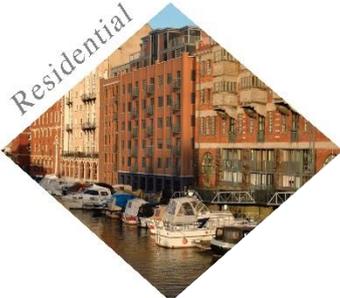


CSJ

CSJ PLANNING

Residential



Institutions



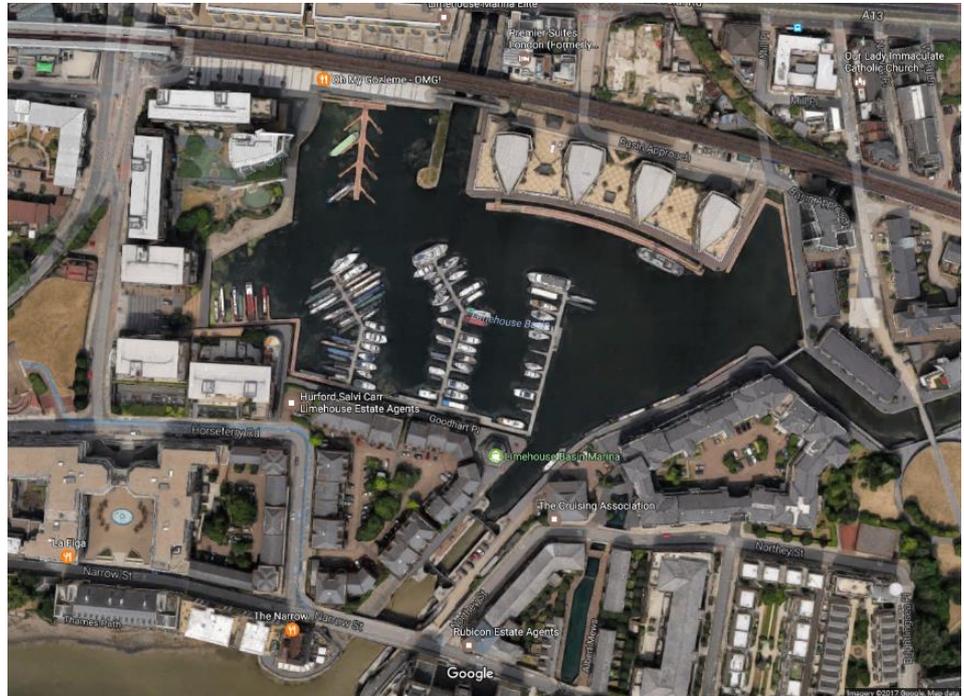
Regeneration



Commercial



Conservation



# Planning Supporting Statement

December 2017

Proposed development at: Limehouse Marina, London, E14 8EG

Prepared on behalf of: British Waterways Marinas Ltd. (BWML)

# **PLANNING SUPPORTING STATEMENT**

Proposed development at:

Limehouse Marina, London, E14 8EG

Prepared on behalf of British Waterways Marinas Ltd. (BWML)

**Prepared by: John Cocking (MRTPI), Principal Planner**

**Date: December 2017**

**CSJ reference: JC.4670**

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## 1. INTRODUCTION

1.1. This Planning Statement has been produced on behalf of British Waterways Marinas Limited (BWML), the operator of Limehouse Marina. It supports a full planning application for:

***“Construction of new pontoons to provide leisure moorings”***

1.2. Limehouse Marina contains approximately 150 moorings which can be used lawfully for leisure, residential and commercial purposes. The mix has been established through a range of previous planning applications which are referenced within chapter 4 of this report.

1.3. The proposed development involves the construction of new pontoons adjacent to the south eastern boundary of the marina to provide berths for leisure customers. The proposed site plan (ref. LHV-003J) shows space for 10 vessels of various sizes moored alongside 5 ‘floating finger’ pontoons and an area for 24 hour mooring. The number of vessels moored in this area may vary slightly depending on their size.

1.4. The proposals have been informed by pre-application discussions with marina customers, neighbouring residents, cruising clubs and the Canal and River Trust (CRT). Further details are provided in chapter 4.

1.5. This Planning Statement provides a description of the site and proposed development, as well as an assessment of the scheme against prevailing local and national planning policy.

