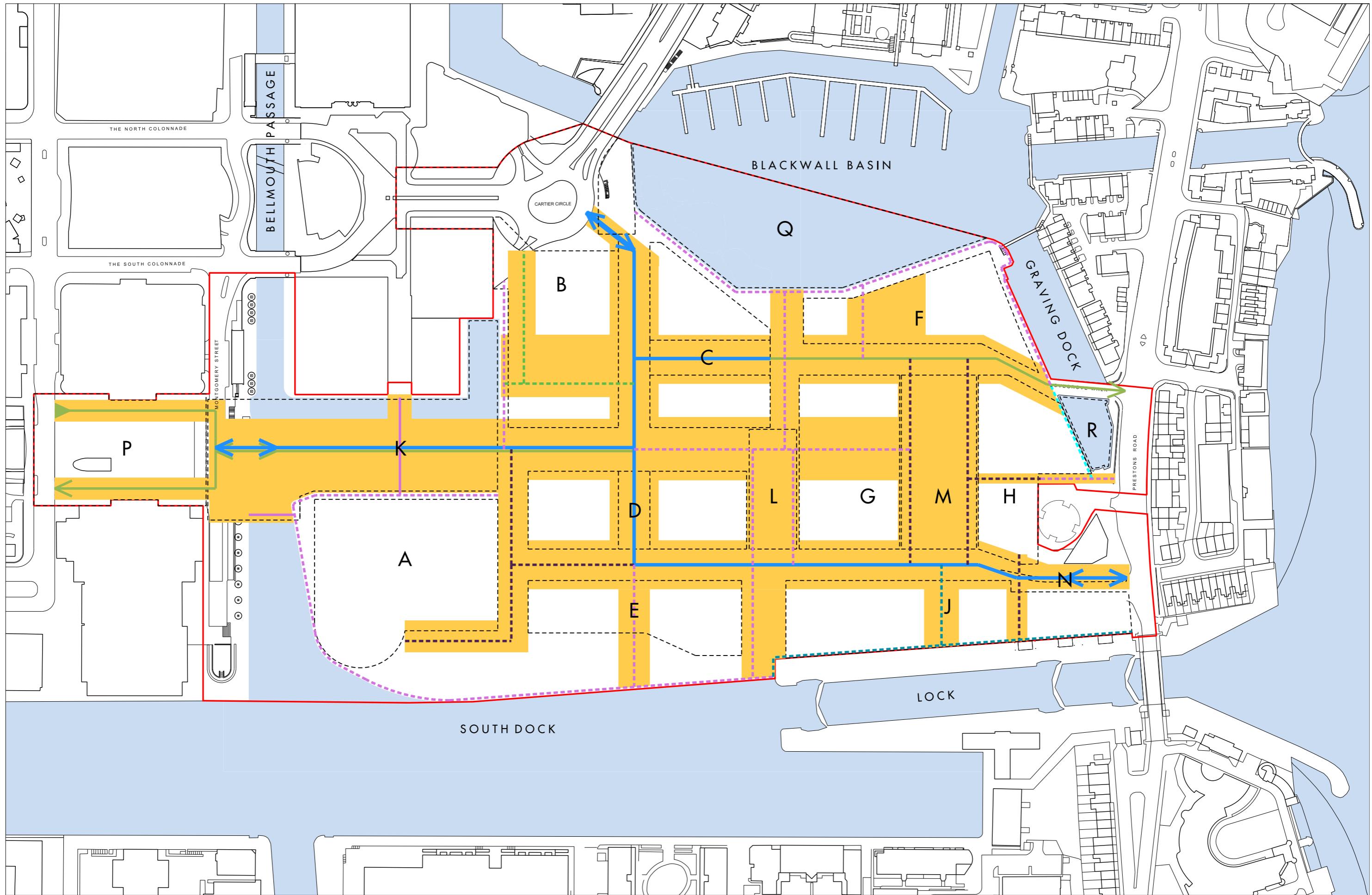
WOOD WHARF MASTERPLAN

Parameter Plan

Development Zones - Ground Level and Above

WWMP-PP 003 Rev C

STATUS: FOR APPROVAL
March 2018



Scale 1:2000 @ A3

0 25 50 100

Key:

- Planning Application Boundary
- ↔ Access/Egress
- ↔ Access/Egress
- Egress only
- Access only
- Primary Vehicle and Cycle Route
- Secondary Vehicle and Cycle Route

- Tertiary access
- Pedestrian / Cycle Routes / Servicing / Emergency vehicles
- Pedestrian Routes
- Potential pedestrian connection which could be in building structure
- Pedestrian connection which could be in building structure
- Potential pedestrian connection if Plot H2 is allocated C3 use

[A]

Development Zone reference

Development Zones
refer to WWMP-PP 003 for Zone Boundary & Zone Boundary Subdivision LOD

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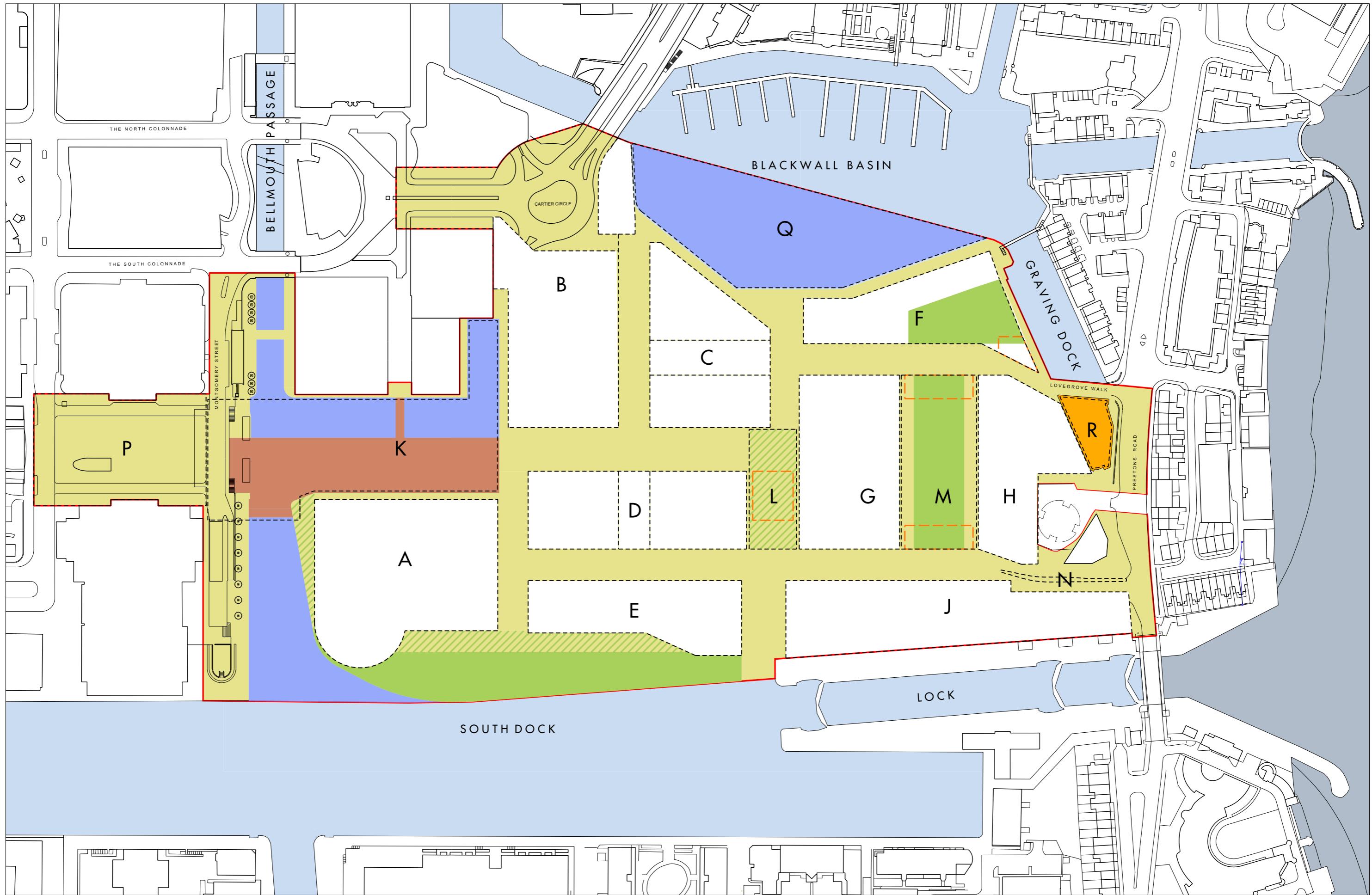
STATUS: FOR APPROVAL
March 2018

