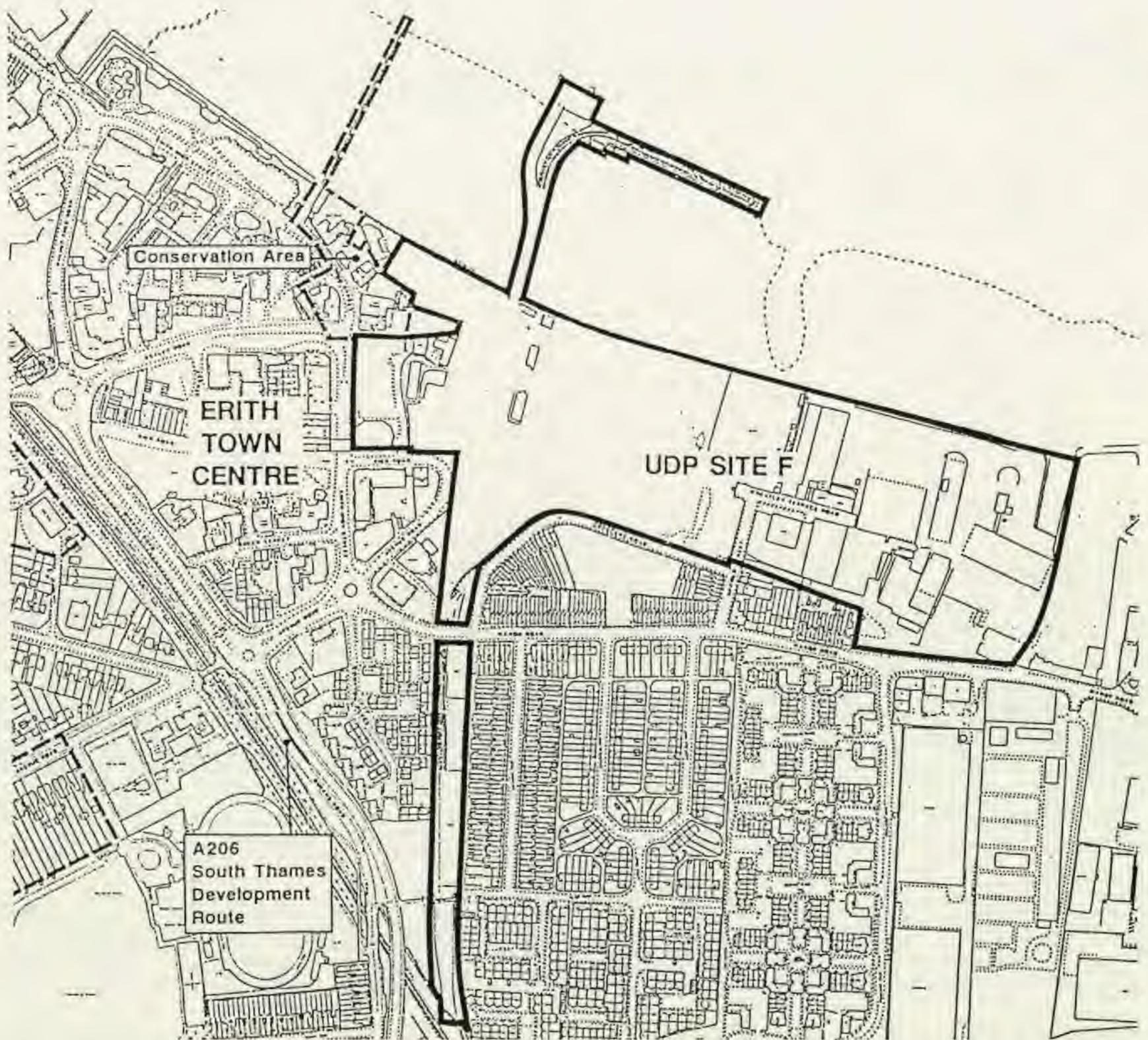

Manor Road (North West) Site F Erith



MANOR ROAD (NORTH WEST) SITE - DRAFT UNITARY DEVELOPMENT
PLAN SITE F

(1) Introduction

This Planning Brief relates to a large site identified in the Draft Bexley Unitary Development Plan as the Manor Road (North-West) Site, "Site F" on the Proposals Map. The Plan proposes significant change on much of the western end of the site. At the eastern end, the Plan expresses a preference for industrial/commercial uses with a direct use of the River Thames. Uses of this nature are expected to remain on the site.

This Planning Brief provides further guidance for the development of land within Site F. By this means it is hoped to avoid the consequences of piecemeal or uncoordinated redevelopment. The Brief will usually be applied as sites are vacated and come forward for redevelopment. The Brief has the status of Supplementary Planning Guidance to complement the policies of the Draft Unitary Development Plan in respect of the site, in particular Policy TS8. The Brief refers only to town planning matters and not to any other consents or requirements e.g. Environment Agency consents for works close to flood defences.

(2) The Site and Surroundings

The location and definition of "Site F" is shown in **Plan 1**. Broadly speaking, the site abuts Erith Town Centre to the west, the River Thames to the north, Crescent Road and Manor Road to the south, and extends as far east as Anchor Bay. Strategically, it is within Thames Gateway, and connected to the M25 and Dartford Crossing by the South Thames Development Route as shown in **Plan 2**.

The total site area is 13.8 hectares (34 acres), and the site contains a number of distinct parcels of land in different ownerships and in different types of use. **Plan 3** locates these distinct parcels and **Appendix 1** describes the nature of the various uses and interests. (This plan and analysis is indicative only.) The majority of the site is, or was in a range of industrial uses, mostly related to the River.

The largest single parcel of land on the site is the former Erith Deep Wharf Terminal, which is now cleared ready for redevelopment. This site, adjacent to the town centre and with a good river frontage, presents a major development opportunity. The second largest parcel, lying to the east, is the Mayer Parry recycling plant. Regular use is made of river transport from this site and it is envisaged that the use will remain for the foreseeable future. There are a number of much smaller land parcels in a range of uses, none of which regularly utilise the River for access at present. These offer varying potential for redevelopment, should sites be vacated.

The site abuts Erith Town Centre to the west, residential areas to the south and further industrial areas to the south-east and east. Plan 4 and Appendix 2 locate and describe a number of these areas adjacent to the site. These provide a context which development proposals will need to respect and in some instances link with.

