



LEE VALLEY REGIONAL PARK AUTHORITY

**REGENERATION AND PLANNING
COMMITTEE**

29 02 2024 AT 11:30

Agenda Item No:

5

Report No:

RP/78/24

PLANNING CONSULTATION BY LONDON BOROUGH OF TOWER HAMLETS

**A HYBRID PLANNING APPLICATION FOR THE POPLAR GAS HOLDER SITE,
LEVEN ROAD, LONDON, E14 COMPRISING:**

1. IN FULL, PHASES 2, FOR RESIDENTIAL AND RESIDENTIAL ANCILLARY (CLASS C3) ARRANGED IN THREE BLOCKS, COMMERCIAL SPACE (CLASS E), TOGETHER WITH ACCESS, CAR AND CYCLE PARKING, PLANT ROOMS, ASSOCIATED LANDSCAPING AND NEW PUBLIC REALM, AND PRIVATE OPEN SPACE.

2. IN OUTLINE, PHASE 3, WITH ALL MATTERS RESERVED EXCEPT ACCESS FOR A COMPREHENSIVE MIXED-USE DEVELOPMENT COMPRISING: RESIDENTIAL (CLASS C3); COMMERCIAL, BUSINESS AND SERVICE (CLASS E); PUBLIC AND PRIVATE OPEN SPACE INCLUDING RIVERSIDE WALK; INTERNAL PUBLIC PEDESTRIAN, CYCLE AND VEHICLE CIRCULATION ROUTES; AND STORAGE, CAR AND CYCLE PARKING.

Presented by Head of Planning

SUMMARY

This Authority has been consulted on a hybrid 'drop-in' application for the redevelopment of the previously approved Phases 2 and 3 of the Leven Road Gasworks, Poplar. The comprehensive redevelopment of the whole Leven Road Gasworks site was approved in 2019 for up to 2,800 new homes, 10,000sqm of commercial floorspace, a 1ha public park and a secondary school. The current application will increase the number of new homes by 100 units i.e. from 2,800 to 2,900.

The application site is located outside the Regional Park adjacent to the River Lea approximately half way between Three Mills to the north and Bow Creek Ecology Park to the south. The proposed development presents an opportunity to deliver part of the Leaway, a riverside pedestrian and cycle path, designed to link the Olympic Park with existing spaces forming part of the Regional Park at Three Mills, Bow Creek Ecology Park and East India Dock Basin. The Leaway concept is part of the Lea River Park project which seeks to secure new parks for four other sites in the

Lower Lea Valley along the route of the Leaway including on the site of the former gasworks at Leven Road.

The principle of a residential led mixed use redevelopment of the Leven Road Gas works site has been established via the consented scheme as permitted in 2019. Further details are needed however in relation to the design and ecological enhancement of the riverside path or Leaway as included within Phases 2 and 3, in particular the protection of the River Lea Site of Metropolitan Importance for Nature Conservation (SMINC). These details should be secured via conditions. In accordance with Local Plan policy and the strategic objectives of the Lea River Park and Leaway Project developer contributions should also be sought towards the delivery of the Mayer Parry pedestrian and cycle bridge which would connect the site and the Leaway through into Newham and Canning Town Station.

RECOMMENDATIONS

- Members Approve:
- (1) that the London Borough of Tower Hamlets be informed that the Authority does not object to the current hybrid application for Phase 2 and 3 providing that the following conditions are attached to any grant of consent requiring:
 - a) further details to be provided on the design and landscaping of the riverside path to ensure it can
 - i) accommodate both a range of access and recreational requirements whilst protecting and enhancing the ecological attributes of the River Thames and Tidal Tributaries Site of Metropolitan Important for Nature Conservation (SMINC);
 - ii) incorporate habitat planting and creation in line with the ecological enhancements recommended in the Preliminary Ecological Assessment;
 - iii) provide appropriate signage and wayfinding highlighting the connections through to the Regional Park, the Queen Elizabeth Olympic Park and public transport nodes;
 - b) a lighting strategy, in accordance with the 'Bats and Artificial Lighting at Night Guidance Note' GN/08/23 produced by the Institute of Lighting Professionals and the Bat Conservation Trust (BCT), both for the construction period and once the development is occupied to take account of the adjoining riverside SMINC;
 - c) provision of a site wide Landscape and Ecological Management Plan (LEMP) to cover the long-term maintenance of newly created on-site habitats, particularly along the riverside and