WOOD WHARF MASTERPLAN

Parameter Plan

Access and Circulation Routes

WWMP-PP004 Rev D



Scale 1:2000 @ A3

0 25 50 100

Key:

- Planning Application Boundary
- Predominantly hard landscaping
- Predominantly soft landscaping
- Proposed Nature Conservation Area (on water)
- Zones for New Bridge Structures - refer to WWMP-PP 004 for LOD
- Predominantly water
- Hard or soft landscaping
- Area for proposed pavilion buildings
- Prestons Road
- LOCK
- SOUTH DOCK
- BLACKWALL BASIN
- CARTIER CIRCLE
- BELLMOUTH PASSAGE
- MONTGOMERY STREET
- LOVEGROVE WALK
- LOCK
- THE NORTH COLONNADE
- THE SOUTH COLONNADE
- GRAVING DOCK
- PRESTONS ROAD
- NOTE: 'Predominantly' equates to proportion of area greater than 51%
Area of New Bridge Structures not to exceed 2220sqm

[A]

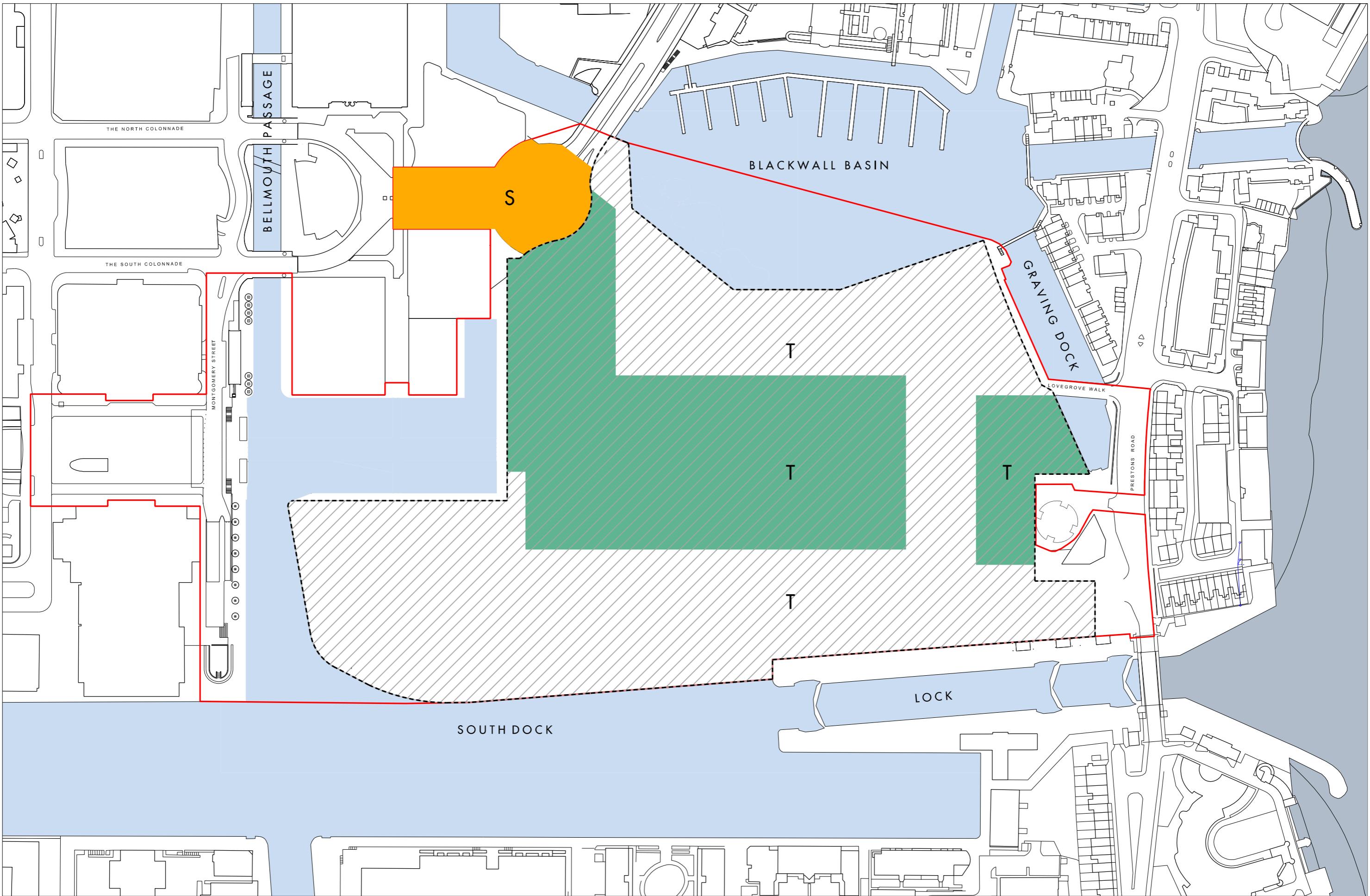
Development Zones
refer to WWMP-PP 003 for Zone Boundary & Zone Boundary Subdivision LOD

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WOOD WHARF MASTERPLAN
Parameter Plan

Open Space Areas
WWMP-PP 005 Rev B

STATUS: FOR APPROVAL
March 2018



Key:

- Planning Application Boundary
- Line within which new basements may be constructed (-5m AOD max. depth)
- Any Permitted Uses to +3m AOD (other than Use Class C3)
- Areas for plant, flood storage reservoir, servicing, storage, ancillary uses etc.
- Any Permitted Uses to -5m AOD (other than Use Class C3)

[A]

Development Zone reference

Scale 1:2000 @ A3

0 25 50 100



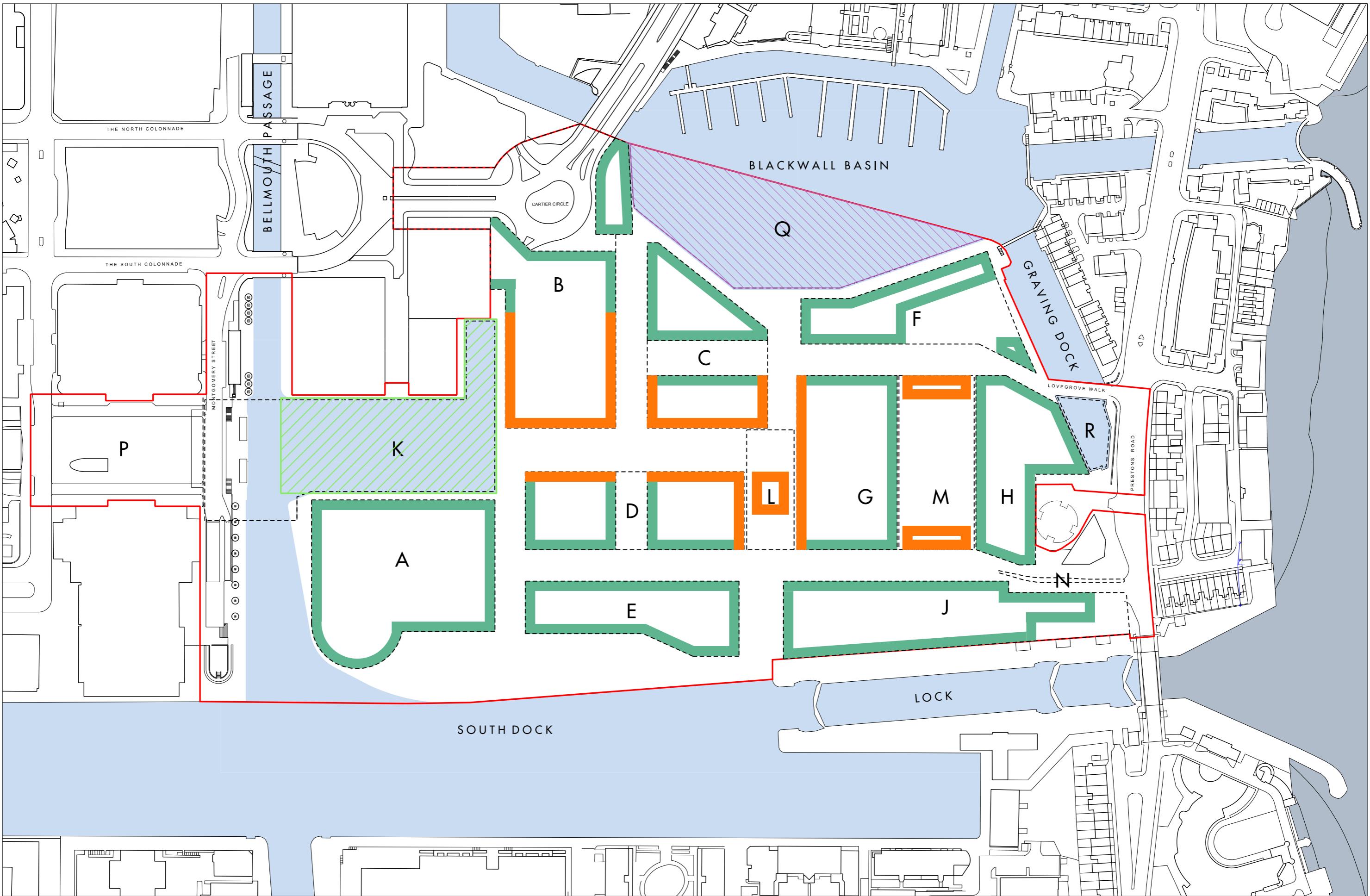
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WOOD WHARF MASTERPLAN Parameter Plan