(3) Planning Objectives

The site provides an important opportunity to achieve a number of planning objectives to the overall benefit of the area. These include:-

- relief of the effects of traffic, especially heavy goods traffic, currently using Manor Road;
- ensuring new traffic generated by the development accesses directly to Avenue Road and does not exacerbate existing problems on Manor Road, public transport links to the site should be improved;
- enhancement of the town centre with the location of a new food superstore on Site F, designed to integrate with the existing town centre;
- associated with the superstore and other improvements to the town precinct, to pursue opportunities for establishing pedestrianised areas and other environmental improvements to visually, physically and functionally integrate the superstore, site, town centre and Riverside;
- re-use of the Deep Wharf jetty and improved public access to the River and Riverside;
- increased use of the River and Riverside for transportation, recreation and leisure;
- environmental improvement, high quality design and better integration of different land uses on and surrounding Site F;
- regeneration of the Erith Deep Wharf and other vacant or under used sites and attraction of new "people attractor" (eg hotel, retail, recreation, offices etc) activities and land uses to the site.
- the continuation of river based industrial uses east of Appold Street

In particular, the Inspector for the Public Inquiry into the Draft Unitary Development Plan (UDP) considered that the redevelopment of Site F offered the only opportunity for heavy goods vehicles to by-pass the western end of Manor Road. This would result in significant benefits to the residents of that area and remove a major obstacle to further employment generating development in sites further to the east.

The nature of the planning objectives are identified below.

(4) Traffic Relief and Access

The environmental conditions for residents living at the western end of Manor Road are severely affected by traffic flows with a high proportion of heavy goods vehicles. Manor Road, a Local Traffic Route, provides the sole means of access for heavy goods vehicles accessing the industrial areas off Manor Road and further east at Crayford Ness. Compared with other roads in the Borough, a significant proportion of this traffic is in the early hours of the morning, exacerbating the nuisance caused. The draft UDP includes policies to resist any development that will exacerbate this problem. Site F provides the only realistic opportunity to improve conditions for residents fronting Manor Road and Appold Street (see **Plan 3** and **Appendix 2**) by diverting the heavy goods vehicle traffic on to a purpose built route.

The UDP and Planning Brief requires that the access/egress of all traffic generated by new development on Site F should be directed on to a new internal access road, linking directly to Avenue Road as indicated on **Plan 5**. This will avoid exacerbating existing problems of traffic impact.

Opportunities should be explored for improving bus accessibility to the site to access the river, store and other "people attractor" uses, and perhaps developing bus links between the site and the railway station.

Initially, this access road should serve the whole of the former Deep Wharf Terminal site and also link to Appold Street/Wheatley Terrace Road to serve occupiers of that part of Site F also. The preferred alignment of the access road is indicated along the southern boundary of the Deep Wharf Terminal site continuing to near the eastern boundary of the site and then turning north, within the Deep Wharf Site, to link with Appold Street/Wheatley Terrace Road. Appold Street would be closed north of the junction with Crescent Road. Off-site works will also be required on Avenue Road. This section of the access road, the connection to Appold Street/Wheatley Terrace Road and off-site works at Avenue Road will be implemented at an early stage of the development, and at the expense of development of the former Deep Wharf site.

The road should be built to adoptable standards and it is intended that it will be adopted by the Highways Authority. It should be constructed to perform the function of a Local Traffic Route (as indicated in the Draft Unitary Development Plan). This should be so designed and constructed as to permit at a future date, extension through to connect with Manor Road in the vicinity of it's junction with Turpin Lane, to create the ability to relief heavy goods vehicle traffic from Manor Road between Avenue Road and Turpin Lane. Traffic management measures in Appold Street and Manor and Crescent Roads, will be implemented by the Council when resources allow. Traffic management, with the aim of excluding Heavy Good Vehicles from Manor Road will not

be implemented until after the completion of any relief road. The general alignment, detailed design and funding of this western section part of the link will be the subject of future consideration with the affected interests.

It is anticipated that the development of the Deep Wharf site may require some raising of site levels. In this instance it is anticipated that much of the road would remain at existing site level, which is generally much lower than surrounding areas and will help limit the environmental impact of the road. The Council is prepared to review the exact alignment (horizontally and vertically) of the road as detailed proposals are prepared. Development of the Erith Deep Wharf site should include the site access road as indicated in the **Plan 5**. Any development east of the former Erith Deep Wharf should not prejudice and must be consistent with a subsequent extension to create a relief road route.

This road would also provide the vehicle access for all parts of Site F, except for a minor access to the area of the existing public car park adjacent to Erith High Street (see **Plan 5**).

(5) Enhancement of the Town Centre

Erith town centre and the north of the Borough generally, lacks modern food shopping provision. The majority of local residents therefore find it necessary to make relatively long distance food shopping trips to Crayford and Bexleyheath. This severely limits the total number of shopping trips made to Erith, with a consequential impact on other types of shops and services in Erith.

Site F enjoys good access to the South Thames Development Route (A206/A2016) via Avenue Road. (The Erith-Thamesmead Spine Road forms the local section of this route and a final section of this will be completed in 1997). The site affords the sole opportunity to provide for retailer requirements with a food superstore of at least 2,500m² (to 3,500m²) net sales area plus car parking and petrol filling station, on an edge-of-town site, in the vicinity. Part of the site is accordingly identified in the draft UDP Policy SH03. The superstore is likely to require between 2.6 and 3.6 hectares of land. Therefore, 3.6 hectares of land should be reserved for this use until construction commences on the superstore element. Wider retail opportunities might be examined within the site, especially the possibility of a complimentary store restricted to a particular range of goods, such as DIY. It is important that new retailing on the site remains complimentary to the existing town centre. The provision and management of car parking should reinforce this.

Good design should integrate the store and car park with the town centre, using the alignment of Pier Road as a principal pedestrian link. The superstore part of the development will be required to provide off site works for the pedestrianisation of Pier Road and an appropriate pedestrian crossing of Erith High Street to link with Pier Road (west); off-site works to enable

an alternative vehicle access to the existing public car parks (see **Plan 5**) off Bexley Road; pedestrian links through the superstore site between the town centre and Riverside; and pedestrian (and possibly vehicle) linkage between the superstore car park and existing surface level public car park.