1.6. The conclusion is that the proposals are acceptable in the context of a working marina and there are no material issues that would warrant the refusal of planning permission.

1.7. The following documents are included with the application:-

- Application form
- CIL Question Form

- Ecological Appraisal by GUMA
- Flood Risk Assessment by Weetwood
- Flood Warning and Evacuation Plan (2010) & summary – approved
- Navigational & Safety Protocol by BWML
- Planning Supporting Statement by CSJ Planning Consultants

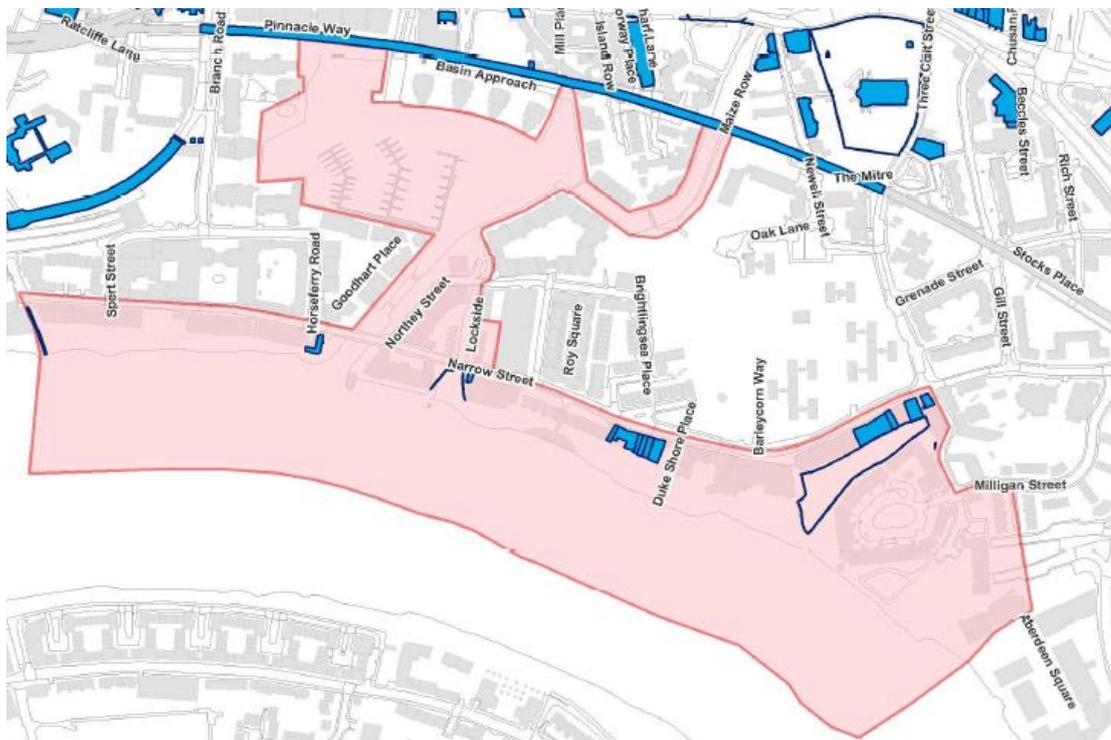
**Plans / drawings**

- LHV-001 Site Location Plan
- LHV-002A Existing Site Plan
- LHV-003J Proposed Site Plan
- LHV-004 Access Ramp Detail

1.8. The documents and plans listed above comprise the full planning application package and should all be taken into consideration during the assessment of this project.

## 2. SITE DESCRIPTION

- 2.1. The application site is located in east London within the Borough of Tower Hamlets. The marina is situated within Limehouse Basin, just north of the River Thames and south east of Stepney. It connects to the Regents Canal via the Commercial Road Lock to the north, and the River Thames via Limehouse Basin Lock to the south. The Limehouse Cut connects the marina to the River Lea in the east.
- 2.2. The site is in a highly sustainable location, with Limehouse train and DLR station situated immediately to the west of the Basin. The A13 Commercial Road passes west-east through Limehouse and the A1203 Limehouse Link tunnel passes under Limehouse Basin, linking The Highway with the Docklands Northern Relief Road.
- 2.3. The site falls within the Narrow Street Conservation Area which covers the narrow Thames waterfront that once linked Limehouse to Ratcliffe. The area is characterized by a number of 19<sup>th</sup> and 20<sup>th</sup> century wharf buildings and a number of relatively new stylish apartment blocks, some of which directly overlook the marina.