Development Zones and Uses Below Ground

STATUS: FOR APPROVAL
November 2013

WWMP-PP 006



Key:

- Planning Application Boundary
- Predominantly A Uses
- Predominantly B1 Use
- Predominantly C3 Use
- Any Permitted Uses

- Area of floating pavilions/boats provided for Use Classes A, D1 & D2
- Area for residential moorings/ pontoons
- Development Zones - refer to WWMP-PP 003 for Zone Boundary & Zone Boundary Subdivision LOD
- Development Zone reference [A]

Scale 1:2000 @ A3

0 25 50 100

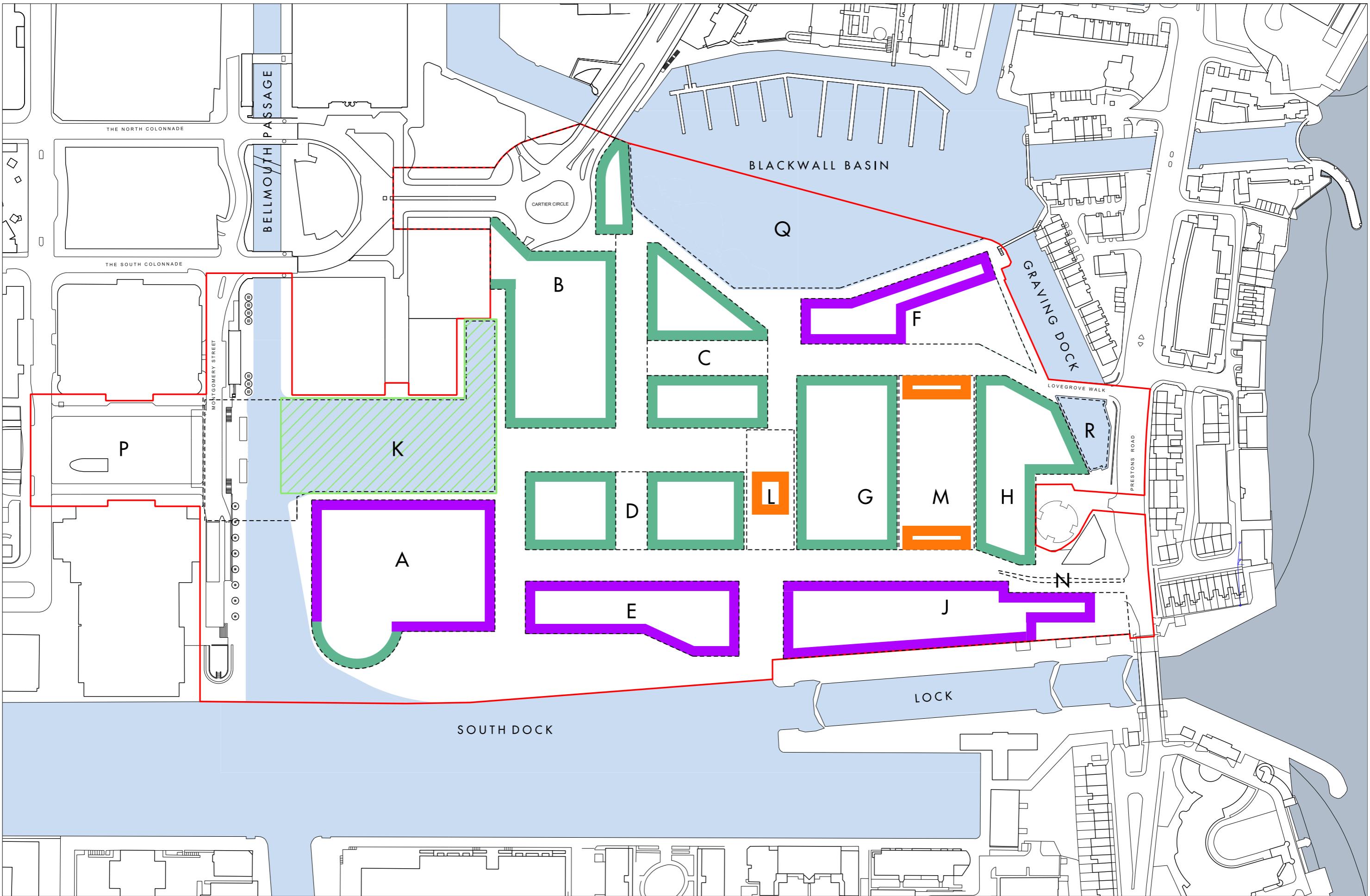


NOTE:
'Predominantly' equates to proportion of plot frontage greater than 51%

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WOOD WHARF MASTERPLAN Parameter Plan

Ground Level Uses - Frontages & Water spaces only
WWMP-PP 007 Rev B
STATUS: FOR APPROVAL
March 2018



Scale 1:2000 @ A3

0 25 50 100

Key:

- Planning Application Boundary
- Predominantly A Uses
- Predominantly B1 Use
- Predominantly C3 Use
- Any Permitted Uses

- Area of floating pavilions/boats provided for Use Classes A, D1 & D2
- Development Zones
- refer to WWMP-PP 003 for Zone Boundary & Zone Boundary Subdivision LOD
- Development Zone reference [A]

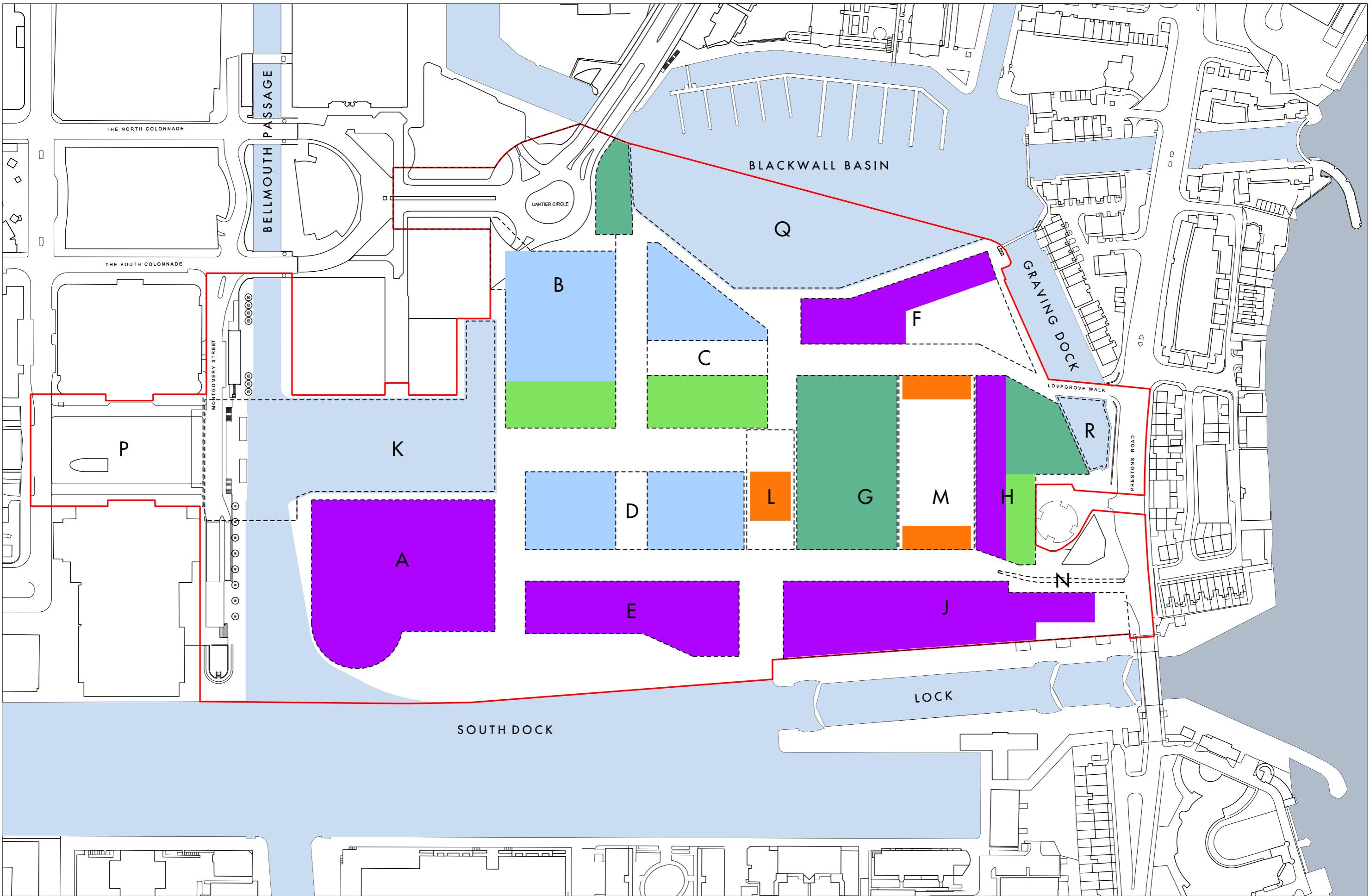
NOTE:
'Predominantly' equates to proportion of plot frontage greater than 51%

