

Convoys Wharf, Deptford, SE10

30 October 2013

in the London Borough of Lewisham

planning application no. DC/13/83358

Strategic planning application: Request that the Mayor become the Local Planning Authority

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008

The proposal

Outline application for the comprehensive redevelopment of Convoys Wharf to provide a mixed-use development of up to 419,100 sq.m comprising:

- up to 321,000 sq.m **residential** floorspace (up to 3,500 units) (Use Class C3)
- up to 15,500 sq.m **employment** floorspace (Class B1/Live/Work units) including up to 2,200 sq.m for 3 no. potential energy centres, a wharf with associated vessel moorings and up to 32,200 sq.m of employment floorspace (Sui Generis & Class B2)
- up to 5,810 sq.m of **retail** and financial and professional services floorspace (Classes A1 & A2)
- up to 4,520 sq.m of **restaurant/caf e** and drinking establishment floorspace (Classes A3 & A4)
- up to 13,000 sq.m of **community**/non residential institution floorspace (Class D1)
- up to 27,070 sq.m of **hotel** floorspace (Class C1)
- river bus jetty and associated structures
- 1,840 car parking spaces together with vehicular access from New King Street and Grove Street retention
- refurbishment of the Olympia Building and demolition of all remaining non-listed structures on site

All matters reserved other than access, and the siting and massing of three tall buildings.

The applicant

The applicant is **Convoys Property Ltd** and the Architect is Farrells

Strategic issues

Convoys Wharf is one of London's major development sites and by some margin the largest single site within the borough of Lewisham. The provision of jobs and homes on a site vacant for many years is strongly supported in principle whilst there were a number of issues raised in the Mayor's Stage 1 Report of 10 July 2013.

The statutory 16 week determination period expired on 9 September 2013 without a determination by Lewisham Council. The applicant has written to the Mayor on 17 October 2013 requesting that he take over determination of this application from Lewisham Council.

Recommendation

That the Mayor take over the determination of this application and becomes the local planning authority.

Context

1 On 17 October 2013, Hutchison Whampoa Properties (Europe) Ltd on behalf of the applicant Convoys Properties Ltd, wrote to the Mayor (copy of letter attached as Appendix 1) requesting, pursuant to para 7(6) of the Town and Country Planning (Mayor of London) Order 2008, that the Mayor become the local planning authority for the application.

Case history

2 On 30 May 2013 the Mayor of London received notification from Lewisham Council notifying him of a planning application of potential strategic importance to develop the above site for the above uses. The Mayor considered and sent his Stage 1 response to that application on 10 July 2013 providing the Council with a statement setting out whether he considers that the application complies with the London Plan, and his reasons for taking that view.

3 The application is referable under the following categories of the Schedule to the Order 2008:

Category 1A "Development which comprises or includes the provision of 150 houses, flats, or house and flats".

Category 1B " (c) Development which comprises or includes the erection of a building outside Central London and with a total floorspace of more than 15,000 square metres."

Category 1C "Development which comprises a building more than 30 metres high outside the City of London and more than 25 metres high and is adjacent to the River Thames (c) the building is more than 30m high and outside the City of London."

Category 2C Development to provide – (i) a passenger pier on the River Thames.

Category 3B Development which occupies more than 4 hectares of land which is used for a use within Class B1 (Business), B2 (general industrial) or BB (storage or distribution) of the Use Classes Order, and which is likely to prejudice the use of that land for any such use.

Category 3E Development which does not accord with one or more provisions of the development plan in force in the area in which the application site is situated and – comprises or includes the provision of more than 2,500sq.m of floorspace for a use falling within any of the following classes in the Use Classes Order – (i) class A1(retail), (ix) class D1 (non-residential institutions), (x) class D2 (assembly and leisure).

Category 3F Development for a use, other than residential use, which includes the provision of more than 200 car parking spaces in connection with that use.

Category 4 Development in respect of which the local planning authority is required to consult the Mayor by virtue of a direction given by the Secretary of State under article 10(3) of the GDPO. Convoys Wharf is a safeguarded wharf identified by direction of the Secretary of State.

4 The 16 week statutory period for determination expired on 9 September 2013 without determination. Lewisham Council has indicated that it intends to take a planning report to committee in February 2014.

