

**.LEE VALLEY REGIONAL PARK AUTHORITY**

**REGENERATION & PLANNING COMMITTEE MINUTES  
25 MARCH 2021**

Members in remote presence:	David Andrews (Chairman) Chris Kennedy (Vice Chairman) John Bevan David Gardner Denise Jones	Heather Johnson Graham McAndrew Gordon Nicholson Paul Osborn Mary Sartin
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Apologies Received From: Valerie Metcalfe

In remote attendance:

Officers in remote presence:	Claire Martin Beryl Foster Jon Carney Cath Patrick Marigold Wilberforce Paul Roper Sandra Bertschin Lindsey Johnson	- Head of Planning - Deputy Chief Executive - Corporate Director - Conservation Manager - Head of Property - Head of Project and Funding Delivery - Committee Services Manager - Committee Services Officer
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Also Present:	Steve Harrington Will Edmonds	- Planning Director, Regal London - Partner, Montagu Evans
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Part I

118 DECLARATIONS OF INTEREST

Name	Agenda Item No.	Nature of Interest	<i>Prejudicial</i> ✓
<i>Denise Jones</i>	5	<i>Member from London Borough of Tower Hamlets and Trustee of Trinity Buoy Wharf</i>	<i>Non-Pecuniary</i>

119 MINUTES OF LAST MEETING

**THAT the Minutes of the Regeneration & Planning Committee meeting held on  
21 January 2021 be approved and signed.**

120 PUBLIC SPEAKING

Will Edmonds from Montagu Evans (applicant for the next agenda item) addressed Members and made the following points:

- We have been in discussion with Lee Valley officers for two years over the proposals for Orchard Wharf and how to develop the site.
- The site has been vacant for 30 years and is a safeguarded wharf. We have been looking at how to reactivate the wharf and create long term viability for the site.

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- We envisage the site being less industrial, the wharf will be enclosed within a box to help mitigate any adverse impacts from the activities of the wharf. This is supported by the London Plan, along with delivering new logistics facility, improving air quality and creating new housing, 35% of which will be affordable.
- Our aspiration is to both reflect the marshland of East India Dock Basin (EIDB) and restore the historical link either physically or visually.
- The site is in the Leamouth tall building zone, where we can have up to 30 storey buildings. We have chosen 30 storeys as the tallest building on the site, which step down in height as you reach the Thames.
- Environmental impacts are in the Environmental Impact Assessment, and Lee Valley officers have raised a number of issues which are being considered further.
- We are committed to working with you for wider projects and enhancement of EIDB and would be willing to contribute with CIL monies.

### 121 PLANNING CONSULTATION BY LONDON BOROUGH OF TOWER HAMLETS

Paper RP/51/21

Hybrid application – Part A – Full planning application for redevelopment of site following demolition of all existing buildings and enabling works to provide a mixed use development consisting of the erection of five buildings between 15 and 30 storeys above a raised safeguarded wharf box and one standalone 20 storey building which would deliver:

- (i) a total of up to 826 dwellings (Class C3) and ancillary accommodation;
- (ii) up to 8,212m<sup>2</sup> gross internal area (GIA) of general industrial/storage or distribution floorspace (Class B2/B8) including ancillary office accommodation; and
- (iii) 135m<sup>2</sup> (GIA) of flexible commercial floorspace (Class E).

Associated works include hard and soft landscaping; private amenity space; vehicular access and servicing facilities; car parking and cycle parking; and other works incidental to the proposals including works to the river wall.

Part B – Outline planning application for external waterborne freight infrastructure and all other related works (including marine works) for which all matters are reserved at:

Orchard Wharf, Orchard Place, Poplar, London, E14 0JY

The Head of Planning introduced the report, making the following points:

- This will be a lengthy consultation due to the applicants engaging a large number of stakeholders. There are likely to be revisions to the application in May and a

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re-consultation, so it is important that the Authority gets its formal comments through.

- We are currently working with London Borough of Tower Hamlets (LBTH) on a partnership to develop a shared vision for EIDB, a report on this was heard at the Executive Committee today.
- The Authority supports the reactivation of the wharf with housing, however, there are concerns over the impact on EIDB, and the height and mass of the development. We would like to see a reduction in height of the buildings adjacent to EIDB and that these be set back further from the boundary to allow a larger landscape buffer.
- We agree that it makes sense to have a link into EIDB from Orchard Wharf, however, we have concerns over security at night and the impact of visitor use with the ecology of EIDB.
- We believe the surveys for birds and bats are insufficient, the applicant has agreed to look at them again.

Members agreed that the heights of the blocks adjacent to EIDB were too high and that they should be set back further from the boundary. One Member suggested allowing Blocks D & F to be higher in exchange for lowering Blocks A, B & C. The Chairman added that he felt the buildings should pick up on the cues of the surrounding landscape, such as curves in the river and roads. A Member also questioned whether the height of the buildings may create wind problems for EIDB.