The Council has agreed a revised traffic management scheme for Erith Town Centre, made possible by the completion of the Erith-Thamesmead Spine Road in 1997. This will be included in Bexley's TPP bid for a Package Bid of improvements for funding in 1997/98. This will include the pedestrianisation (save for buses and other exempt traffic) of Erith High Street between Bexley Road and Queen Street). This will provide a good opportunity for the reinforcement of functional connection and pedestrian movement between the River, the former Deep Wharf site and superstore and car park, and the existing town centre and market.

The opportunity will also exist to review the routing of buses and location of bus stops, so as to better serve both the development site and town centre together.

A fundamental design requirement for this pedestrianised area and the former Deep Wharf site will be the need to create a pedestrian network that encourages inter-connection between these elements; physical separation between elements should be minimised and direct visual connections and convenience for the pedestrian maximised. The superstore car park and store should be located on the west of Site F with the store car park located between the town centre and the superstore see **Plan 5**.

The development might incorporate the land currently occupied by the surface level public car park fronting Erith High Street, provided appropriate replacement public parking provision is created to serve Erith town centre as a whole. The basis of management would need to be agreed with the Council. Similarly, the development might include other land outside of Site F, such as the squash club site (see **Plans 4 and 5** and **Appendix 2**).

(6) Use of the Jetty, River and Riverside

The capacity of the Deep Wharf Terminal to take larger ships in all tide conditions is enabled by a large jetty that extends into the River. The draft Plan seeks the retention of the jetty, preferably for transport use or otherwise as a recreational facility.

A continuous public pedestrian and cycle way should extend along the Riverside, connecting to the footpath systems adjacent to the site. Further guidance is available from the Planning and Development Department on appropriate guidelines and examples of best practice to specify the standards of layout and finish and safety measures required in public areas on the jetty and adjacent to the River and in the specific design guidelines for the Deep Wharf Jetty described in **Appendix 4** of this Planning Brief. The walk way should link a number of deeper public spaces on the site and the superstore. It is important to not underestimate the level of activity and interested generated on

this section of the River by passing freight vessels and smaller boats using the nearby causeway and sailing club. The passive recreational potential of sightseeing on this section of the River should be catered for. Consideration should also be given to the scope for new facilities to enable the mooring and launching of smaller vessels along the length of the River frontage of the Deep Wharf site.

Public areas on the Riverside and jetty should be provided by an early stage of the development.

The River frontage and access of other land parcels adjoining the River should be maintained. The use of these sites in connection with the River is encouraged to help maintain and increase the potential for river transport.

(7) Environmental Improvement

Redevelopment of Site F offers the opportunity to improve the integration of different land uses in the area. In particular, it allows the creation of improved site access and an opportunity to relieve Manor Road of heavy vehicle traffic. This should be designed so that the impact of this new road on existing and proposed new development is minimised. Environmental buffers should be created to protect new (and existing) residential development from the new road and heavy industrial uses (at the eastern end of the Site) that are likely to remain.

These buffers might be formed by appropriate buildings or landscape bunding and planting, including any changes in levels within the overall development. The advice of the Council's Chief Environmental Services Officer should be sought on these matters. Technical assessment will be required of the impact of the road, surrounding industrial uses, and other relevant matters upon both existing and new occupiers throughout the day and night.

(8) Regeneration and New Uses

The Riverside frontage, good access to road and rail transport, historical heritage and edge-of-town location create an opportunity for "people-attractor" uses on the site, particularly at the western end of the site.

At the western end of the site, in addition to the proposed food superstore other acceptable uses on the site include: residential; business, storage and distribution; hotel; recreation and leisure uses, particularly those making use of the River; non-food retail warehousing; and other services appropriate to the edge of a shopping centre.

To the east of Appold Street preference will be given to industrial/commercial uses with a direct use of the River Thames. The Council is committed to the achievement of the road link, Local Traffic Route standards, between the former Erith Deep Wharf site and Manor Road (in the vicinity of Turpin Lane) and development in advance of the outcome of this consideration

should not prejudice such a road link. Landscaping, buffer areas and other appropriate land uses or development will be encouraged along the length of this road in order to reduce any environmental impacts at all times of the day and night.

The Plan also requires an ecological area to be created at the southern extreme of the site.

(9) Townscape

It is very important to give full regard to maintaining and enhancing views to the River from and through the site. Consideration should also be given to views from the River and north bank of the River and to the retention of features on the site including trees and historic riverside industrial architecture. Design should be of a high quality in view of the strategic Thames-side context of the site. Careful attention should also be given to the appearance of development including roof scape, on the former Deep Wharf site when viewed from the substantially higher ground levels to the west and south of the site.

(10) Form of Development

Plan 5 indicates the proposed broad dispersion of uses on the site, to achieve the planning objectives set out above. As with the road alignment, the Council is prepared to review the boundaries between the various uses as and when detailed proposals are brought forward. This plan is for indicative purposes only.

The positioning and bulk of new building should maintain and frame views and physical and functional links to the River from the town centre and other important locations within the site. These views and routes are indicated on Plan 5. In order to best integrate the site with surroundings, and to remedy any soil contamination and attenuate the noise impact of the relief road, one solution might involve a general raising of ground level. However, decision upon this will be dependent on detailed assessments and design.

(11) Implementation

In view of the characteristics of this site, it is likely that the Council will require planning obligations to be entered into for certain features of a development, including: any off-site works, the provision and phasing of elements such as the road, open space, affordable housing, or works to and maintenance of the river jetty, the provision and phasing of certain uses, road access openings and closures, the provision and management of parking, and relevant archaeological assessment and decontamination measures. It is furthermore likely that the Council will seek details of the development consisting of variations to site levels, means of access, design, siting, external appearance (elevations and site cross-sections),

impressions of views through the site, and landscaping of the peripheral areas of an application site, as a minimum, before granting planning permission.

The access road between Avenue Road and Appold Street/Wheatley Terrace Road should be provided at an early stage of the development. Similarly, riverside pedestrian/cycle access including the jetty and off-site works will also be required at an early stage of the development. The requirements of the superstore part of the development are set out in Section (5).

The Council will be sympathetic to supporting applications that might be made to Central Government or other sources for funding to assist regeneration of the site.

Details of housing, parking, highways and play space standards are set out in the draft Unitary Development Plan and the Development Control and Design Guidelines.