Extent of Narrow Street Conservation Area (Source: LBTH Character Appraisal)

- 2.4. The site also lies within a Water Protection Area and is located within Flood Zones 2 & 3 as designated on the Environment Agency Flood Map (see below).



Environment Agency Flood Map Extract

- 2.5. The site is well established, well landscaped and is secure with good surveillance from existing residential apartments which surround the marina.
- 2.6. Limehouse Marina is a popular facility managed by BWML. It contains circa 150 moorings and caters for a variety of craft including sea going vessels. The site has consent for a mixture of residential, leisure and commercial moorings.
- 2.7. For the purpose of this application it is worth clarifying what is meant by leisure, residential and commercial moorings:

*Leisure moorings* are occupied by customers who use their vessels for leisure purposes. Customers are not permitted to live aboard their vessels all year round and have to demonstrate that they have a permanent residential address away from the marina. Most visit the marina intermittently for short stays and to take their vessels cruising. Different leisure products are provided based on the amount of time customers wish to spend at the marina and the level of services they require.

*Residential moorings* are occupied by customers who live at the marina all year round as their primary residence. Customers have access to all facilities.

*Commercial moorings* are assigned to specially licensed operators of commercial boats. This may be for short or long periods, depending on the nature of the agreement. Essentially, they are used for business purposes.

- 2.8. Further details are provided on the BWML website: [www.bwml.co.uk](http://www.bwml.co.uk)
- 2.9. The marina currently provides limited car parking for some residential customers, though the most recent planning consents have been granted subject to the development approved being 'car free'.
- 2.10. There is an existing cycle store containing space for 24 cycles and 2 bin stores providing a total of:
- 4 x 1100l general waste bins;
  - 6 x 240l general waste bins;
  - 5 x 1100l recycling bins.
- 2.11. Planning permission was granted in January 2017 for the change of use of 25 moorings from leisure to residential use (ref. PA/16/02643). The approved design includes a further 50 cycle parking spaces and an extension to the bin store to provide an extra 4 x 1100l general waste bins and 4 x 1100l recycling bins.
- 2.12. The red line boundary covers a small area of water and quayside in the south eastern corner of the marina. This area has a small existing DDA pontoon which is used by visitors on a short stay basis. At the north eastern end of the pontoon is a footbridge providing access to the quayside. Both are shown on the existing site plan (LHV – 002A). The remaining section of the eastern wall is occasionally used informally by visitors as a place to tether up away from the navigable channel.
- 2.13. The red line also includes Pontoon C which provides various moorings and a pump-out station at the southern end.

## Development History

- 2.14. Limehouse Basin opened in 1820 as the Regent's Canal Dock. It provided an important connection between the River Thames and the canal system, where cargos could be transferred from larger ships to the shallow-draught canal boats.
- 2.15. Limehouse Basin was amongst the first docks to close in the late 1960s. By 1981, Limehouse shared the docklands-wide physical, social and economic decline which led to the setting up of the London Docklands Corporation.
- 2.16. In November 1982, the LDDC published its Limehouse Area Development Strategy. This built on existing plans for Limehouse Basin, and offered a discussion framework for future development, housing refurbishment and environmental improvements across the whole of Limehouse. It was based on four major projects: Limehouse Basin, Free Trade Wharf, what was then known as the Light Rapid Transit Route (DLR) and the Docklands Northern Relief Road, a road corridor between The Highway and East India Dock across the north of the Isle of Dogs.
- 2.17. However, it was not until the mid-1980s with the abolition of the Greater London Council that the impetus for improvements to the infrastructure was provided. The key to development in Limehouse lay next door in the Isle of Dogs. Initial development plans on the island had been modest: light industrial development and a low rise business park.
- 2.18. By 1984, massive redevelopment of the area was predicted and the sheer scale of proposals at Canary Wharf provided the impetus for transport improvements in the Limehouse area as well as the Isle of Dogs.
- 2.19. The marina now has capacity to accommodate circa 150 craft for a variety of purposes. The adjacent wharf buildings have also survived, most of which are now highly desirable residential properties.