to include the monitoring of the effects of Phases 2 and 3 development upon the condition of the neighbouring SMINC;

d) provision of a Construction and Environmental Management Plan to ensure the River Lea is protected from indirect impacts during construction, including noise and dust, surface run-off and other pollution as these impacts have the potential to impact upon the habitats further downstream at Bow Creek Ecology Park for example;

e) that developer contributions should be sought towards the cost of delivering the Mayer Parry bridge connection in accordance with the Council's vision for the Lower Lea Valley as set out in the Local Plan and the objectives of the Lea River Park and Leaway project; and

- (2) that the London Borough of Tower Hamlets be informed that the Authority wishes to be consulted on the above details in due course.

BACKGROUND AND PLANNING HISTORY

- 1 In 2019 planning consent ('the original permission') was secured for a hybrid application part in full and part in outline, for a residential led mixed use development at the site of the former Leven Road Gasworks, Poplar, ('the Wider Site'). The Wider Site is located adjacent to the River Lea which forms the boundary between Tower Hamlets and the London Borough of Newham. It measures 8.3 Ha and is designated a strategic housing site within the London Borough of Tower Hamlets (LBTH) Local Plan. The original permission provides for up to 2,800 new homes and 10,000sqm commercial floorspace, a 1ha public park and a secondary school. It consists of Phases 1 to 4 of residential mixed-use development, a Riverside Park to be delivered in two Phases A and B and a School Phase. Details of Phase 1 were in full and development of this phase has commenced. Phases 2 and 3 of the original permission were in outline.
- 2 The current application, also a hybrid application, proposes an alternative form of residential-led mixed use development for the part of the Wider Site that corresponds to Phases 2 and 3 of the Original Permission - an area of 3.4ha. The current application provides full details for Phase 2 and is in outline with all matters reserved except access for Phase 3. The application proposes to replace those details approved by the Original Permission for that part of the site as a 'drop-in' application. The Please refer to the Plan at Appendix A to this report.
- 3 The Authority objected to the original application submitted in 2018 (RP/23/18) on the grounds that it did not support the delivery of the Lea River Park, a long standing aspiration for the Lower Lea Valley and one supported by policy in both the local plans of Tower Hamlets and Newham. Reference was made to the Authority's involvement with a number of stakeholders over the years to help set in place the necessary policy and joint working to support the delivery of a new linear park in the Lower Lea Valley. This was designed to link via a new

pedestrian and cycle route, called the Lea River Path or Leaway as it is now known, to existing spaces forming part of the Regional Park at Three Mills, Bow Creek Ecology Park and East India Dock Basin. The concept also proposed new parks for four other sites including the former gasworks at Leven Road.

- 4 The original application proposal sought to allocate just 1ha for a public park and it omitted a bridge link across the River Lea to another area within the proposed Lea River Park at Cody Dock (within Newham) opposite the site. The Authority considered this would undermine the basis of the proposed Lea River Park which is designed to create strategic green infrastructure to complement the housing growth in the Lower Lea Valley. The Authority acknowledged that the developer had experienced difficulties in locating a landing for a proposed bridge on a site adjacent to Cody Dock and suggested that a commuted sum be required to enable bridge connections to be constructed at some future date, given the build out of the scheme would take several years.
- 5 In the event the hybrid scheme that received planning consent (the original permission) included a Riverside Park of 1ha to be delivered in two phases A and B. It also allowed for a continuous riverside path, the 'Lea Path' along the site's west and north boundaries. The outline phases of the Original Permission established an illustrative masterplan with a series of Parameter Plans approved to control the extent of buildings works permissible within that component.
- 6 The original permission also safeguarded the landing zones for the Poplar Reach and Mayer Parry bridges (via S106 agreements) and access to these for construction and maintenance purposes to enable connections across the River Lea onto the opposite, London Borough of Newham side should land become available. The Poplar Reach bridge sits within the Riverside Park Phase B and the Mayer Parry Bridge landing zone is within Phase 3 in the north-east of the Site. At that time Tower Hamlets and Newham also established the joint Leaside Partnership Board, alongside a cross-borough working group to progress the delivery of the bridge programme and both Councils secured capital funding from a range of sources, including borough CIL contributions from nearby developments towards their share of the bridge programme costs. A partnership development framework was entered into by both boroughs with arrangements for the delivery of the programme agreed in a memorandum of understanding.
- 7 It is understood the bridge programme is still being progressed albeit that spiralling build costs, land acquisition issues and difficulties with easements have delayed the programme and resulted in an adjustment of priorities. The Poplar Reach Bridge is not now likely to go ahead and delivery of the Lochnagar Bridge to the north of the application site has been prioritised. The Mayer Parry Bridge remains in the Tower Hamlets Capital Programme but has been paused whilst further funding is sourced and land issues resolved.