5 The site has been subject to a long planning history dating back to an application submitted in 2002, which Lewisham Council resolved to grant in 2005. Concerns were raised at that time by the then Mayor, that the application was likely to fail important London Plan policy tests and the Council's resolution to grant was never referred back to the Mayor for a "Stage 2" decision. It is understood that that original application has not formally been withdrawn. In the intervening years between 2005- 2012, the applicant has undertaken further analysis of the site, notably the capacity for a safeguarded wharf operation, and amended the masterplan and parameter plans on the original application. There have been two further Stage 1 referrals to the Mayor that he considered on 2 Feb 2011 and on 2 November 2011. These were amendments to the 2002 application and at each of these the Mayor raised a range of concerns, notably regarding urban design, development parameters and transport.

6 The applicant appointed new masterplanners, Sir Terry Farrell and Partners in 2012. This led to the submission of the new planning application in May 2013, which was referred to the Mayor by Lewisham Council on 30 May 2013.

Site description

7 Convoys Wharf is a 16.6ha site fronting the River Thames within the London Borough of Lewisham. It makes up around half of Lewisham's Thames riverfront and is located to the north of Deptford Town Centre. The site is in the Deptford Creek/Greenwich Riverside Opportunity Area. It is bounded to the north by the River Thames, to the east by the historic Shipwrights Palace (Grade 2 Listed and in residential use), to the south- east, south, south west and north west by predominantly 1960s municipal built residential development over approximately 2 – 10 stories, consisting of the Sayes Court and Pepys Estates. The site is roughly rectangular in shape with irregular boundaries. The site has extensive archaeological deposits and contains a large Grade II Listed Building (Olympia Warehouse), which is roughly central to the site and a Grade II listed entrance gate and perimeter wall (part of). The site also contains a Scheduled Ancient Monument.

8 The safeguarded wharf makes up 9.13ha of the site along the Thames frontage but is not in current use and has not been in any form of river related use for over 10 years. Most of the former buildings have now been demolished, the Grade II Listed Olympia Warehouse and two other warehouse buildings remain on site. The non listed buildings are proposed to be used during construction phases and then demolished whilst the Olympia Warehouse will be retained and re-used as a focal point of the proposals.

9 Vehicular access to the site would be via Grove Street (B206), Prince Street and New King Street, the latter two of which are residential roads and are one way for part or all of their length. The site is located 200m from the A200 Evelyn Street, which forms part of the Strategic Road Network (SRN). The closest bus stops to the site are on Evelyn Street (A200), serving routes 47/N47, 188, 199 and N1. The nearest station is Deptford National Rail Station which is approximately 500m from the southern boundary of the site and carries services to/from north Kent and London Bridge/Cannon Street stations). Evelyn Street is the proposed route of Barclays Cycle Superhighway 4 (Woolwich to London Bridge), due to be completed in 2015.

10 The site has a low public transport accessibility level (PTAL) of 1b-2 on a scale of 1 to 6, where 6 is most accessible. This is expected to increase to 3 with improvements to the bus network, including diverting a route into the site proposed by the applicant.

Details of the proposal

11 The details of the proposal are broad at present as it is an outline planning application, with some limited aspects specified for full permission. These detailed aspects are:

- The siting of the 3 tall towers (within an 8m limit of deviation)
- Points of access into the site
- Primary access routes through the site

12 The submission includes the following documents which would guide reserved matters applications:

CW01 Application Form
CW02 Environmental Statement/EIA
CW03 Design and Access Statement
CW04 Design Guidelines
CW05 Development Specification – containing parameter plans
CW06 Planning Statement
CW06 Annex 1 Marine Terminal Assessment
CW06 Annex 2 Boatyard Statement
CW07 Transport Assessment -including Travel Plan
CW08 Energy Strategy
CW09 Sustainability Statement
CW10 Retail Impact Assessment
CW11 Statement of Community Involvement
CW12 Delivery Strategy– (including 5106 draft heads of terms)
CW13 Commercial Strategy
CW14 Heritage Statement
CW15 Cultural Strategy

There are 18 Parameter Plans which seek to define the application and offer a degree of control over the scope of future detailed consent applications:

Parameter Plan 01	Application Boundary
Parameter Plan 02	Existing Site Levels
Parameter Plan 03	Existing site sections 01
Parameter Plan 04	Existing site sections 02
Parameter Plan 05	Existing building heights
Parameter Plan 06	Key Development Plot Plan
Parameter Plan 07	Proposed Site Levels
Parameter Plan 08	Open Space
Parameter Plan 09	Maximum Development Basement Levels
Parameter Plan 10	Maximum Development Plot Parameters (Height)
Parameter Plan 11	Minimum Development Plot Parameters (Height)
Parameter Plan 12	Max/min Development Plot Horizontal Deviation
Parameter Plan 13	Circulation – Main vehicular access
Parameter Plan 14	Circulation –Pedestrian access
Parameter Plan 15	Circulation – Public Transport
Parameter Plan 16	Circulation – Cycle routes and stations
Parameter Plan 17	Circulation – Parking areas on street
Parameter Plan 18	Phasing Plan

An important change from the previous amended applications is that the Parameter Plans defining the buildings are now more tightly drawn, notably Parameter plans 10-12. This gives a greater degree of clarity with regard to the overall development proposals.

13 An indicative masterplan has been provided dividing the site into 22 Development Plots. The proposed residential-led mix of uses is broadly similar to previous applications and comprises:

- up to 321,000 sq.m residential floorspace (up to 3,500 units) (Use Class C3)
- up to 15,500 sq.m employment floorspace (Class B1/Live/Work units) including up to 2,200 sq.m for 3 no. potential energy centres wharf with associated vessel moorings and up to 32,200 sq.m of employment floorspace (Sui Generis & Class B2)
- up to 5,810 sq.m of retail and financial and professional services floorspace (Classes A1 & A2) up to 4,520 sq.m of restaurant/cafe and drinking establishment floorspace (Classes A3 & A4)
- up to 13,000 sq.m of community/non residential institution floorspace (Class D1)
- up to 27,070 sq.m of hotel floorspace (Class C1)
- river bus jetty and associated structures
- 1,840 car parking spaces together with retention of vehicular access via New King Street/Prince Street and Grove Street refurbishment of the Olympia Building and demolition of all remaining non-listed structures on site

14 The two main access routes through the site consist of an eastern route which is broadly a continuation of Deptford High Street with a curve to take the road to the River, and a western route from the junction of Grove Street/Leeway also with a curve to take the road to the River. The two routes are linked by a slightly curved route named as Olympia Way South which passes the Listed Olympia Warehouse which is close to the centre of the site. There will be other secondary and tertiary routes and a range of pedestrian and cycle routes to come forward at the detailed stages the general location of these is defined in Parameter Plans 13-16, including the provision of the Thames Path beside the river.

15 In general the development will be taller than its surroundings but there is a broad range of heights within the site. Buildings along the boundary with existing adjoining mainly residential buildings are proposed to be of a similar scale to those existing buildings. Buildings toward the centre of the site are generally in the range of 8-14 storeys, there are 3 tall buildings and the scale of development along the riverfront varies from approximately 3 storey to 14 storey and also includes the tallest building at 159m (approx. 48 stories).

16 The 3 tall residential buildings are now proposed to be a riverside tower of up to 159m AOD, and two inland towers of up to 125m AOD. These buildings are now proposed as more rectangular footprints than previous schemes. A further important change from the previous layouts is that most of the roads and buildings have been slightly re-orientated such that no buildings are expected to have a direct north facing frontages.

17 The indicative layout is shown below in figure 1– note this is not subject to the current application but case law has established that indicative plans are material considerations in assessing subsequent detailed applications and the parameter plans would produce a scheme similar to that shown on the Plan.