### 3. PROPOSED WORKS

- 3.1. This application seeks planning permission to construct new pontoons adjacent to the south eastern boundary of the marina. The pontoons will provide berths for leisure customers / visitors.
- 3.2. The location and size of the proposed pontoons are illustrated on the Proposed Site Plan (ref. LHV-003J). The pontoons will be made from galvanised steel frame on concrete walled floats with composite grating as decking. They will float and will be fixed to the marina wall by a steel bracket that allows the pontoons to rise and fall with water level changes. The 5 'floating fingers' will need a single pile at the end of each which will fix into the marina bed (in the same manner as other pontoons at the marina).
- 3.3. The existing footbridge / ramp and pontoon will be retained and incorporated into the new pontoon layout. This will minimise the works required and avoid unnecessary disturbance to residents and the aquatic environment.
- 3.4. The Proposed Site Plan shows space for 10 vessels moored alongside the 5 'floating finger' pontoons, with the area to the south west to remain as an informal short stay mooring space. 4 pontoons will be available for use by visitors & leisure customers, whilst the remaining pontoon will provide 24 hour visitor berths. All elements constitute 'leisure' uses in planning terms.
- 3.5. The layout & type of vessels shown on the Proposed Site Plan is indicative, but does represent a likely pattern of occupation. The number of vessels moored in this area may vary slightly depending on their size.
- 3.6. It is also proposed to relocate the pump out station on Pontoon C from the southern to northern end of the pontoon. This will essentially swap places with one of the moorings – see existing and proposed site plans for details. This constitutes an internal reorganisation of the marina to assist with accessibility and navigation; no additional moorings will be created.



- 3.7. No other works are proposed. It is considered that all other elements, including access, cycle storage and refuse facilities are considered to be sufficient to serve the additional leisure moorings (see paragraph, 2.10 & 2.11 for further details).

#### 4. PLANNING HISTORY

- 4.1. The site has a lengthy planning history, much of which dates back a long way and is of little relevance to this application. There are, however, a number of recent applications which are pertinent; these are set out in chronological order below:

**PA/11/00350** *Change of use of 22 (20%) leisure moorings to residential moorings at Limehouse Marina.*

Status: Granted subject to conditions on 13<sup>th</sup> May 2011

**PA/11/00473** *Application for Lawful Development Certificate in respect of proposed installation of additional moorings for water taxis and leisure purposes*

Status: Refused on 24<sup>th</sup> May 2011

- 4.2. In refusing the CLOPUD application, the LPA asserted that the proposal was EIA development and therefore could not benefit from PD rights. An EIA Screening Opinion was provided to that effect. The applicant challenged this view and requested a Screening Direction from the Secretary of State. The Screening Direction concluded that (only) the commercial moorings proposed did not fall within the scope of the Environmental Impact Regulations and, as such, did not require the submission of an EIA. In essence, they could be built under permitted development rights.

- 4.3. BWML subsequently installed additional moorings (under PD rights) at the marina for commercial purposes. Following the change of use applications listed below, only 4 remain in commercial use.

**PA/12/02023** *Change of use of 28 existing leisure and commercial moorings for residential use*

Status: Granted subject to conditions on 7<sup>th</sup> May 2013

**PA/15/00356** *Construction of four new floating pontoon fingers' for leisure use (to replace existing visitor moorings), relocation of existing pump*

*out, change of use of existing commercial moorings to provide nine visitor moorings and construction of new access bridge*

Status: Granted subject to conditions on 12<sup>th</sup> May 2015

**PA/16/02643** *Change of use of 25 existing moorings from leisure to residential use along with the construction of a new cycle and reuse store for the use of existing and future residents*

Status: Granted subject to conditions on 9<sup>th</sup> January 2017

- 4.4. The above site history (particularly PA/15/00356) indicates that the use of the marina for leisure purposes and the construction of new moorings are acceptable in principle, subject to other considerations.