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WOOD WHARF MASTERPLAN

Parameter Plan

Upper Ground Level Uses - Frontages only
WWMP-PP 008 Rev B
STATUS: FOR APPROVAL
March 2018



Scale 1:2000 @ A3

0 25 50 100

Key:

- Planning Application Boundary
- Predominantly A Uses excluding C3 Use
- B1 Use
- C3 Use
- Any Permitted Uses

- Any Permitted Uses excluding C3 Use
- Development Zones
- refer to WWMP-PP 003 for Zone Boundary & Zone Boundary Subdivision LOD
- [A] Development Zone reference

NOTE:
'Predominantly' equates to proportion of floor area greater than 51%
Development Plot B3 shall provide no less than 4 floors as B1 Use

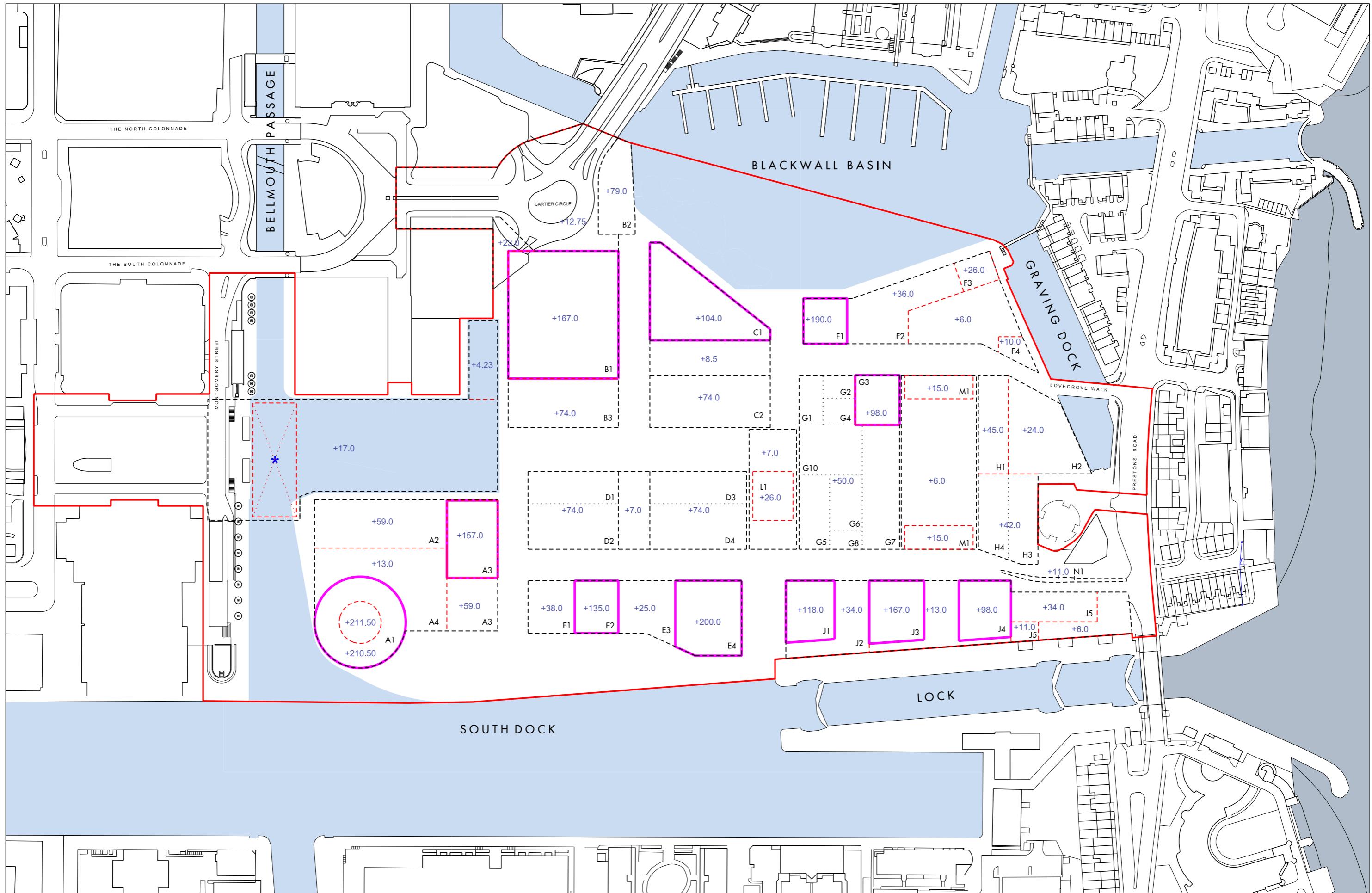
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STATUS: FOR APPROVAL
March 2018

WOOD WHARF MASTERPLAN

Parameter Plan

Upper Floor Uses
WWMP-PP009 Rev D



Scale 1:2000 @ A3

0 25 50 100



Key:

- Planning Application Boundary
- Development Zone Maximum Heights Subdivision
- +XX.0 Maximum Permitted Height (m A.O.D.) of building structure
- Magenta line Maximum extent of tall building structure (exceeding +90.0 m A.O.D.)
- A1 Development Plot reference
- *

Development Zones
- refer to WWMP-PP 003 for Zone Boundary & Zone Boundary Subdivision IOD
Indicative Development Plot division

NOTE: Apart from Development Plot A1, an additional height of 1.2m in addition to the Maximum Permitted Height is permissible for an area up to 25% of the footprint of each building to allow for guard railing, plant, machinery, enclosures and lift overruns. For the avoidance of doubt, flues/extraction outlets are exempt from the Maximum Permitted Height.