(12) Archaeological Issues

The site lies in an area of important archaeological significance or potential, with a likelihood of remains being found on or just above the ancient line of the Thames foreshore. Consequently the site is identified as a Priority Zone in the draft Plan for archaeological investigation. PPG16 and draft Plan Policies ENV44 and 45 apply. Any developer will be required to co-operate in ascertaining, recording and, where appropriate, recovering material of archaeological interest discovered on the site. The archaeological work should be in accordance with a written scheme of investigation to be submitted to and approved by the Local Planning Authority. Developers are invited to discuss such work at the earliest opportunity to help minimise any possible delays of the development programme. Work may need to be staged, with preliminary investigations, which may involve one or more trial trenches, being undertaken prior to the full programme of work being agreed.

The scheme of archaeological work will need to take into consideration the probable presence of contaminated land addressed in the next section.

(13) Contaminated Land

The site is likely to be contaminated by previous industrial activity, including railway sidings and the transshipment of coal. PPG23 "Planning and Pollution Control" sets out the steps that will be needed to investigate and contain the contamination.

Much of the more readily developable part of the site is already covered by a thick concrete layer. The Council is aware that it may be necessary to raise the level of the site, in order to achieve a better integration of new uses with the existing surroundings, and to reduce the loading on various retaining structures that surround much of the Deep Wharf site.

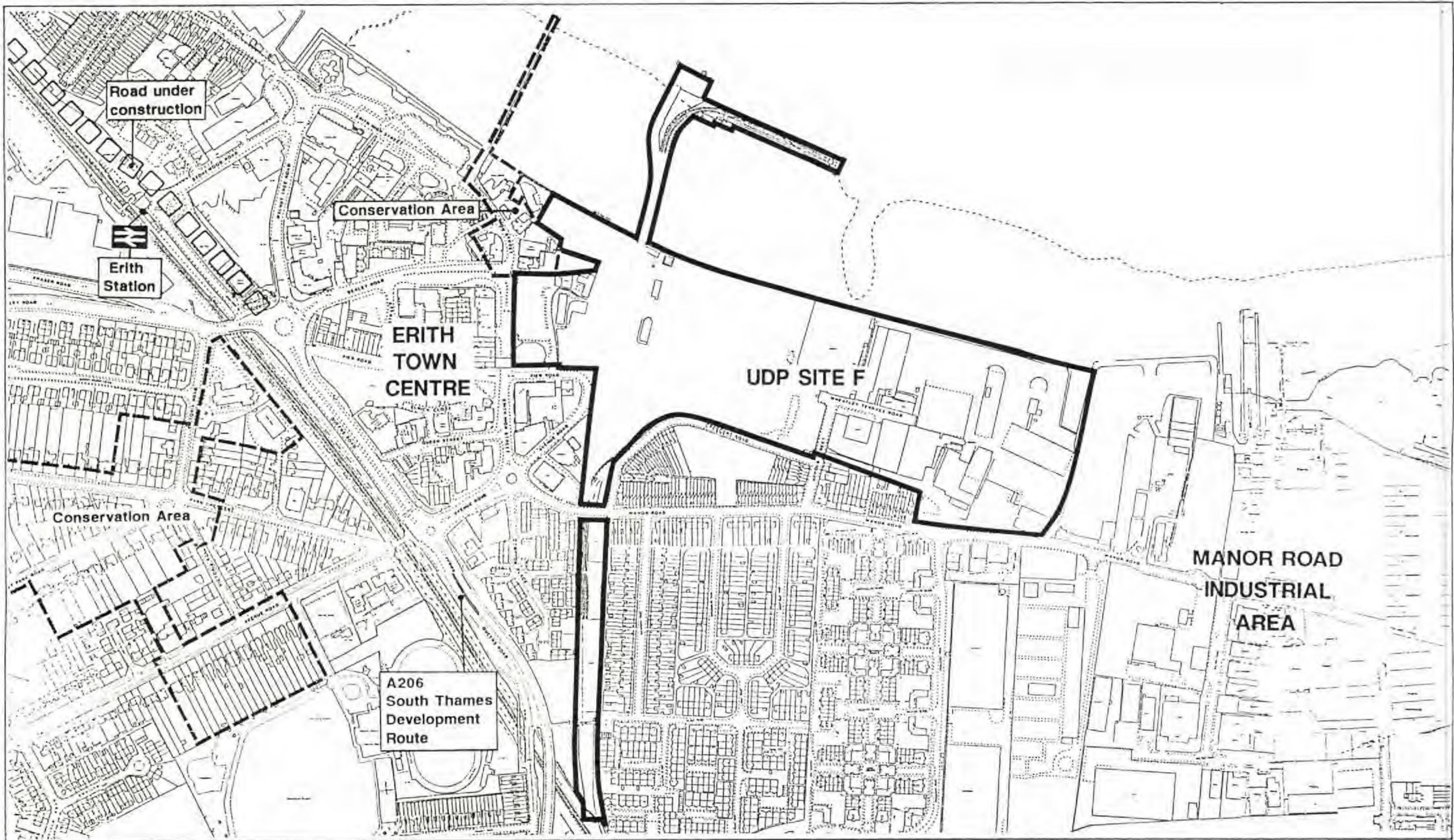
It will be necessary to establish and catalogue the likely content of the soil beneath the existing site surface, and, depending on the nature of contamination, suitable remedial measures implemented. A variety of remedial measures may be appropriate.

(14) Drainage and Services and Statutory Undertaker

All mains services are available to this site including water, sewer, electricity, gas and telephone. Developers will be responsible for approaching and negotiating with all the appropriate public utility and statutory bodies with regard to obtaining information about existing and new main services and supplies to the site.

Developers are advised that the site contains a drainage pumping station (in the extreme south-east corner of the Deep Wharf Terminal site) and several public sewers and other statutory services may exist on the site Appendix 3 provides a list of contact points with the various statutory undertakers and other bodies.