#### **Pre-application discussions**

- 4.5. An initial scheme design was prepared by BWML in January 2017 and this has evolved over the subsequent months following a series of consultation exercises.
- 4.6. Over the past 11 months BWML have discussed the proposals with nearby residents, cruising clubs, existing marina customers and the Canal and River Trust. The location of the new moorings (and therefore width of the remaining navigable channel) has also been simulated with buoys and then trials undertaken with suitable vessels.
- 4.7. The main concerns arising from this process related to:
- Navigational safety / reduced channel width
  - The loss of existing informal 24 hour moorings
  - Difficult access to the service bay (pump out)
- 4.8. The current application drawings have been amended to take account of these concerns and the results of the navigation trials. In particular,

- The length of the floating finger pontoons has been reduced to ensure a larger navigation channel. A dotted outline of the previous arrangement is shown on the proposed site plan for reference (LHV-003/J).
- An area for 24 hour moorings is retained against the wall to the south of the new pontoons. In addition, the two most southern berths are reserved for 24 hour mooring. Both are clearly indicated on the proposed site plan (LHV-003/J).
- The service bay / pump out has been relocated from the southern end of the pontoon to the northern end.

4.9. Taking the above into account, it is considered that the current design ensures safe navigation through the channel and to access the service bay / pump out facilities. The retention of 24 hour moorings (2 formal moorings and an area of informal space to the south) is considered to be sufficient to cater for marina visitors. Further details are included in the updated Navigational Safety Protocol for the marina which has been submitted with the application.

## 5. PLANNING POLICY CONTEXT

### General Policy Context

- 5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires Local Planning Authorities to determine planning applications in accordance with the Development Plan, unless material considerations indicate otherwise.
- 5.2. In this instance, the site falls under the jurisdiction of Tower Hamlets Borough Council and the following policy documents apply:
- Tower Hamlets Core Strategy (2010)
  - Managing Development Document (2013)
  - The London Plan (2011) - as amended
- 5.3. The policies contained within the Core Strategy and Managing Development Document are the most pertinent in guiding detailed development control decisions.
- 5.4. The National Planning Policy Framework (NPPF), published on 27<sup>th</sup> March 2012, and accompanying Planning Practice Guidance (PPG) is also relevant, though does not contain any specific guidance relating to marina development.

### Tower Hamlets Core Strategy (2010)

- 5.5. The Core Strategy was adopted in 2010 and sets out strategic visions, objectives and policies for the Borough. The following are considered pertinent to this application:
- Policy SP02      Urban Living for Everyone
  - Policy SP04      Creating a Blue and Green Grid
  - Policy SP10      Creating Distinct and Durable Places
  - Policy SP12      Delivering Placemaking

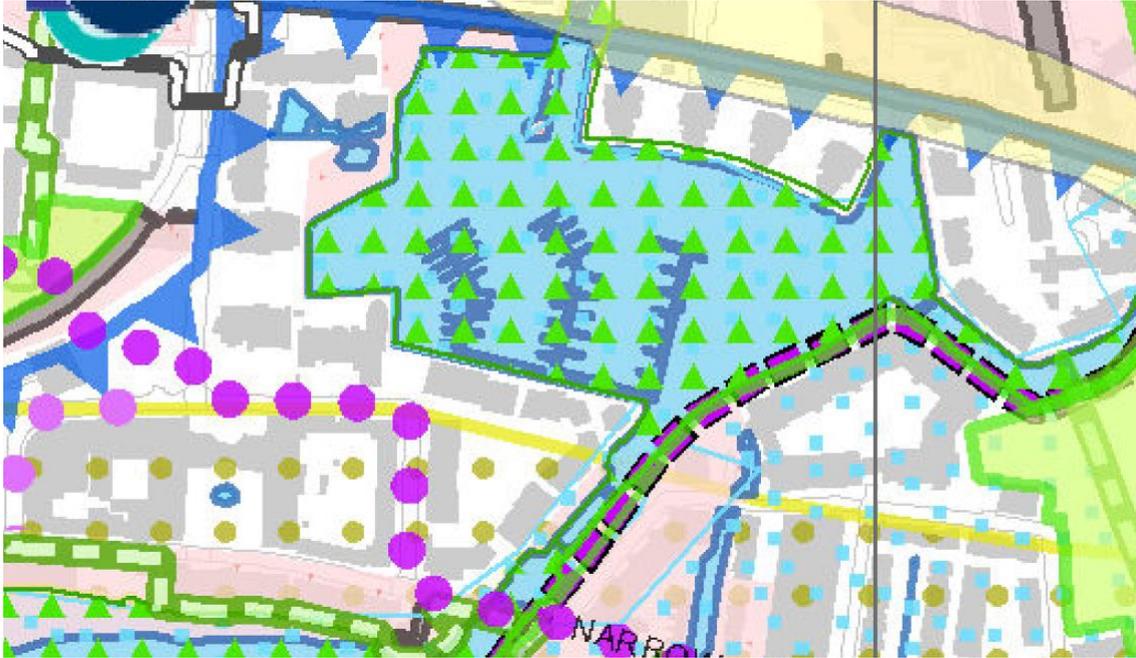
### Managing Development Document (2013)