POLICY BACKGROUND

- 8 The application site is on an existing brownfield and previously developed site and falls within the Lea Valley Opportunity Area, an area identified for significant change, regeneration and growth in the London Plan 2021 (Policy SD1 Opportunity Areas). It is also within the Poplar Riverside Housing Zone and allocated for residential mixed-use development within the Local Plan.
- 9 The LBTH Local Plan 2031 sets out a vision for the Lower Lea Valley noting that

this area:

“will experience comprehensive regeneration and redevelopment of former and underused industrial areas. Connectivity will be transformed with a series of new bridges and riverside walkways across the River Lea, and crossings along the A12 and A13, which will integrate existing and new communities in the area. The development of the Lea River Park (including the Leaway) will provide a new strategic publicly green space and a series of new pedestrian and cycling routes, linking the River Lea to London’s wider green grid network”.

- 10 The application site is allocated in the Local Plan under Site Allocation 3.2 – Leven Road Gas Works for housing and new employment uses including creative industries and retail. Strategic Open space (minimum 1ha) and a secondary school are listed as infrastructure requirements. The Design principles make reference to improving walking and cycling connections, open space provision and the importance of reflecting the industrial heritage of the site in its design and landscaping. They also state that development will be expected to:

“d. step back from the River Lea to avoid excessive overshadowing and enable activation of the riverside

g. ensure the open space is designed and usable for sport and recreation and located adjacent to the River Lea, featuring the Leaway and water spaces. It should meet the minimum size of one hectare

l. improve biodiversity and ecology along the water edges and within open spaces

m. safeguard land within the site to facilitate the delivery of new crossing(s) over the River Lea to improve access to the major transport interchange at Canning Town and ensure continuity of a green link to Cody Dock; and ensure that the safeguarded land is carefully incorporated into the future development and the Leaway”

- 11 Policy S.ES1 Protecting and Enhancing our Environment supports proposals which work to protect and enhance the quality of the natural environment and maximise opportunities for biodiversity in and around developments in order to deliver a net gain in biodiversity and a range of wider environmental benefits. Policy D.ES3 Urban Greening and Biodiversity requires development to protect and enhance biodiversity and for major development to submit an ecological assessment. Part 5 seeks to protect locally designated Site of Importance for Nature Conservation (SINCs) and important species. Any adverse impacts to the biodiversity interest should be avoided and where this is not possible, proposals must minimise and mitigate the impact to the biodiversity interest.
- 12 Tall Buildings Policy D.DH6 sets out a range of criteria against which proposals with tall buildings will be assessed, including the need to achieve exceptional architectural quality and provide high quality private communal open space, play areas and the public realm. Proposals should also demonstrate that the development does not adversely impact on biodiversity and open spaces, including watercourses. Outside the designated Tall Building Zones tall building proposals (including those on site allocations) will be supported provided they meet the criteria set out in Policy D.DH6 and can demonstrate they are located in areas with high levels of public transport accessibility within town centres and/or an opportunity area and will address any strategic infrastructure deficiencies.

13 The application site sits well outside the Regional Park and is therefore not covered by the Park Development Framework Area proposals. However Area 1 Proposals 'East India Dock Basin to Queen Elizabeth Olympic Park' do offer support for the development and delivery of the Leaway (and associated Lea River Park) identifying the need to ensure well signed connections are made with the Regional Park, particularly at Three Mills, Bow Creek Ecology Park and East India Dock Basin, (1.A.2 Visitors). The Biodiversity Proposals also recognise the need to protect and enhance ecological interest along route of the Leaway given its interconnectivity with the sites within the Park.