A Member asked about connectivity and any plans to put in bridges or open up the Thames path. Steve Harrington replied that they aspired to open up the Thames path, however, they would be constrained by the requirements of the wharf. It is likely that some operations at certain times of day would make it unsafe for pedestrians. They are also looking at bridge connections, which is part of the wider GLA and Royal Docks initiatives. They will be giving £20 million in CIL monies and would be happy to see the money spent on this.

A Member asked whether there had been any interest from an operator for the wharf and wondered about the impact on the wider area in regards to HGV movements, noise and air pollution. It was also pointed out that there is already a working pontoon at Trinity Buoy Wharf and wondered if there might be a conflict of two working pontoons nearby.

Will Edmonds responded stating that it is a highly accessible wharf in London. They have had positive discussions with GLA over reactivating it for logistics. The creation of the box allows control over the activity within in regards to noise and air quality. They do expect a planning condition that the wharf must be brought back into use before the rest of the site is developed. Steve Harrington added that the Port of London Authority had wanted the whole site to be used as a wharf, they have agreed that 'last mile logistics' use could work and will support use of the river for freight. They approached delivery companies such as DHL in 2017 who were supportive of the idea, but could not commit as the development will not be ready until 2025 and their industry may have changed in that time. They are in talks with Tilbury Docks, where barges would move freight to Orchard Wharf for ongoing distribution north of the river.

A Member queried how the logistics would work at the wharf when the Thames is a tidal river, would that result in the site being operational 24 hours per day. Steve Harrington responded that there would be a management plan for the site, but it was anticipated that

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barges would arrive on the tide, with goods unloaded within the wharf and vehicle movements limited to set times of day.

Members expressed concern over the impact on ecology of EIDB with more visitors. One Member suggested that the developers should be asked to pay to maintain the site for a set number of years.

Members agreed that it would be helpful to add an extra recommendation which highlighted their concerns over air pollution, climate change, noise pollution and the health and safety of pedestrians.

The Chairman thanked both Steve Harrington and Will Edmonds for coming in and answering questions and asked them to come back to the Head of Planning with any clarification on any of the points raised in the meeting. He also thanked the Head of Planning for her work.

- (1) that the London Borough of Tower Hamlets be informed that the Authority places a holding objection on the current hybrid application for Orchard Wharf in order that further consideration can be given to the relationship between the proposed development and East India Dock Basin in relation to:**
  - a) the height, mass and combined design treatment of blocks A, B and C and the proposal to lower the development alongside the Basin thereby reducing the impact of the residential blocks on the open, waterside character of the Basin;**
  - b) the need for a greater set back between Block A and the boundary of East India Dock Basin both to provide additional landscaping/buffer planting and to safeguard bird flight paths;**
  - c) the provision of additional planting and landscaping alongside the boundary with the Basin in front of Block B linking with and strengthening the proposed public realm area around Block C;**
  - d) the proposed boundary treatment alongside the Basin and the options for future access into the Park from Orchard Place;**
  - e) wintering bird and bird movement surveys and the need to update these taking into account the spring/autumn migration for which the valley is so important;**
  - f) bat surveys and the need to undertake these on East India Dock Basin to ascertain use of the site by foraging and commuting bats, and to inform a sensitive lighting strategy both for the Construction Management Plan and for the lighting plan for the development;**
  - g) further information required on overshadowing and any impacts this may cause to species that use the Basin;**
  - h) enhancements and site improvements for the Basin to be funded via S106**

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contributions in order to help mitigate the impact of the development and the increased use of the Basin by local residents – a Schedule of projects is attached at Appendix G to this report;

- i) further details for the Safeguarded Wharf preferred option as this is developed;
  - j) further clarification is needed in regards to air pollution, climate change, noise pollution and the health and safety of pedestrians;
- (2) that the London Borough of Tower Hamlets be informed that the Authority would wish to see the detail and be consulted on any revisions in relation to the above matters prior to any grant of consent;
- (3) that should the London Borough of Tower Hamlets be minded to approve the planning application then the following matters should be secured by conditions or via planning obligations:
- a) the delivery of the Schedule of mitigation projects as listed in Appendix G to this report, which are considered necessary to protect East India Dock Basin from increased use and footfall;
  - b) detailed landscape conditions to include additional planting and habitat creation alongside the western boundary of the site between Blocks A and B and the Basin;
  - c) further ecological surveys for wintering bird and bird movements, including spring/autumn migration;
  - d) bat surveys on East India Dock Basin to identify foraging and commuting behaviour and inform lighting strategies both for the construction and final operational phase of the development;
  - e) wayfinding and access strategies for pedestrians and cyclists both during the construction phase and once development is complete to demonstrate how safe movement between the Regional Park, the development and main other local sites and transport hubs is to be maintained;
- (4) that the Authority be consulted on the above details in due course.;

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Chairman

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Date

The meeting started at 12.30pm and ended at 12.45pm.