5.6. The Managing Development Document sets out specific policies to control development in the Borough. Following its adoption in 2013, the previous Unitary Development Plan and various interim planning guidance has been abolished. The following policies are of relevance:

- DM0 Delivering Sustainable Development
- DM11 Living Buildings and Biodiversity
- DM12 Water Spaces
- DM13 Sustainable Drainage
- DM20 Supporting a Sustainable Transport Network
- DM22 Parking
- DM23 Streets and the Public Realm
- DM24 Place Sensitive Design
- DM25 Amenity

5.7. Below is an extract from the Managing Development Document Proposals Map. It indicates that the following designations apply to the marina:

- Site of Importance for Nature Conservation (green triangles)
- Blue Ribbon Network (blue shading)
- Flood Risk Area (light blue squares)
- Thames Policy Area (dark blue outline w / triangles)



Managing Development Document Proposals Map (2013)

The London Plan (March 2016)

5.8. The London Plan sets out the overall strategic plan for London for the next 20 years. It is an overarching document designed to guide the London Boroughs in setting their detailed development management policies. The following policies are considered relevant to this application:

- Policy 5.3 Sustainable Design And Construction
- Policy 5.12 Flood Risk Management
- Policy 7.2 An Inclusive Environment
- Policy 7.4 Local Character
- Policy 7.5 Public Realm
- Policy 7.19 Biodiversity And Access To Nature
- Policy 7.24 Blue Ribbon Network

- Policy 7.25 Increasing The Use Of The Blue Ribbon Network For Passengers And Tourism
- Policy 7.27 Blue ribbon network: supporting infrastructure and recreational use
- Policy 7.28 Restoration Of The Blue Ribbon Network
- Policy 7.29 The River Thames
- Policy 7.30 London’s Canals And Other Rivers And Waterspaces

#### Emerging Local Plan)

- 5.9. A new Local Plan is currently being prepared which, when adopted, will be the key strategic document in the local Development Plan. A consultation on the proposed submission version of the new Local Plan is taking place between 2<sup>nd</sup> October and 13<sup>th</sup> November 2017. The draft plan has yet to go through the full consultation process and has yet to be examined by an Inspector. As such, only very limited weight can be attributed to its content.

#### **Supplementary Planning Guidance**

- 5.10. The site lies within the Narrow Street Conservation Area. As such, the content of the Narrow Street Conservation Area Character Appraisal (2009) is of relevance.

#### **Case Law**

- 5.11. Given that the application site lies within the setting of a Conservation Area, the following case law should be taken into consideration - *South Lakeland DC V SSE, 1992*. The outcome of this case rested upon the interpretation of key words in the legislation, namely ‘preserve’ and ‘enhance’. It was held that provided the development does not cause harm to the character and appearance of a Conservation Area, then there is a presumption in favour of consent (subject to other planning considerations).

## 6. KEY PLANNING ISSUES

6.1. The following key issues are relevant to this application:

- The principle of development;
- Visual appearance and residential amenity issues;
- Highway and parking issues;
- Ecology/Wildlife; and
- Flood Risk;
- Planning Obligations.

### **Principle of development and navigation**

6.2. There are a number of policies in the Development Plan pertaining to development on the waterways / Blue Ribbon Network. Of particular note are:

- Policy 7.25 of the London Plan which seeks to increase the use of the waterways for passenger and tourist services.
- Policy DM12 of the Managing Development Document which sets out criteria to ensure that development does not have a detrimental impact on the Blue Ribbon Network.

6.3. So long as there is no detrimental impact on the movement of boats, site biodiversity or the amenity of existing marina customers, the physical construction of new pontoons should be acceptable in principle.

6.4. The marina is a purpose built 'offline' facility which is capable of accommodating new moorings. The Proposed Site Plan indicates that the new pontoons will be constructed outside of the main navigable route and that there is ample space for the largest boats to turn and manoeuvre in an out of the marina. As discussed in chapter 4, the location of the pontoons (and pump out bay) has been subject to pre-application discussions and navigation trials. Further details are also included in the updated Navigational Safety Protocol for the marina which has been

submitted with the application. Taking this into account, the current layout is considered appropriate.