14 The Authority's Strategic Policies provide guidance on major new development adjacent to the Park which is helpful in this case although the application site is not adjacent to the Park boundary. Policy D3 states that the Authority will:

"D3: Work in partnership with riparian councils to ensure that the design and layout of new development on sites both within the Regional Park and adjacent to its boundary:

- a) *enhances the Park avoiding detrimental impact on its ecological and heritage assets; and*
- b) *provides sufficient open space to cater for the informal recreational needs arising from the development, including areas for play and for dog walking."*

Policy E2 is also relevant. It states that:

"Development proposed on sites either within or outside the Park which could adversely impact on its amenity will be resisted or planning obligations sought in line with other policies within this Plan."

THE CURRENT APPLICATION AND DESCRIPTION OF DEVELOPMENT

15 The application site is situated within the northern part of the Wider Site and is bounded by the River Lea to the north, the Blackwall Trading Estate to the east, and land which will form a public Riverside Park to the west, as approved in the Original Permission. To the south lies Phase 4 of the Original Permission which will be for residential homes, and to the south-west is the first Phase of the Original Permission which is under construction and will provide 643 homes. Although located outside the Regional Park the application site is situated between Bow Creek Ecology Park to the south and Three Mills to the north. The River Lea which runs alongside the application site forms part of the River Thames and Tidal Tributaries Site of Metropolitan Importance for Nature Conservation (SMINC).

16 Opposite the application site within the London Borough of Newham lies Cody Dock a community and visitor hub created around the former dock managed by the Gasworks Dock Partnership, the Segro site (formally Electra Business Park) and the Mayer Parry Wharf worked by European Metal Recycling.

17 The Proposed Scheme

The current hybrid application includes two phases of development; Phase 2 and Phase 3. It proposes the redevelopment of the site to deliver 1,934 new homes alongside a range of commercial and mixed use spaces. Phase 2 comprises 1.66ha and is located in the north-western and southern part of the site. It joins with the River Lea to the north, the consented Park Phase (the Riverside Park) to the west and the Outline Phase 4 to the south west, all of

which are authorised under the Original Permission. Phase 3 (1.73ha) is located next to the River Lea on the north eastern edge of the site. Please refer to the Plan at Appendix B to this report.

- 18 **Phase 2** - Full or detailed planning permission is sought for Buildings A to F within Phase 2. These are arranged as pairs facing the consented Riverside Park on one side and the proposed 'Leven Central' open space on the other. The block pairs have intervening podiums between them providing residential communal space above. Each building has a taller upper element and a shorter lower element creating a stepped façade on either side of the podium. In total circa 989 residential dwellings, and 812sqm commercial, business and service uses are to be provided, together with access, car and cycle parking associated landscaping and new public realm and private open space. The facades of Buildings A and B would utilise a buff brick façade palette, with brown brick palettes on Buildings C and D, red brick on Building E, and red precast on Building F, which at 99m above ordnance datum (AOD) or 28 storeys is the tallest building in the Proposed Development. Other buildings within Phase 2 range in height from 42.7m AOD and 55m AOD to 71.2m AOD and 82.4m AOD.
- 19 **Phase 3** is in outline and the design detail is not available at this stage but it will provide for 945 homes and a maximum of 1000sqm commercial, business and service uses. The illustrative masterplan shows that it will consist of six buildings with a range of building heights up to a maximum of 99m AOD or 28 storeys, located in two groupings. One grouping (buildings G, H and I) will be located between the Leven Central open space and the River Lea on the northern edge of the Site and the other grouping (J, K and L) between Leven Central and the Blackwall Trading Estate on the eastern edge of the Site. Each grouping contains two podium spaces.
- 20 **Access and Connectivity** – Pedestrian and cycle routes will be taken from the adjoining Riverside Park and other phases of development of the Wider Site and will connect to the Riverside Path via the Green Link (part of Phase 1) which runs from Leven Rd in the west through Phase 3 to the northern (east) site boundary. Please refer to the plan at Appendix C. The proposed development prioritises the pedestrian and cyclist. 49 of the 52 car parking spaces provided for Phase 2 and all 28 parking spaces for Phase 3 will be blue badge spaces. Phase 2 will have 1,662 cycle parking spaces in total (a mix of residential long and short stay spaces). Phase 3 cycle parking will be policy compliant.
- 21 **The Riverside Path**
The Riverside Path (or Lee River Path as it is described) which it is understood will also form part of the Leaway, stretches along the site's western and northern boundaries from the Riverside Park in Phase 1 along the full perimeter of the development to the Blackwall Trading Estate in the east. The majority of the Lee River Path is within Phase 3 of the current application with a short section in Phase 2. The illustrative landscape masterplan submitted as part of the application states that the riverside footpath is on average 4 meters wide. The planting proposals indicate a naturalistic character, representative of the riverside planting elsewhere in the development.
- 22 **Landscaping**
The majority of the planting will reflect the riverside character of the Lea Valley and landscapes will feature rain gardens, areas of open water, water tolerant planting and mature trees that reflect a riverside environment. Leven Central at the centre of the two phases will be a more formal parkland environment with