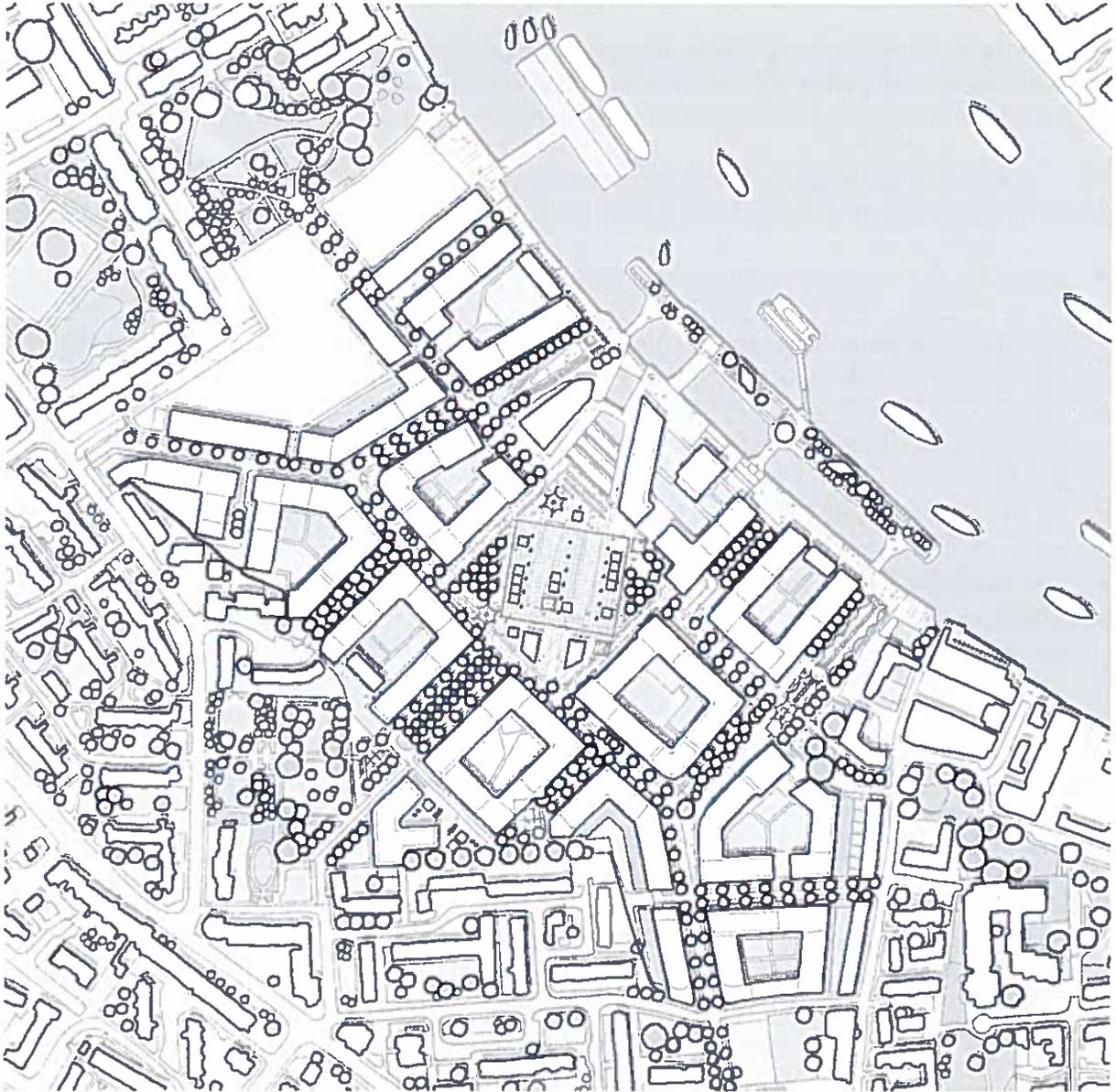


Figure 1: indicative site layout

Article 7: Direction that the Mayor is to be the local planning authority

18 This report does not consider the merits of the application, although regard has been given to the key planning issues in respect of assessing the Policy test 7(1) c of the Town and Country Planning (Mayor of London) Order 2008.

19 Instead this report informs the Mayor of the tests to be applied in considering whether to become the local planning authority. The policy test set out in paragraph 7 (1) of the Order consists of the following three parts, namely:

- a) the development or any of the issues raised by the development to which the PSI (potential strategic importance) application relates is of such a nature or scale that it would have a significant impact on the implementation of the London Plan ;
- b) the development or any of the issues raised by the development to which the application relates has significant effects that are likely to affect more than one borough; and
- c) sound planning reasons for his intervention.

20 Parts (a) and (b) of the test identify the impact an application would have on the Mayor's policies and the geographical extent of the impact, whilst part (c) deals with the planning reasons for the Mayor's intervention. The Mayor must also have regard to the Borough's performance in respect of development plan targets for new housing including affordable housing and to any other development plan targets relevant to the application.

Policy test 7(1) (a): Significant impact on the implementation of the London Plan

21 There are significant impacts on the implementation of the London Plan for the reasons set out in the following paragraphs.

Opportunity Area, Need for Regeneration

22 The site forms a significant element of the Deptford Creek/Greenwich Riverside Opportunity Area as identified in London Plan policy 2.13 and London Plan Appendix 1. The site is surrounded by wards which are identified as amongst by the 20% most deprived in London, which are identified in London Plan Policy 2.14 and Map 2.5 as Areas for Regeneration. Appendix 1 of the London Plan indicates that the whole Opportunity Area has an employment capacity of 4000 new jobs and targets a minimum of 5000 new homes of which the application scheme would comprise more than half of both.