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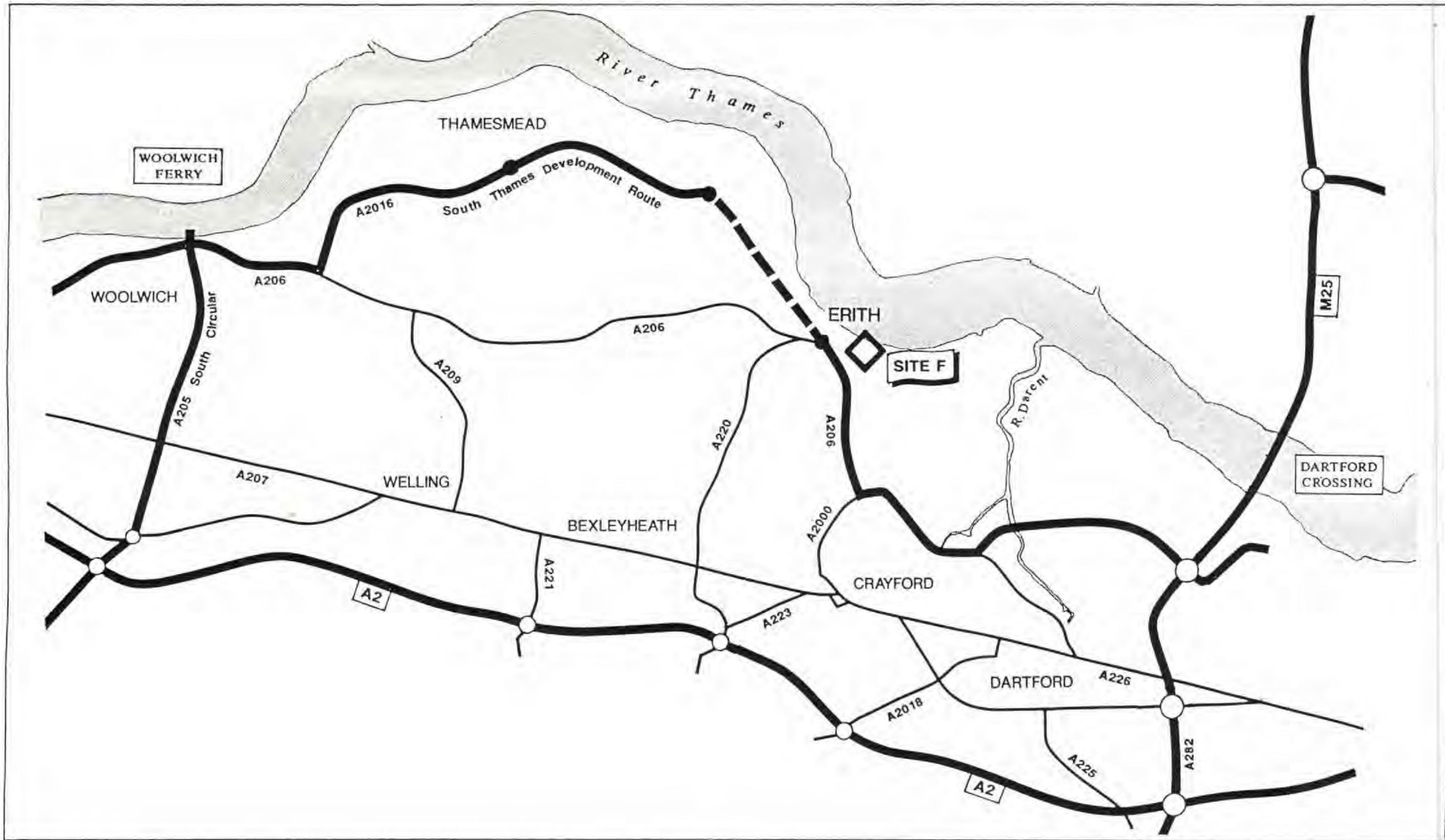
Directorate of Environmental Services

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Site location

Unitary Development Plan (UDP)
Thames-side special policy area
Site F



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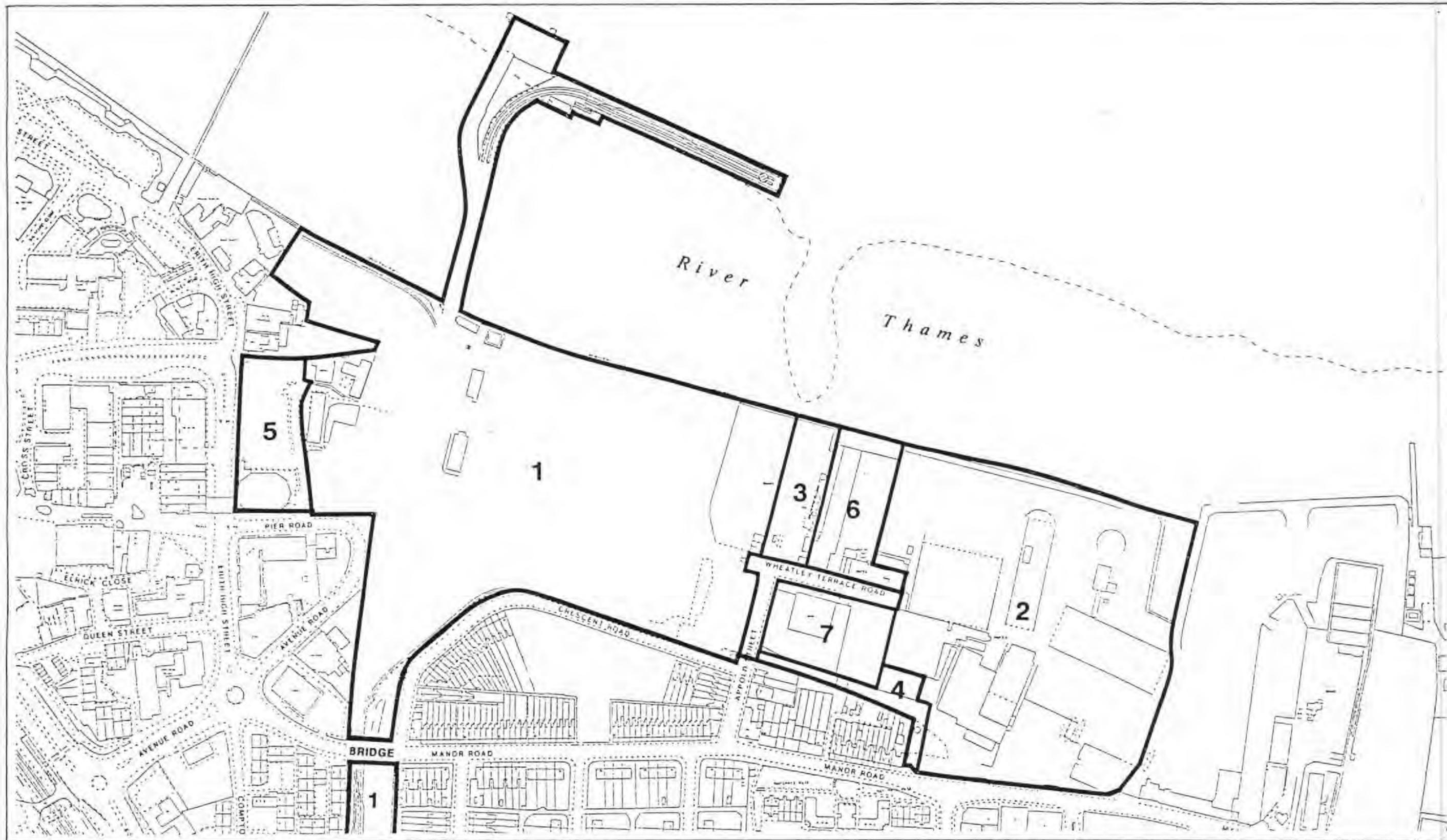
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Under construction
Completion due 1997