large amenity lawns, ornamental planting beds and mature trees. In line with the drainage strategy, the northern section of the Site (Phase 2 and 3) will discharge into the River Lea via a series of attenuation storage ponds that will be planted with reed beds to remove pollutants.

23 Open Space and Play Provision.

The current application proposes the provision of 4.7 ha of public open space, paths and streets at ground level, including a 1 ha park. 11,519 square meters of play space will be provided. In total there is a small increase in the amount of public open space and play areas to 1.71ha (51% of Phases 2 and 3) compared to that associated with the Original Permission for Phases 2 and 3 which totalled 1.70ha (i.e. 50 % of Phases 2 and 3). This is in addition to private play/amenity space required for each unit and included at podium level.

24 Ecology and Biodiversity Net Gain (BNG)

A Preliminary Ecological Appraisal (PEA) has been carried out as part of the application and the recommended mitigation measures for habitat landscaping and planting have been incorporated into the development proposals and masterplan. These cover the inclusion of biodiverse/bio solar roofs; wildflower meadows/species-rich amenity lawn; Open Mosaic Habitat previously present on the Site, including a mix of bare, stony ground, sparse planting, and features to support black redstarts; aquatic habitats; hedgerows; wildlife planting and the provision of bat roosting/bird nesting opportunities and habitat for invertebrates.

25 The PEA recognises that the adjacent River Lea part of the River Thames and Tidal Tributaries SMINC, provides a number of valuable habitats not found elsewhere in London and is of particular importance for wildfowl and wading birds. Overall disturbance effects to wintering wildfowl within the SMINC caused by construction noise and lighting has been judged to be temporary and short term and therefore not significant, with works limited to daylight hours and hoardings erected around the perimeter of the Site during construction, to buffer both noise and potential lighting of the SMINC. Pollution and noise generated by construction will need to be considered and mitigated via a Construction Environmental Management Plan.

26 Overshadowing of the adjacent SMINC is also identified as a possible issue given the height of the Proposed Development within Phase 2 and 3. However, as detailed in the Environmental Statement (ES) accompanying the application:

"the overshadowing modelling has shown that the extent of the overshadowing varies throughout the day, and throughout the year, with all parts of the SMINC adjacent to the Site recovering at least two hours of sunlight each day at the equinoxes."

Accordingly, the extent of the overshadowing is considered localised and transient, and "unlikely to result in an adverse effect on the integrity of the SMINC". The ES recommends that a commitment should be made to monitor the effects of the Proposed Development upon the condition of the neighbouring SMINC, so as to highlight any negative impacts and inform future management.

27 The BNG assessment is based on the proposed development, as per the already consented Phases 1-4, the Riverside Park and school and encompasses changes made in the current drop in hybrid application for Phases 2 and 3. It shows that the site as a whole will achieve a 544% biodiversity net gain increase compared to current site conditions. The development of a

Habitat Management and Monitoring Plan (HMMP) setting out landscape planting/site management actions will be required to achieve the predicted net gains.