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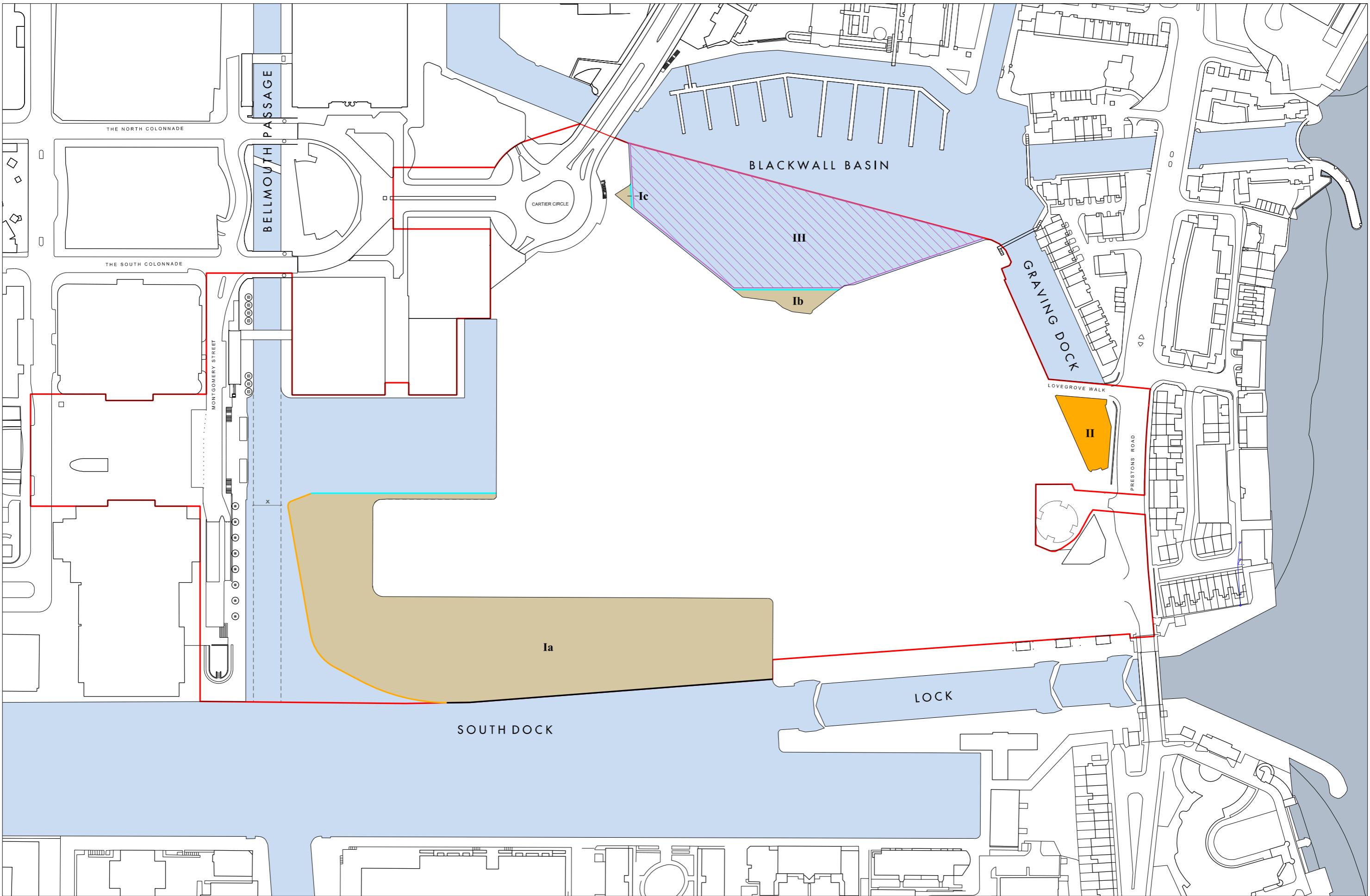
WOOD WHARF MASTERPLAN

Parameter Plan

Development Plots and Maximum Heights

WWMP-PP 010 Rev D

STATUS: FOR APPROVAL
March 2018



Scale 1:2000 @ A3

0 25 50 100

Key:

- [Red Box] Planning Application Boundary
- [Brown Box] Area of new land into dock (basement / marine deck)
- [Orange Box] Proposed Nature Conservation Area
- [Purple Box with Hatching] Area for residential moorings/ pontoons

- [Black Line] Development Zone Boundary aligned with Application Boundary (LOD +0m, -10m)
- [Cyan Line] Development Zone Boundary (LOD ±1.0m)
- [Yellow Line] Development Zone Boundary (LOD ±10m)
- I, II, III** Labels referred to in Table 7 of Development Specification
- x** Width of passage to be maintained and match width of Bellmouth Passage

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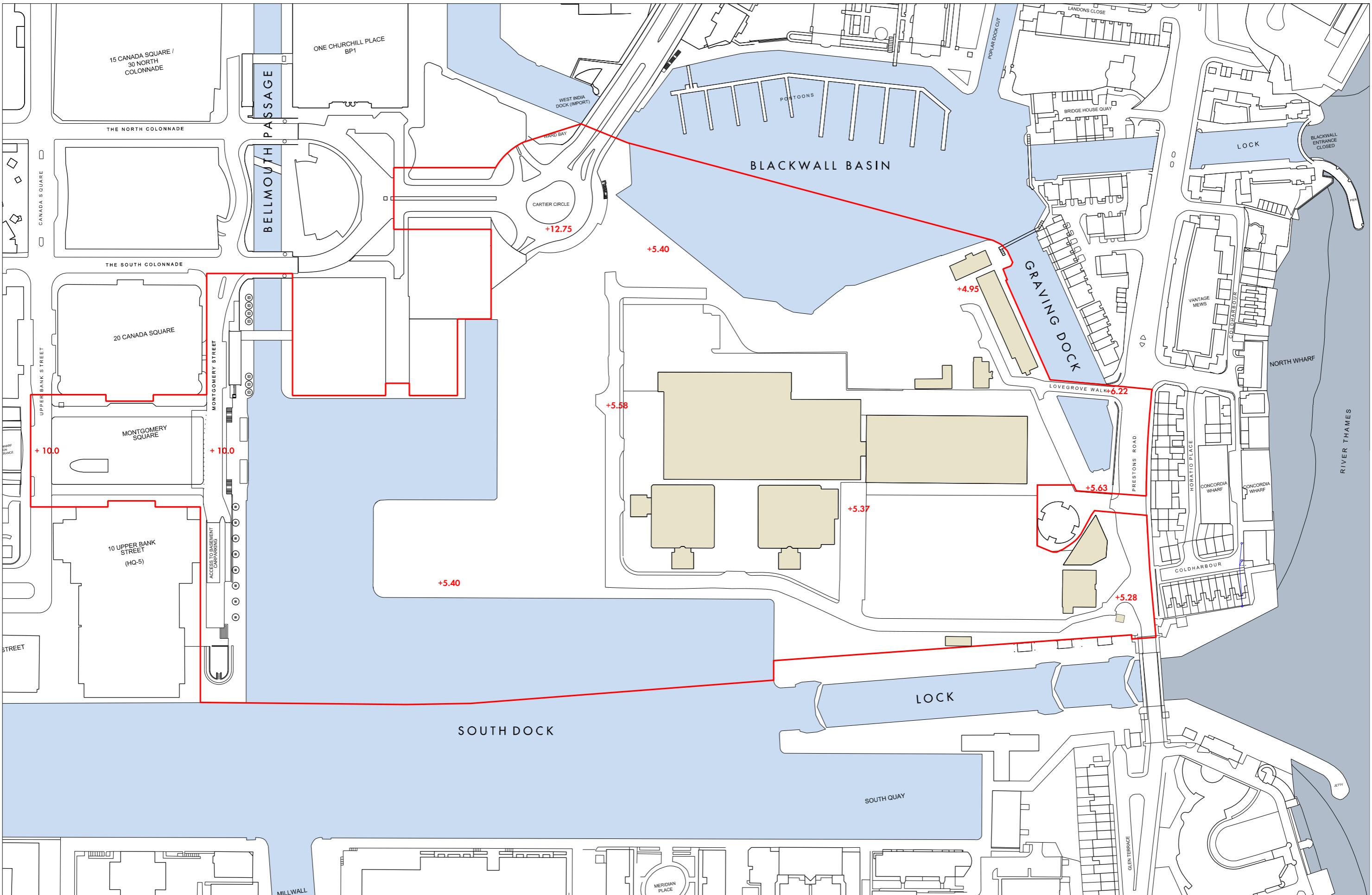
WOOD WHARF MASTERPLAN

Parameter Plan

New Land/Structures into dock

WWMP-PP 011

STATUS: FOR APPROVAL
November 2013



Key:

- Planning Application Boundary
- +4.00 Existing Site Levels (m AOD) within Planning Application Boundary