Strategic context



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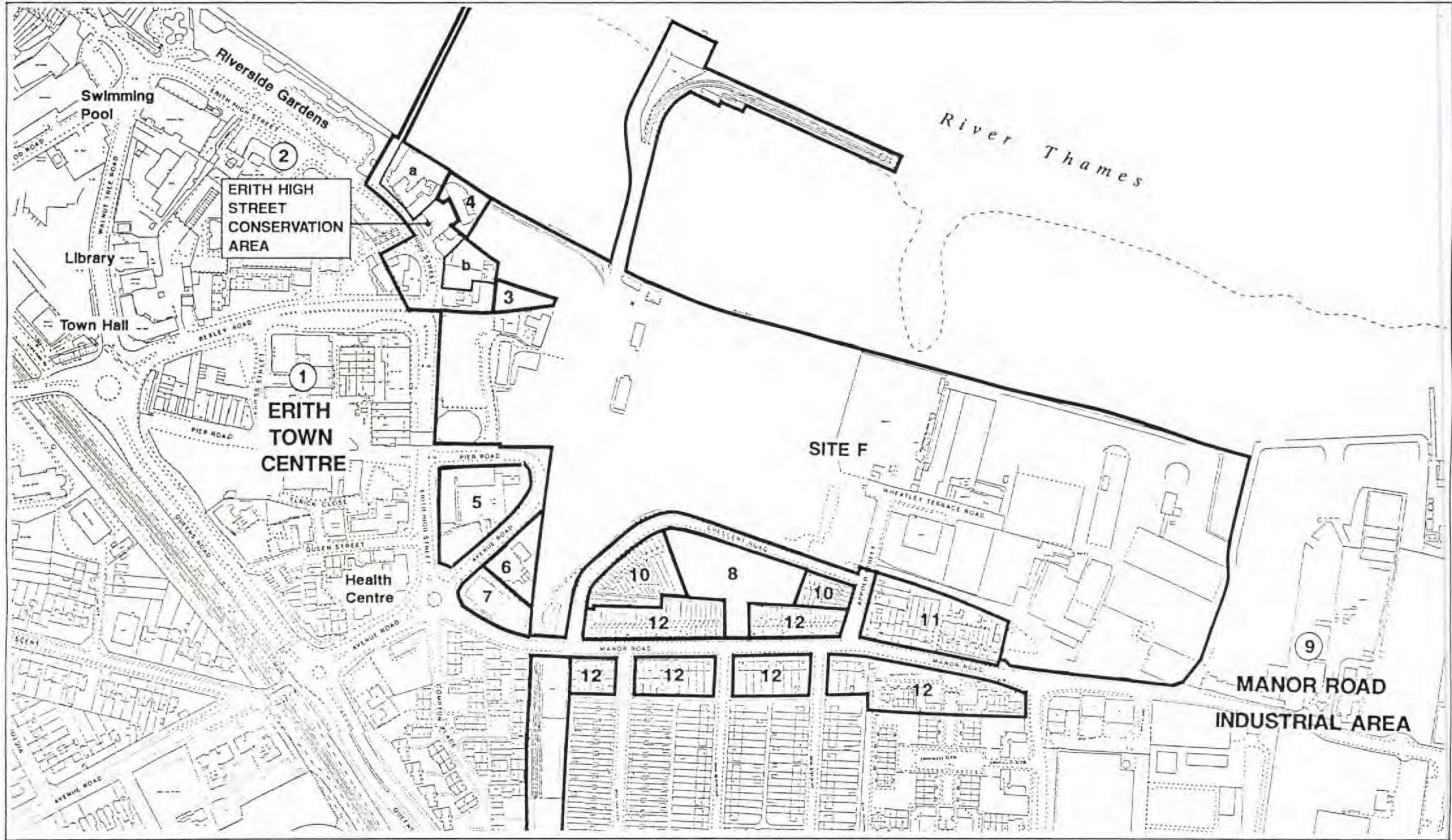


0 50 100m

- 1 Erith Deep Wharf Terminal site
- 2 Mayer Parry
- 3 RMC
- 4 Vinton Metals
- 5 Public car park and access ramp to multi-storey car park over shopping centre

- 6 Abbey Car Breakers and other interests north of Wheatley Terrace
- 7 Hales Depot and other interests south of Wheatley Terrace