PLANNING APPRAISAL

28 Principle of Development

It is not intended within this section to provide comment on the detail of the current 'drop in application' for Phases 2 and 3 given its location outside the Regional Park and the fact that the principle of a residential led mixed use redevelopment of the Leven Road Gas works site has been established via the consented scheme as permitted in 2019. The current application will supplement the Original Permission and increase the number of new homes by 100 units i.e. from 2,800 to 2,900. Comments are restricted in this section to the likely impacts of the scheme on the Authority's shared aspiration to deliver the Lea River Park and Leaway and the potential for impacts on the wider ecology of the area.

29 The Riverside Path

It is noted that the consented scheme provides for a 1ha public Riverside Park which will form part of the Lea River Park. This area of parkland is not as extensive as originally envisaged - the 'Lea River Park Design Manual Revision C' dated March 2016 proposed a 6ha active park as the 'Poplar River Park' but the approved Park is in accordance with the Site Allocation included with LBTH Local Plan. A reserved matters application for the Park Phase A is currently pending determination although the Authority was not consulted on this application.

30 The current hybrid application will however bring forward a 220m additional section of the Riverside Walk which will form part of the wider Leaway, continuing from the Riverside Park to follow the riverside edge of the application site. This will link with the Mayer Parry Bridge Landing in the north east and will be largely delivered as part of Phase 3 (currently in outline). Only a small section is proposed under the detail provided for Phase 2.

31 The illustrative landscape masterplan states that the riverside footpath is on average 4 meters wide, (the Phase B Parameter Plan 9 indicates a space of between 10 and 12m from the edge of the development footprint to the river). The Landscape Masterplan indicates that the associated planting will include long grasses and emergent planting reflective of the habitats at Cody Dock (opposite Phase 2) and will complement the wider River Lea. Small swales containing permanent open water are also included. Mature trees commonly found along river edges will be planted including birch and willow. A series of grass terraces are envisaged adjacent to the footpath close to the Mayer Parry bridge landing to take advantage of the change in levels as the development site meets the River Lea and these will offer views out over and along the river.

32 Whilst this approach is generally supported a more detailed landscape scheme should be submitted at the detailed planning stage for Phase B and secured by condition. It is important that the space provided for the riverside path and its design and landscaping is sufficiently extensive and robust so that it can cater for a range of access requirements whilst protecting and enhancing the ecological attributes of the River Lea SMINC. At the Mayer Parry bridge landing the riverside path will be intersecting with a number of primary cycle and pedestrian routes (particularly once the bridge is delivered) as well as

areas for play and more active spaces such as the Mayer Parry Square or Piazza. It is also understood the design will need to safeguard access for the Environment Agency to inspect the river wall and access below the Mayer Parry footbridge landing.

- 33 Signage and wayfinding will also need to be addressed as part of the detailed landscape plans for the riverside path in order to highlight the connections through to the Regional Park and the QEOP and the proximity of public transport nodes.

34 **Ecology**

The ecological value of the application site is low given it has been largely cleared as part of the preparation works under the original permission and now consists of bare ground, with small areas of rubble and a narrow strip of species-poor grassland along the northern boundary of the site. The proposed development and illustrative masterplan for Phase 2 and 3 include a range of habitat planting and creation in line with the ecological enhancements recommended in the PEA. A more detailed plan will need to be provided to ensure these enhancements can be successfully implemented alongside the landscape scheme mentioned above, especially given that Phase 3 proposals are in outline only. This should be brought forward as early as possible in the detailed design process to ensure sufficient space is allocated for both people and wildlife.

- 35 The PEA recognises the importance of the adjacent River Lea SMINC, and states that it will be necessary to implement mitigation measures during the construction phase to avoid any potential impacts. These are matters that should be covered in Construction Environmental Management Plan (CEMP) with the detail of the mitigation measures provided as part of any reserved matters applications associated with Phase 3 in particular. The CEMP will need to ensure the River Lea is protected from indirect impacts during construction, including noise and dust, surface run-off and any other pollution as these have the potential to impact upon the habitats further downstream at Bow Creek Ecology Park for example. Although the overall disturbance effects to wintering wildfowl within the SMINC caused by construction noise and lighting has been judged to be temporary and short term it is still important that adequate measures such as hoardings around the site perimeter are actioned and lighting switched off at night to protect the waterway corridor and wider SMINC.