- 6.5. Technically, new pontoons can be constructed under permitted development rights if they are for commercial purposes (as established by the previous Screening Direction referenced in Chapter 4), so it is primarily the use of the moorings that needs an 'in principle' justification.
- 6.6. The new moorings will be used for leisure purposes and occupied by short stay visitors and leisure customers. Leisure and recreation uses are promoted on the Blue Ribbon Network and this type of use is appropriate within the context of a working marina.
- 6.7. It is clear that the provision of new leisure moorings accords with, amongst others, policy 7.25 of the London Plan and DM12 of the Managing Development Document. The proposals will enhance leisure use on the waterways and the principle of development proposed is both well-established and evidently acceptable.

#### **Visual appearance and residential amenity**

- 6.8. Policies DM24 and DM25 of the Managing Development Document require that the design of new development be of a high quality that respects the character of the surrounding area. This is supported by the Core Strategy policy for Limehouse (p110) which states that new development should be in keeping with the scale and character of historic warehouse buildings, conservation areas and waterways.
- 6.9. The main impact on the appearance of the marina will be the increase in boat numbers (when the moorings are occupied) and introduction of formal moorings into the south eastern corner.
- 6.10. As mentioned in the site description, this area of the marina is currently used by visitors on an informal basis. This location is an obvious point for visitors to stop when entering the marina. For logistical reasons (and to improve health and safety), BWML are seeking to formalise the use of this area by providing suitable mooring facilities with an access ramp.

- 6.11. The new pontoons will be constructed to match the existing pontoons elsewhere on-site. As such, they will not depart from the existing character of the marina.
- 6.12. Given that the site is part of an active marina, the introduction of new pontoons and moored boats will not be out of context. The length of the proposed moorings will ensure the vessels remain of a typical size which will be in keeping with the other craft moored at the marina.
- 6.13. Overall, there will be an increase in the intensity of use, but it is clear that the marina has capacity to cater for additional moorings and that the navigability of the marina will not be harmed.
- 6.14. The leisure craft will not create any significant noise when moored up and are located close to the entrance to the marina to allow for ease of access / egress. As such, there will not be any material increase in noise or disturbance arising from the proposed development.
- 6.15. Taking the above into account, there should be no harmful impact on visual appearance or residential amenity. As such, the scheme is considered to accord with policy 7.30 of the London Plan and policies DM24 & DM25 of the Managing Development Document.

### **Highway and parking issues**

- 6.16. Policy SP09 seeks to promote car free developments and schemes which minimise on-site and off-site car parking provision, particularly in areas with good access to public transport. This is supported by policy DM22 which requires that, where development is located in areas of good public transport accessibility and/or areas of existing on-street parking stress, the Council will require it to be permit-free.
- 6.17. Limehouse Marina is located in a highly sustainable location with excellent access to public transport links. As such, no additional parking spaces are proposed and the applicant is amenable to a condition requiring the development to be 'car free'.
- 6.18. In terms of parking and refuse, paragraphs 2.9 – 2.12 set out the existing (and forthcoming) facilities at the marina. Taking into account the transient and seasonal

nature of visitors and leisure customers, it is considered that these are more than sufficient to cater for the additional moorings. Notwithstanding the above, it is not atypical for boat owners with bicycles to keep them stored on-board their vessels.

- 6.19. It is considered that the existing access arrangements and refuse / and recycling facilities are acceptable and sufficient to cater for the additional leisure berth users. As such, no further provision is considered to be necessary.

### **Ecology / wildlife**

- 6.20. Policies DM11 and DM12 of the Managing Development Document and policy 7.28 of the London Plan seek to ensure that any development on the waterways does not have an adverse impact on the Blue Ribbon Network, designated SINC's or the biodiversity of the water environment. The policies also require that new development identifies how it will improve the quality of the water space and increase habitat value.
- 6.21. In this instance, Limehouse Marina is designated as a Site of Importance for Nature Conservation (SINC) by the Managing Development Document Proposals Map. Therefore, the potential impact of the scheme on the aquatic environment and biodiversity of the site needs to be considered.
- 6.22. An Ecology Report by GUMA is enclosed with the application. It details the findings of a data search and walkover survey undertaken in February 2017.
- 6.23. The following conclusions and mitigation / enhancement recommendations are reached:
- The fixing of the pontoons to the marina wall will not have any adverse impacts on ecology;
  - The new pontoons will slightly reduce the area of open water that is available to wildlife and there will be an increase in the numbers of boats utilizing the marina, but this increase is unlikely to have a significant adverse impact on the ecology of the marina;