Indicative plan of the main land parcels making up Site F



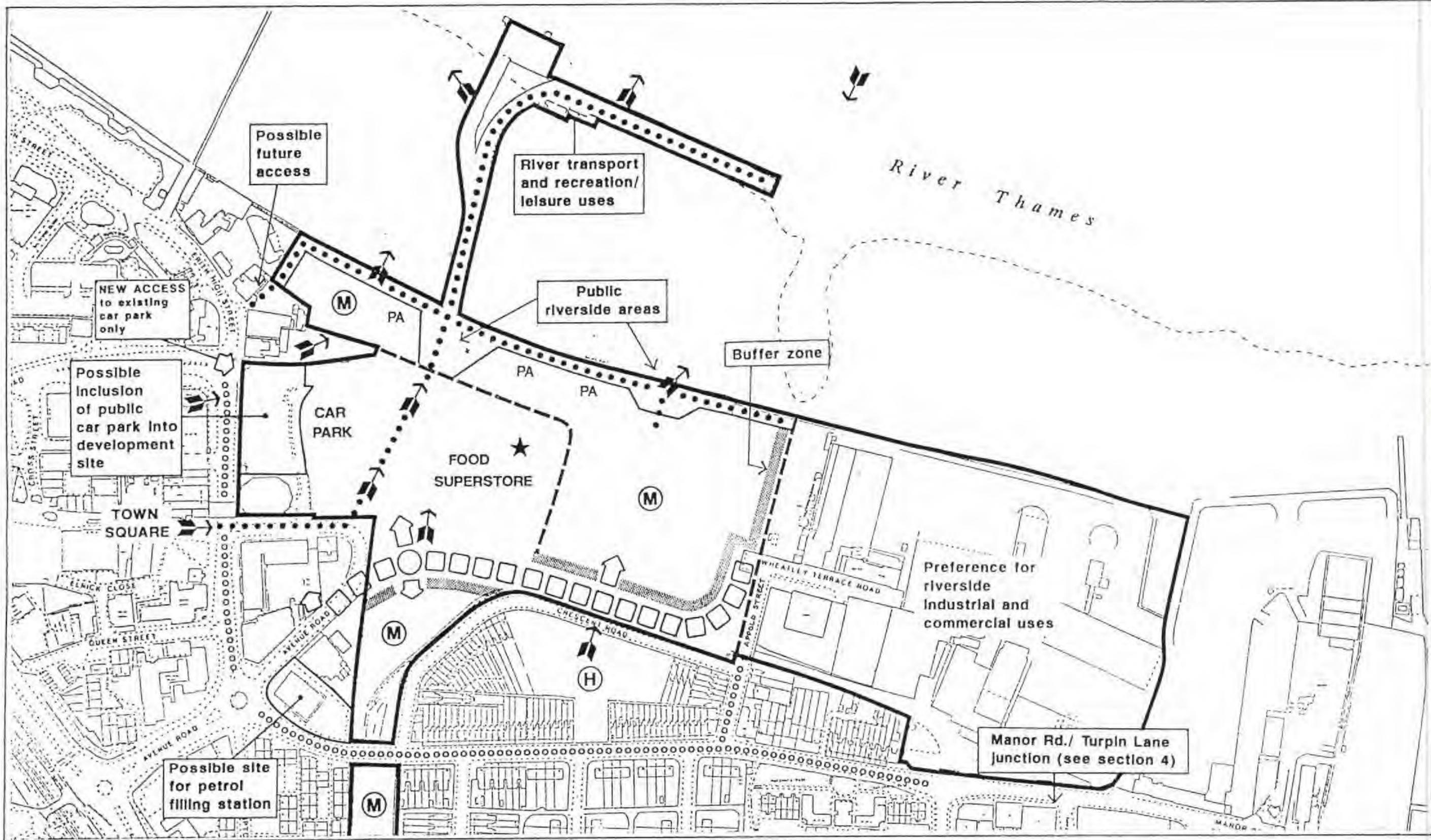
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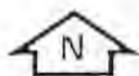
The surrounding area
Numbered sites referred to in
Appendix 2



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0 50 100m

- | | | | |
|-------|-------------------------|-----|---------------------------------------|
| □□□ | Proposed new road | (M) | Mixed uses |
| ➡ | Vehicular access points | (H) | Proposed housing use |
| ○○○○○ | Traffic calming | PA | People attractor uses (see section 8) |
| ●●●●● | Pedestrian access | ➡ | Important views |

Indicative site plan
Diagrammatic only

APPENDIX 1

Summary description of the land parcels within Site F.
(See **Plan 3** for location).

(1) Erith Deep Wharf Terminal

Site area approx 8ha. Owned by Associated Newspapers and subject to a current planning application. Wharf/storage use ceased before 1991 and site cleared in 1994/95. Substantial Deep Wharf Pier remains. Major development opportunity.

(2) Mayer Parry

Site area approx 3.8ha land occupied by Mayer Parry plc, for the fragmentation and processing of ferrous and non-ferrous metals.

Ferrous material delivered by road, fragmented, and the processed material exported by River/Sea for recycling. Some non-ferrous material imported from Europe by ship for processing. Occupation likely to continue for the foreseeable future.

(3) RMC

Cement/gravel distribution depot accommodated on a small riverside site of some 0.3ha. Materials delivered/removed by road with no regular use of the River for transport.

(4) Vinton Metals

Metals processing operation, largely occupying the line of an old railway cutting. Site area 0.2ha.

(5) Car Park

Surface level public car park owned by Bexley Council. Site (0.48ha) also accommodates the ramp access way to the multi-storey public car park above the shopping precinct.

(6) Abbey Car breakers and other smaller industrial sites North of Wheatley Terrace

The principal occupier is Abbey Car Breakers who receive and trade in scrapped motor vehicles. (Area, 0.48ha)

(7) Hales depot and others, south of Wheatley Terrace

Other sites are occupied by Hales (depot for skip hire company), and smaller industrial units. (Area, 0.46ha)

Appold Street and Wheatley Terrace Road form part of the public highway network.

APPENDIX 2

Key areas adjacent to Site F (See **Plan 4**)

- (1) Erith Town Centre
- (2) Erith High Street Conservation Area; (a) The Police Station - vacant building and small adjacent vacant site (b) Erith Playhouse - potential pedestrian access to Site F, adjoining the car park.
- (3) Garden to the White Heart Public House - possible addition to the Conservation Area (key views to the River).
- (4) Stone Court - residential home for the elderly.
- (5) Bingo Hall, Small Business Centre, 70 Pier Road - vehicular access to be maintained. (The Bingo Hall has recently closed and the freehold is being marketed).
- (6) Working Mens Club
- (7) Squash Club - previously included in development proposals for a food superstore (petrol filling station). (Area 0.2ha)
- (8) Crescent Road Development Site - approved Planning Brief for residential development and marketing for development. (Area 0.55ha)
- (9) Manor Road Industrial Area.
- (10) Existing residential property facing Site F. The impact of the development and its construction on the amenity of these properties will need to be considered carefully. These properties will be shielded from the impact of the proposed road by the changes in level (with the road below Crescent Road), and the retention of a solid wall on the southern boundary of Site F.
- (11) Existing, mainly, residential property with some private garages to the rear. The impact of the road and any necessary works to retaining structures to the north of these properties will need to be considered carefully. The precise nature of this impact will be established at a preliminary stage of the detailed design of the road.
- (12) Existing residential property facing Manor Road and Appold Street, to be afforded significant benefits by the introduction of traffic calming following completion of the new access road and ultimately, the relief road.