- 36 A site wide LEMP will also be required to cover the long-term maintenance of newly created on-site habitats, particularly along the riverside. This should include the monitoring of the effects of Phases 2 and 3 development upon the condition of the neighbouring SMINC in its operational phase, in order that any negative effects can be avoided or mitigated through future interventions and management. Monitoring impacts from recreational disturbance are of particular concern in this respect. This should ideally dovetail with the requirements under BNG and form part of a 30 year contractual agreement for the long term management of enhanced and newly created on-site habitat to ensure the net gains proposed as part of the application are achieved.

37 **Lighting**

A sensitive lighting strategy, in-line with the principles set out within the bats and lighting guidance produced by the Institute of Lighting Professionals (ILP) and the Bat Conservation Trust (BCT & ILP 2023) should be developed both for

construction and operational phases. Lighting should maintain dark corridors around the site perimeter both during construction and in operational mode in order to avoid disturbance to both terrestrial and aquatic wildlife which use the SMINC. Light pollution along the riverfront needs to be avoided whilst providing low level and appropriate lighting to the Riverside Path.

38 Bridge Link – S106

Permeability and connectivity underpin the concept of the Lea River Park and Leaway. It is important that options for achieving a riverside route through to the Regional Park at Bow Creek and East India Dock remain as open as possible. The Mayer Parry bridge will facilitate a new east-west route for new residents and visitors alike through to Canning Town Station and the entrance to Bow Creek Ecology Park.

Given that the delivery of the Lea River Park and the Leaway is an objective of the Tower Hamlets Local Plan, planning obligations should be used to enable sufficient financial provision from developer contributions to enable the bridge to be delivered together with other funding sources already secured. This would help meet the objective of providing a new strategic piece of green infrastructure in the Lower Lea Valley linking together the main body of the Regional Park with its outliers close to the River Thames.

ENVIRONMENTAL IMPLICATIONS

39 These are addressed in the body of the report.

FINANCIAL IMPLICATIONS

40 There are no financial implications arising directly from the recommendations in this report.

LEGAL IMPLICATIONS

41 Planning applications referred to this Authority are submitted under the consultative arrangements of Section 14 (4-7) of the Lee Valley Regional Park Act 1966. The Act requires a local planning authority to consult with the Authority on any planning application for development, whether within the designated area of the Park or not, which might affect any part of the Park.

42 The Park Act enables the Authority to make representations to the local planning authority which they shall take into account when determining the planning application.