Scale 1:2000 @ A3

0 25 50 100



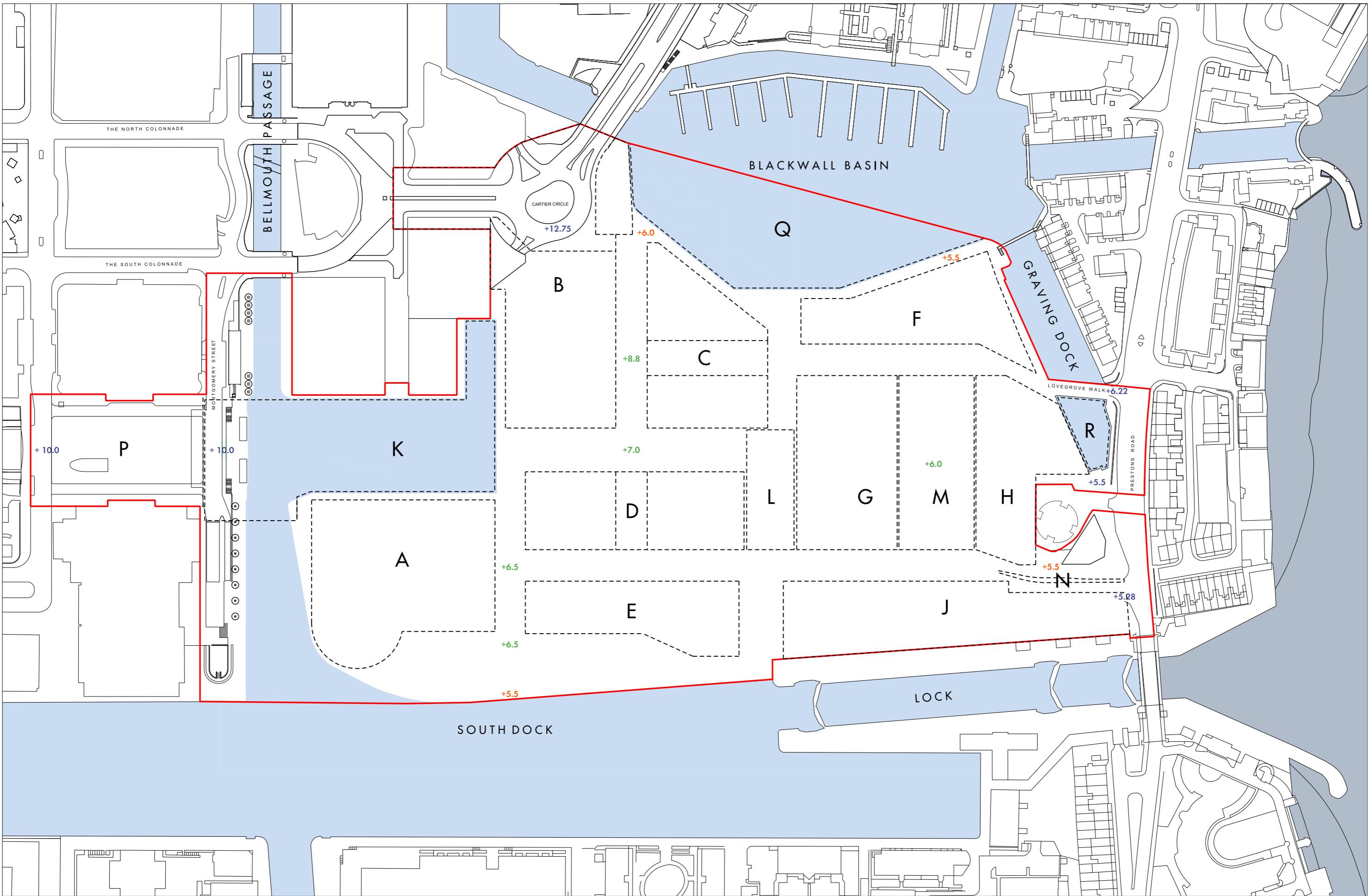
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WOOD WHARF MASTERPLAN

Parameter Plan

Existing Site Levels
WWMP-PP 012

STATUS: FOR APPROVAL
November 2013



Key:

- Planning Application Boundary
- +4.00 Proposed Site Level m AOD (limit of Deviation +/- 0.25m)
- +4.00 Proposed Site Level m AOD (limit of Deviation +/- 0.5m)
- +4.00 Proposed Site Level m AOD (limit of Deviation +/- 1.0m)

Scale 1:2000 @ A3

0 25 50 100



- Development Zones
refer to WWMP-PP 003 for Zone Boundary & Zone Boundary Subdivision IOD
- [A] Development Zone reference

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STATUS: FOR APPROVAL
March 2018

WOOD WHARF MASTERPLAN

Parameter Plan

Proposed Site Levels

WWMP-PP 013 Rev B

APPENDIX 4

WOOD WHARF

WW1.C OUTLINE PLANNING APPLICATION -
REVISION C

REVISED DEVELOPMENT SPECIFICATION

March 2018

CWG (Wood Wharf Two) Limited

1 INTRODUCTION

- 1.1 This document is the Development Specification for the Outline Planning Application (OPA) for the Site as a whole (known hereafter as the “OPA Site”).
- 1.2 The OPA includes three Control Documents which define the Specified Parameters for the Proposed Development. The Development Specification is one of these Control Documents and should be read in conjunction with the Parameter Plans and Design Guidelines, which are the other two Control Documents.
- 1.3 The Development Specification sets out a written account of the Parameter Plans and details the description of the Proposed Development and the type and quantity of development that could be provided within each of the Development Zones and Development Plots across the OPA Site.
- 1.4 Whilst the three Control Documents need to be read together in order to understand the development potential of each Development Zone, this Development Specification sets out how the OPA has been organised and is likely to provide the best starting point for the reader.
- 1.5 A full description of the Proposed Development is provided in Section 4.

The Structure of the Development Specification

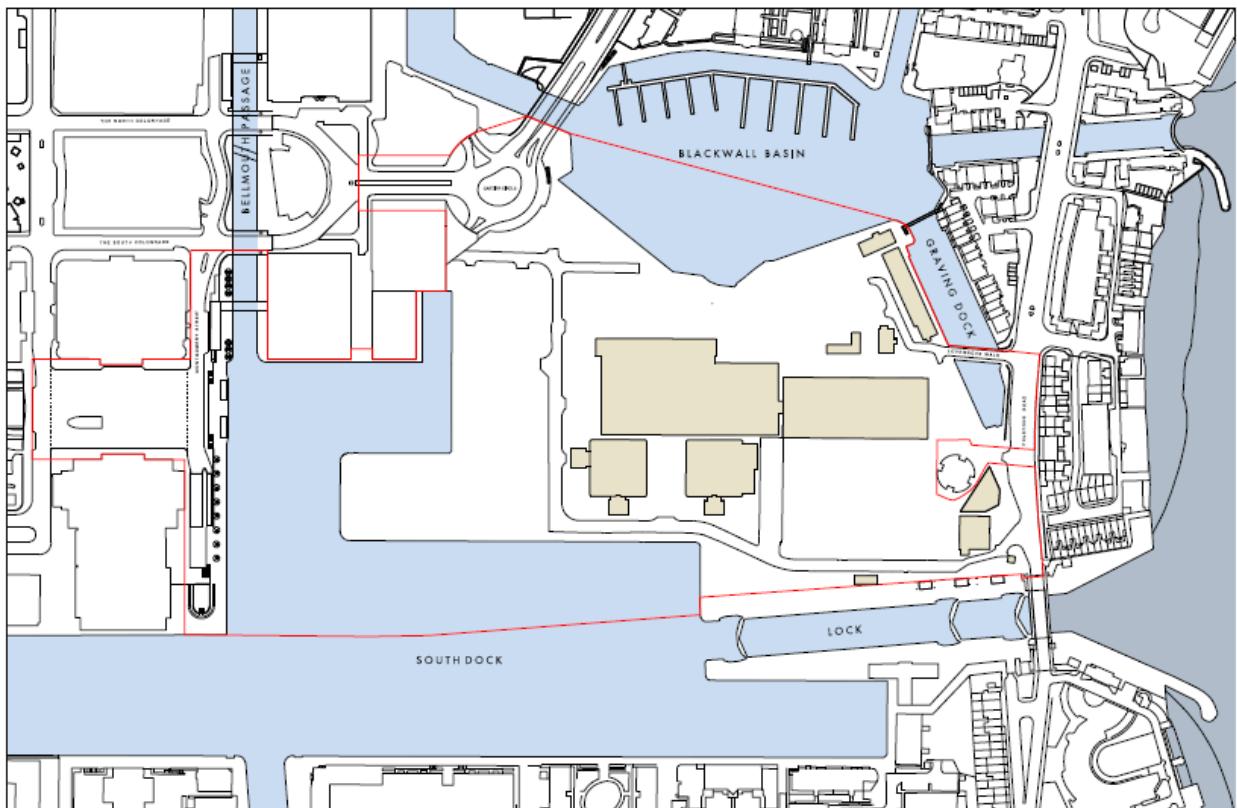
- 1.6 This Development Specification is structured as follows:
 - This Introduction forms Section 1;
 - Section 2 explains the scope of the OPA;
 - Section 3 provides a description of the OPA Site;
 - Section 4 describes the overall content of the Proposed Development;
 - Section 5 describes the Parameter Plans submitted as part of the OPA; and
 - Section 6 discusses the Equalisation Requirements for the OPA