APPENDIX 3

STATUTORY UNDERTAKERS AND OTHER BODIES

UTILITY	ADDRESS	TELEPHONE
CABLE TELEVISION	BELL CABLEMEDIA	0171-363 2715
	VIDEOTRON	0181-318 9884
	MERCURY	01256 606200
ELECTRICITY	London Electricity PLC Bengeworth Road Brixton London SE5 9AJ	0171-738 7059
	National Grid Plc Area Offices Wealdon House Lewis Road East Grinstead West Sussex EH19 3TB	01342 3352000
GAS	District Engineer - Bexley British Gas Transco Segas House 2 Leasons Hill Orpington, Kent BR5 2TN	01689 832144 (24hr line 0800 282)
HIGHWAYS AND DRAINAGE	Director of Environmental Services Bexley London Borough Sidcup Place Sidcup, Kent DA14 6BT	0181-303 7777
TELEPHONE	British Telecom PLC Post Point 02B21 Delta Point 35 Welleseley Road Croydon CR9 2YZ	0181-666 1344
WATER SUPPLY	Technical Support Services Thames Water Utilities Ltd. Beckton Sewage Treatment Works Jenkins Lane Barking, Essex IG11 0AD	0181-507 4723
WATER UTILITIES PROPERTY	Thames Water Plc Nugent House (RBH) Vastern Road, Reading, Berkshire RG1 8DE	01734-388237

FIRE BRIGADE	London Fire Brigade Water Section Woodside Fire Station 2 Long Lane Croydon Surrey CR0 7AL	0181-654 9372
PORT OF LONDON AUTHORITY	Devon House, 58 St. Katherine's Way LONDON E1	0171-265 2656
ENVIRONMENTAL AGENCY (formerly National Rivers Authority	Thames Regional Office Wha Kwong House, 10 Albert Embankment, London. SE1 7SP	
	Planning Manager (South-East Area)	0171-735 9993
	Flooding/Land Drainage issues	0171-735 9993
	Conservation	01483-577655
	Recreation/Amenity	01734-535560
	Fisheries	0181-310 5500
	Ground water protection	01483-577655
	Surface water pollution	0181-310 5500

APPENDIX 4

Erith Deep Wharf Jetty - Supplementary Planning Guidance

The attached guidelines offer guidance on the development of the above jetty which, will take place as part of the development of Erith Deep Wharf.

The guidelines refer only to town planning matters and any other consents or requirements are not covered (eg. National River Authority consents) are required for works or structures within 16 metres of the flood defence.

Draft UDP and Draft Planning Brief

Under Policy TS8, the redevelopment of Site F is subject to:

"Satisfactory proposals for the existing riverside jetty facilities being included within the development."

The related reasoned justification states:

"The existing riverside jetty is capable of a variety of uses. However, in spite of its availability for water transport related purposes, the facility has been unused for some time. If the site is redeveloped, there is a preference that the jetty be used for transport purposes or otherwise be retained as a recreational facility." (12.15B)

and continues

"In view of the characteristics of this site, it is likely that the Council will require planning obligations to be entered into for certain features of a development, including: works to the river jetty" (12.16)

The draft planning brief also states:

"Further guidance is available from the Planning and Development Department on appropriate guidelines and examples of best practice to specify the standards of layout and finish and safety measures required in public areas on the jetty and adjacent to the River." (Section 6)

The intention here is to expand upon the nature of "satisfactory proposals" for the jetty, consistent with the draft UDP.

Uses

It is intended that the jetty should provide a new focal point for public access to the riverside. As a minimum, the public should have access to the jetty for promenading purposes. In principle the siting of uses such as restaurant, cafe exhibition areas, or leisure facilities on the jetty is acceptable. The use of the jetty for river related uses is encouraged, e.g. fishing, boating.

A passenger transport use is also desirable, in combination with leisure uses.

Such a use may be expected to generate a requirement for long-stay commuter car parking and even if no passenger transport use is included in initial proposals, spaces should be identified which cater for the requirements of passengers and staff. These could be in combination with leisure uses.

In the event of no passenger transport use being included within an application for planning permission, then proposals should be designed so as to enable vessels to land passengers on the jetty, e.g. double gates in any railings.

Design

Design requirements will, of course, vary with the type of use proposed.

There are some general requirements:-

- (a) the existing flood defence gate must be retained, with appropriate operational management;
- (b) pedestrian railings are required on the edges of the jetty with the design meeting safety and amenity objectives. It is likely that these will include a height of no less than one metre and a railing layout that prevents young children from passing through;
- (c) existing huts should be removed from the jetty unless needed for operational or safety purposes;
- (d) lighting should be provided at a level appropriate to the proposed use;
- (e) if a leisure or promenade use is proposed, the jetty surface should be of a standard suitable for pedestrian areas, allowing access for disabled people. However, where possible, features that act as reminders of the jetty's industrial origin, e.g. railway tracks and turntable, should be retained;
- (f) seats and litter bins should be provided at a standard of one seat per 20 metres and should be of a standard of Ollerton Festival Metal seats and litter bins;

- (g) street furniture (i.e. seats, litter bins, railings, lighting) should carry a theme (e.g. a unifying symbol, design and colour perhaps of a maritime nature);
- (h) the entrance to the jetty should be marked by a "gateway" feature e.g. archway;
- (i) Interpretive boards etc. should explain features on or adjacent to the river.

Safety features

Separate drawings showing proposed safety features should be submitted for approval and to assist with relevant consultations.

There are safety considerations to all features on a jetty, but specific requirements include:-

- a life buoy at intervals no less than 50 metres;
- the provision of grab chains;
- the provision of rung ladders from water level. These should be at intervals of no less than 100 metres, unless other access is available;
- lighting should comply with relevant BS standards;
- warning and information signs referring to hazards and action in case of emergency.

Maintenance and Management

The costs of maintenance and management will be the responsibility of the new occupiers of the site, but that these may be offset by incomes from the jetty.

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