RISK MANAGEMENT IMPLICATIONS

43 There are no risk management implications arising directly from the recommendations in this report.

EQUALITY IMPLICATIONS

54 There are no equality implications arising directly from the recommendations in this report.

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BACKGROUND REPORTS

Application Papers 24.01

Jan 2024

PREVIOUS COMMITTEE REPORTS

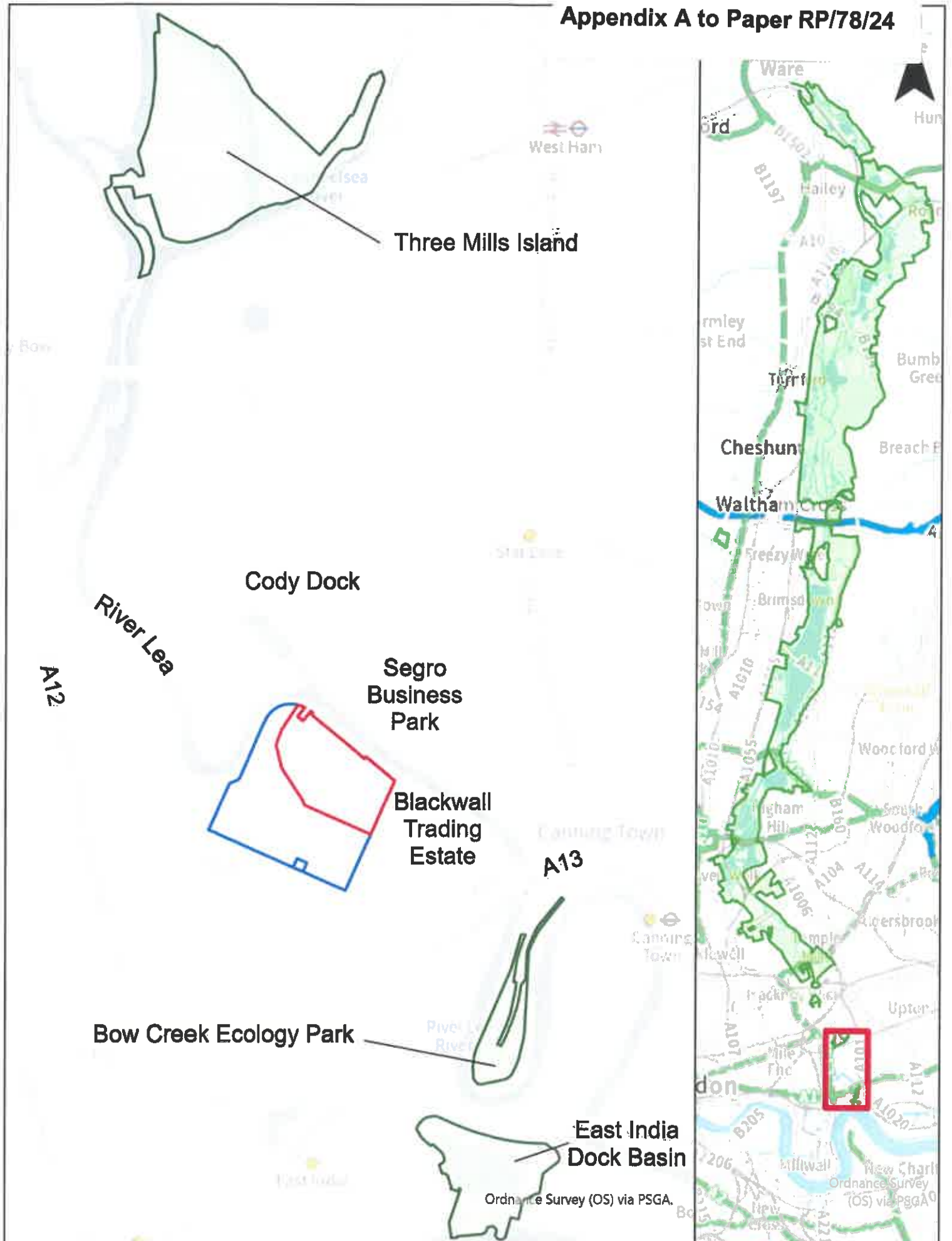
Regeneration & Planning Committee	RP/23/18	Planning Consultation from London Borough of Tower Hamlets on a Hybrid Application for a Comprehensive Mixed Use Development Comprising Outline Parameters for 195,000sm Floor Space and a Detailed Application for a Further 66,000 of Mixed Use Development Including 1ha Local Park, at the Former Poplar Gasworks, Leven Road	22/11/18
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APPENDICES ATTACHED

Appendix A	Site Location Plan
Appendix B	Site Layout across phases of development
Appendix C	Access and connections

LIST OF ABBREVIATIONS

SMINC	Site of Metropolitan Importance for Nature Conservation
QEOP	Queen Elizabeth Olympic Park
BCT	Bat Conservation Trust
PEA	Preliminary Ecological Assessment
LEMP	Landscape and Ecological Management Plan
LBTH	London Borough of Tower Hamlets
SINCS	Site of Importance for Nature Conservation
AOD	Above Ordnance Datum
BNG	Biodiversity Net Gain
ES	Environment Statement
CEMP	Construction Environmental Management Plan
ILP	Institute of Lighting Professionals



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Proposed Development Layout



Adapted from LDA Design (2023) Illustrative Outline Landscape Masterplan.

Red boundaries indicate the extent of the Phase 2 and 3 development as set out in the current Hybrid Application.

Blue boundaries indicate the extent of other phases within the Proposed Development which are not included within the current Hybrid Application

Layout with block references and bridge locations



Appendix C

Figure 5.8 Key access routes within the Proposed Development and connections to the surrounding area



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