- The proposed berths are concentrated in a part of the marina that has busy through-flow and as such will not disturb the areas of the marina where most of the wildlife rafts are located. There is considered to be a negligible impact on the wildlife rafts close to the marina office as this may experience a slightly increased degree of disturbance;
- There will be no adverse impacts of the proposal on protected and notable species in the local area or habitats of wildlife of interest;
- To mitigate any potential pollution incidents and disturbance to wildlife during the piling and installation of the pontoons, it is recommended that a Construction Environmental Management Plan is put in place which will ensure that the risk of detrimental impacts on the aquatic environment is minimized;
- An ecological enhancement will be provided by improving the existing rafts. Plans are currently being prepared for the management of the rafts in accordance with condition 6 of consent ref. PA/16/02643.

6.24. Taking into account the recommended mitigation measures, it is considered that the proposed scheme can be implemented without any significant impact on wildlife and the aquatic environment. As such, the proposals accord with policy DM11 & DM12 of the Managing Development Document and policy 7.28 of the London Plan.

### **Flood Risk**

6.25. The Tower Hamlets Core Strategy contains various policies which seek to protect existing and proposed development from the impact of flooding. In this instance, Limehouse Marina falls within both Flood Zones 2 and 3 as designated on the Environment Agency Flood Map. A Flood Warning and Evacuation Plan (FWEP) was submitted in 2010 with a previous application and is currently in operation at the site. A copy of the FWEP is included again with this application and should be read in conjunction with this chapter.

6.26. A new Flood Risk Assessment (FRA) has been produced by Weetwood to accompany the application. It provides an assessment of the flood risk at the site, along with commentary on the suitability and impact of the proposed scheme. The FRA concludes that the proposed development may be completed without conflicting with the requirements of the NPPF, provided that:

- The new piles / risers are set to a minimum of 5.74m AOD
- Berth holders are made aware and provided with a copy of the existing FWEP

6.27. Clearly the proposed works are water compatible and will not have a detrimental impact on flooding elsewhere. As such, they accord with policies in the Development Plan and, in particular, flood risk guidance set out in the NPPF.

### **Planning Obligations**

6.28. A completed CIL Question Form is included with the application.

6.29. Given the nature of the proposal, no CIL or developer contributions are considered necessary

## **7. SUMMARY AND CONCLUSIONS**

- 7.1 This Planning Supporting Statement has been prepared on behalf of British Waterways Marinas Limited (BWML). It supports a planning application to construct new pontoons for leisure use adjacent to the south eastern bank of Limehouse Marina, Canary Wharf.
- 7.2 The marina is a purpose built 'offline' facility which is capable of accommodating new moorings. The Proposed Site Plan indicates that the new pontoons will be constructed outside of the main navigable route and that there is ample space for the largest boats to turn and manoeuvre in an out of the marina.
- 7.3 The new moorings will be used for leisure purposes which is promoted on the Blue Ribbon Network and accords with, amongst others, policy 7.25 of the London Plan and DM12 of the Managing Development Document.
- 7.4 The introduction of additional boats will not be out of character with the marina context and, as explained in this report, will not have a detrimental impact on residential amenity or the conservation area.
- 7.1. The site is close to a range of local services, facilities and public transport links which provide future users of the scheme the opportunity to travel by sustainable modes of transport. A suitable level of bin and cycle storage exist to cater for any additional customers.
- 7.2. An ecological appraisal has been produced which identifies the site is an important ecological asset. Taking into account the recommended mitigation measures, it is considered that the proposed scheme can be implemented without any significant impact on wildlife and the aquatic environment.
- 7.3. In terms of flood risk, the proposed development may be completed without conflicting with the requirements of the NPPF, so long as the piles / risers are set to an appropriate level and customers are provided with a copy of the existing Flood Plan.
- 7.4. Given the above, it is considered that the proposed development is in accordance with both national and local planning policy.