2 THE OUTLINE PLANNING APPLICATION

- 2.1 The application to which this submission document relates is submitted as an outline planning application.
- 2.2 Sufficient detail is included within the OPA to meet the legislative requirements and guidance set out in DCLG Circular 01/06 ‘Guidance on Changes to the Development Control System’ for an outline application being used, amount of development and access points to the development. In addition further detail is provided to give an indication of the detail of the Reserved Matters as follows:
- Access – An indication of areas for accessibility into the OPA Site for vehicles, cycles and pedestrians and areas within the OPA Site where circulation will occur.
 - Scale – an indication of the upper parameters for height, width and length of each Development Plot within the OPA Site.
 - Appearance – an indication of the proposed appearance of the Proposed Development.
 - Layout – an indicative layout with separate Development Zones and Plots proposed within the OPA Site boundary where appropriate.
 - Landscaping – an indication of the potential landscaping within the OPA Site.

3 THE OUTLINE PLANNING APPLICATION SITE

3.1 The OPA Site covers 13.6 ha and is situated to the north-east of the Isle of Dogs. It lies immediately to the east of Canary Wharf and to the west of Preston's Road. The OPA Site comprises existing land and water space as shown on the red line application boundary drawing below:



3.2 The OPA Site is bound by Blackwall Basin to the north, South Dock to the south, the existing Canary Wharf estate to the west, and Preston's Road to the east. It includes Montgomery Square and Cartier Circle (which part of the existing Canary Wharf estate) and part of Blackwall Basin and South Dock within its boundary.

Existing Site

3.3 That part of the OPA Site which comprises existing land at Wood Wharf has been previously developed and comprises a mix of low-rise, poor quality, light industrial, office and warehouse units. These buildings have an existing floorspace of c.19,325 sqm GIA. The following uses are currently accommodated:

- A Cable and Wireless telecommunications hub;
- Large shed-style building mostly taking temporary/short term lets;
- A small amount of office space and a data centre;
- Part vacant/part occupied residential properties along Lovegrove Walk;
- A temporary sports facility; and
- External storage yard

- 3.4 The western end of the OPA Site has also been temporarily landscaped with some planting, trees and grassy lawn areas.
- 3.5 Large parts of the OPA Site are currently inaccessible, including the dock edge around Blackwall Basin which has been inaccessible for many years.
- 3.6 Part of the OPA Site is also located within the Coldharbour Conservation Area which was designated by LBTH in December 1975. The OPA Site only became part of the Conservation Area when it was extended in 2007. The following designated Heritage Assets also form part of the OPA Site:
- Blackwall Basin (Grade I listed structure); and
 - The East Quay of the Export Dock and Middle Cut between the Export Dock and the South Dock (Grade I listed structure)
- 3.7 There is currently pedestrian access to the OPA Site from the west and the east. From the west, access is via steps leading down from Cartier Circle and via a temporary floating bridge from Montgomery Street. To the east, access for both pedestrians and vehicles is via a private estate road which forms a junction with Preston's Road. At present, there are no direct vehicular links between the OPA Site and the Canary Wharf estate to the west. The north eastern corner of the OPA Site (Lovegrove Walk) is also accessed by vehicle and foot from a private road leading off Preston's Road. The OPA Site is accessible by a number of modes of public transport including the London Underground Limited services (LUL), Docklands Light Railway (DLR) and buses.
- 3.8 On 18th May 2009, a hybrid application was approved for the comprehensive mixed-use redevelopment of the Wood Wharf site (ref. PA/08/01215). This comprised an outline application, with all matters reserved, save for access and layout, and a full application for the creation of a canal and other engineering infrastructure. The application approved the quantum of development by land use set out below. On 29th March 2012, this application was replaced by application ref. PA/11/02174 and this forms the extant permission for the OPA Site:

Approved Quantum of Floorspace and Residential Units - Ref. PA/11/02174

- Residential (Use Class C3) – up to 1,668 units
- Office (Use Class B1) - 453,444 sqm
- Retail (Use Classes A1 – A5) - 19,488 sqm
- Leisure and Community Uses (Use Classes D1 & D2) - 4,984 sqm
- Hotel (Use Class C1) - 26,325 sqm
- Total – 504, 241 sqm

Surrounding Area

- 3.9 The OPA Site is situated within an area undergoing unprecedented change and redevelopment, with a number of high-density residential and commercially-led developments taking place across the Isle of Dogs and wider area.
- 3.10 The Isle of Dogs has experienced rapid growth in the past 20 years and continues to do so. One Canada Square is the focal point of Canary Wharf estate comprising a landmark building at 50 storeys (244m).

The Canary Wharf estate comprises offices, retail malls, recreational facilities and arts and cultural events and is a thriving financial and business district accommodating the headquarters of many international companies. The area has become a place which is recognised globally as a focus for banking and business services and is recognised as playing a major role in enhancing London's position in the global economy.

- 3.11 Aside from commercial land use, the majority of the Isle of Dogs is residential in character, comprising a mix of property types ranging from traditional housing to modern high rise apartment developments. The River Thames has also formed a particular focus for new housing regeneration over the last 25 years. The rate of redevelopment and regeneration is reflected in the amount of key recent developments, planning permissions and forthcoming regeneration schemes in the area.

4 DEVELOPMENT CONTENT

Description of Development

4.1 The OPA seeks permission for the following:

“Outline application (all matters reserved) for comprehensive mixed-use redevelopment of Wood Wharf comprising:

- Demolition of existing buildings and structures, including dwellings at Lovegrove Walk;
- The erection of buildings, including tall buildings, and basements comprising:
 - Residential units (C3)
 - Hotel (C1)
 - Business floorspace (B1)
 - Retail (A1-A5)
 - Community and Leisure (D1 and D2)
 - Sui Generis uses;
- Associated infrastructure, including the creation of structures in Blackwall Basin, the Graving Dock, and South Dock;
- Streets, open spaces, landscaping and public realm;
- Bridge links;
- Car, motorcycle, and bicycle parking spaces, servicing;
- Utilities including energy centres and electricity substation(s); and
- Other works incidental to the proposed development.”

Site Wide Total Floorspace

4.2 This OPA seeks permission for a maximum GIA¹ of 728,880 sqm of development across the OPA Site.

4.3 Outline Planning Permission for the following total floorspace is therefore sought:

Table 1

Total Floorspace (GIA)	728,880 sqm
------------------------	-------------

Note: This is the level of floorspace shown in the Indicative Scheme. It includes basement areas that could be used either for the uses set out in Table 2 or ancillary plant, servicing areas, car and cycle parking, storage areas, energy centres and electricity substations.

¹ Gross Internal Area (GIA) measured in accordance with the RICS Code of Measuring Practice

Land Use

- 4.4 The OPA seeks planning permission for a mixed use development. The dominant land uses proposed are residential (C3) and business (B1) but permission is also sought for a range of other ‘town centre’ uses.
- 4.5 At the time of making the OPA, the Applicant is unable to determine exactly how much of the Proposed Development is likely to come forward in which land use and for this reason this OPA is made for ranges of floorspace within each proposed land use category. These ranges ensure that the Proposed Development must deliver a quantum of development within each land use within the range that has been specified.
- 4.6 The Parameter Plans indicate which Development Zones may be suitable for which use and therefore manage where the various proposed uses could arrive on the OPA Site.
- 4.7 The land use figures are expressed as ranges, so when added together, the proposed upper levels within each range generate a cumulative floorspace figure that is greater than the total amount for which Outline Planning Permission is sought. For the avoidance of doubt, the Outline Planning Permission sought sets a maximum total floorspace and the cumulative floorspace of the basket of potential uses to be delivered across the OPA Site could not exceed an approved overarching total floorspace figure.
- 4.8 Planning permission for the following land use ranges is sought:

Table 2

Land Use	Minimum Floorspace (GIA)	Maximum Floorspace (GIA)/Units
Ground and above		
Retail (A1-A5)	15,000sq m	27,500sq m
Business (B1)	165,000sq m	350,000sq m
Hotel(C1)	No Minimum	350 bedrooms
Residential(C3)	1,700 residential units	3,610 residential units
Community (D1)	No minimum	No maximum* **
Leisure (D2)	No minimum	No maximum **
Below Ground		
A1-A5, D1 and D2	No minimum	7,500sq m
Ancillary floorspace comprising Business, Back of House, Enclosed Plant, Storage, Servicing, Car and Cycle Parking Areas, Energy Centres, Electricity Sub Stations etc.	No minimum	No maximum **

Ground and above and Below Ground		
Other permitted Sui Generis uses limited to Residential Moorings, Serviced Apartments, Private Members Clubs, Conference Centres, Theatres, Launderettes and a hybrid use comprising within one facility: museum, gallery, community centre, science centre, studio and laboratory (unless otherwise agreed with the Local Planning Authority)	No minimum	No maximum **

*There is a recognition that a development of this size will need to deliver some social infrastructure and this will be subject to negotiation.

** The absolute maximum is determined by the total floorspace less the aggregate of the minimum floorspaces in Table 2.

- 4.9 As detailed above, Outline Planning Permission is sought for a predominantly office and residential mixed use development. However, in order to create an active and vibrant place, Outline Planning Permission for a wider range of other uses that fall outside of the Use Classes Order are also sought. The quantum of other uses for which Outline Planning Permission is sought is set out above and the locations within which such uses can arrive is defined within the Parameter Plans.
- 4.10 Whilst not land uses in their own right, this Development Specification additionally sets a number of car parking spaces and a quantum of open space for which Outline Planning Permission is sought:

Table 3

Category	Minimum	Maximum
Car and Motorcycle Parking	600 spaces	1300 spaces
Cycle Parking	3000 spaces	No maximum
Public Open Space (excluding areas of water and incidental space) but including publicly accessible play	2.5ha	No maximum

Note: Public Open Space is defined as those areas where access for the public is secured as part of the Masterplan by virtue of a s106 legal agreement tied to the Outline Planning Permission which is granted (irrespective of ownership). In accordance with the definitions set out in the LBTH Open Space Strategy (2006) it does not include areas of water, private residential gardens or incidental areas, such as road verges, or streets (unless these form part of a link in the open space network). For information purposes, please refer to Indicative Scheme Drawing WWMP-MA-07-122 (Rev A) where Public Open Space is further defined.

Target Dwelling Mix

4.11 It is important that the development delivers a range of unit sizes to meet a broad spectrum of needs across the Proposed Development as a whole. At the time this OPA is made the exact mix of dwellings that might be needed is unknown and the unit mixes for open market and affordable housing tenures are therefore expressed as ranges. Some parts of the OPA Site will be developed in later phases and therefore may be more suitable for particular dwelling types. An overall target mix for the OPA Site as a whole is set out, split by tenure.

4.12 The following table details the target dwelling mix by unit:

Table 4

Tenure	Type	% by unit
Open Market	Studio	5 – 20%
	1 bed	20 – 40%
	2 bed	20 – 40%
	3+ bed	5 – 20%
Intermediate	1 bed	45-55%
	2 bed	35-45%
	3+ bed	5-10%
Affordable/Social Rented	1 bed	30%
	2 bed	25%
	3 bed	30%
	4+ bed	15%

4.13 Where a specific target % is stated but is not exactly achievable, a deviance of 0.1% in either direction will be acceptable.

5 PARAMETER PLAN SUMMARY

Height, Length and Width

5.1 The following tables set out the maximum dimensions of each Development Zone within which are Development Plots where buildings can occur:

Table 5

Development Zone	Maximum Length	Maximum Width	Development Plot	Maximum Height (AOD)
A	105.5	96.5	A1	211.5
			A2	59.0
			A3	157.0
			A4	13.0
B	107.0	68.0	B1	167.0
			B2	79.0
			B3	74.0
C	111.0	74.0	C1	104.0
			C2	74.0
D	126.95	54.5	D1	74.0
			D2	74.0
			D3	74.0
			D4	74.0
E	124.0	49.0	E1	38.0
			E2	135.0
			E3	25.0
			E4	200.0
F	134.5	60.0	F1	190.0
			F2	36.0
			F3	26.0
			F4	10.0
G	109.5	62.5	G1, G2, G4	50.0
			G3	98.0
			G5-G8	50.0
			G10	50.0
H	113.0	70.0	H1	45.0
			H2	24.0
			H3	42.0

			H4	42.0
J	179.0	49.5	J1	118.0
			J2	34.0
			J3	167.0
			J4	98.0
			J5	34.0
K	165.5	52.5	K	17.0
L	78.5	33.1	L1	26.0
M	109.5	53.0	M1	15.0
N	55.0	21.0	N1	11.0

All figures in m AOD; Source A&M 04-11-13, Refer to Parameter Plans PP003 & PP010 for clarity

Table 6

New Land /Structures into Dock		Maximum Length	Maximum Width	Maximum Height (AOD)
I. Areas of new land into dock (basement / marine deck)	a	286.5	120.5	7.5
	b	63.0	14.5	6.5
	c	14.0	10.0	6.5
II. Proposed Nature Conservation Area		43.5	32.0	7.0
III. Area for residential moorings / pontoons		205.0	82.0	7.0

Written Description of the Parameter Plans

- 5.2 A pack of 13 parameter plans have been prepared which explain how the Proposed Development should come forward. These are described below. All of the Parameter Plans need to be read together in order to establish all of the relevant parameters for the Proposed Development and for a particular Development Zone and Development Plot contained within it.

WWMP-PP 001 – Planning Application Area

- 5.3 This plan shows the red line within which development is proposed to occur. Existing buildings are identified.

WWMP-PP 002 – Demolition

- 5.4 This plan identified those buildings and structures to be demolished across the OPA site.

WWMP-PP 003 - Development Zones Ground and Above

- 5.5 This plan identifies the Development Zones within which new buildings can arrive at ground floor and above, subject to the Design Guidelines that also form part of the OPA. The defined edges of each Zone have different limits of deviation providing a degree of tolerance around the precise layout of buildings within Development Zones.

WWMP-PP 004 - Access and Circulation Routes

- 5.6 This plan identifies the routes through and around the OPA Site. A specification for each route, dimensioning a cross section, is set out in the Design Guidelines. Each route should be designed to achieve this cross section and must be located within the limits of deviation identified.

WWMP-PP 005 - Open Space Areas

- 5.7 This plan identifies minimum public areas of proposed soft and hard landscaping. These areas may move within the OPA Site in the context of the limits of deviation allowed under Plans PS003 and PS004.

WWMP-PP 006 - Development Zones and Uses Below Ground

- 5.8 This plan identifies the extent and depth of proposed basement. It identifies areas within the basement where any permitted use might occur. It also identifies that ancillary plant, servicing and storage uses may occur anywhere within the basement.

WWMP-PP 007 - Ground Level Uses – Frontages and Water Spaces Only

- 5.9 This plan identifies the ground floor land uses fronting each route and the water spaces where uses may occur.

WWMP-PP 008 - Upper Ground Level Uses – Frontages Only

- 5.10 This plan identifies the upper ground floor land uses fronting each route.

WWMP-PP 009 Upper Floor Uses

- 5.11 This plan identifies the predominant use of each parcel above ground and upper ground level.

WWMP-PP010 - Development Plots and Maximum Heights

- 5.12 This plan identifies the maximum heights to which buildings could be built across each of the identified Development Plots.

WWMP-PP 011 New Land/Structures into Dock

- 5.13 This plan identifies the extent of new land to be built out into and over the existing dock which some of the Development Zones cover. It also identifies an area of water space for residential moorings/pontoons and nature conservation area.

WWMP-PP 012 – Existing Site Levels

5.14 This plan identifies a series of spot heights showing existing levels of the OPA Site.

WWMP-PP 013 - Proposed Site Levels

5.15 This plan identifies a series of spot heights showing proposed levels of the OPA Site.

6 COMPLIANCE WITH THE OUTLINE PLANNING PERMISSION

6.1 As noted elsewhere in this submission, the Proposed Development is likely to be built out in a number of phases over a number of years. In order to ensure that the Proposed Development is built out in accordance with the Specified Parameters and ranges as set out in the OPA, on submission of each reserved matters application, the Applicant will be required to submit details confirming that the remaining balance of uses for which Outline Planning Permission has been granted is capable of being delivered in a manner that satisfies the requirements of the Specified Parameters. It is expected that this will be secured by way of a planning condition attached to the Outline Planning Permission.