Housing delivery

23 With regard to the current proposals, the delivery of up to 3500 new housing units on this site will be a clear benefit to not only Lewisham's housing offer but that of London as a whole. London Plan Table 3.1 requires the borough of Lewisham to deliver a minimum of 1105 new residential units a year until 2021 and this site alone would therefore contribute 31% of Lewisham's 10 year minimum target.

Lewisham's performance relating to housing delivery, including affordable housing over recent years is summarised under Matters that the Mayor must take account of below, but can be summarised as good performance.

Employment

24 Appendix 1 of the London Plan table indicates that the Deptford Creek/Greenwich Riverside Opportunity Area has the capacity to provide 4,000 jobs. The application proposes the development of a range of employment generating land uses, including: up to 15,500 sq.m employment floorspace (Class B1/Live/Work units) a wharf with associated vessel moorings and up to 32,200 sq.m of employment floorspace (Sui Generis & Class B2), up to 5,810 sq.m of retail and financial and professional services floorspace (Classes A1 & A2) up to 4,520 sq.m of restaurant/cafe and drinking establishment floorspace (Classes A3 & A4)

25 Overall the application indicates that around 2150 jobs would be created by this development, thereby making a significant contribution to the wider Opportunity Area employment creation.

Safeguarded Wharf

26 9.1ha of the site is currently safeguarded for river freight transport purposes. This is one of 50 currently safeguarded wharves throughout London. The applicant has undertaken an assessment of the scale and nature of likely future wharf uses at this site. Whilst this demonstrated that the river freight industry could potentially use the whole of the 9.1ha, it also indicated that any such proposal would generate unacceptable impacts on the surrounding existing residential properties and streets therefore would be not be likely to gain planning permission. Therefore the appropriate scale of wharf which is likely to gain planning permission has been assessed to be 2.6ha.

27 This assessment was overseen by the Port of London Authority and GLA officers and is considered as a reasonable approach to the London Plan Safeguarded Wharf viability test. This assessment has been reflected in the Mayor's Review of Safeguarded Wharves which was submitted to the Secretary of State in March 2013. The Review recommended that if a planning application is permitted and implemented, the safeguarding direction would need to be changed at a suitable point during the development construction. That review also recommended a number of changes to other wharves in London, resulting in a net reduction in the total number of wharves.

28 Bringing forward long derelict wharf uses is recognised as a difficult planning challenge, for comparison two other such wharves have resulted in Compulsory Purchase Order activity. Therefore bringing forward an operational wharf as part of these proposals is viewed as an important element of London Plan policy implementation.

Heritage

29 The site contains the Grade II Listed Olympia Warehouse building, a section of the perimeter wall which is also Grade II Listed and a Scheduled Ancient Monument as well as widespread archaeological remains across the site. The proposals have been developed with these elements in mind and would result in bringing a Grade II Listed Building back into use following many years of not being used. The details of works to the Listed Buildings are not part of the current Outline Planning Application and have been proposed to be subject to a later separate application following any Outline approval. The applicant has not yet specified exactly what uses are expected within the Listed warehouse but these would be determined later from the mix of uses included in the outline application.. The Scheduled Ancient Monument would become an open space feature of the future development.

Hotel development

30 This application includes up to 27,070 sq.m of hotel floorspace (Class C1). This will contribute to the implementation of London Plan policy 4.5, which identifies the need to provide 40,000 net additional hotel bedrooms by 2031. It is also notable that the site is within reasonable proximity of the Strategic Cultural Area of Greenwich Riverside identified on Map 4.2 of the London Plan.

River passenger facilities

31 The application proposes the construction of a riverbus jetty for river passenger services and s106 contribution towards pump priming operations. This will link to a steadily expanding network of such services providing improved river transport in London.

32 Policy test 7(1) (b): development likely to affect any other boroughs

33 Para 7(4) of the Order sets out that where a development falls within Category 1A of the Schedule, namely that over 150 homes will be delivered, this test does not apply. As the application is for up to 3500 homes, this test does not need to be applied.

34 Policy test 7(1) (c): Sound planning reasons for intervening

Principal of development

35 The principle of the development is clearly supported by the London Plan, the Mayor's Stage 1 report of 10 July 2013 and the aspirations for the Deptford Creek/Greenwich Riverside Opportunity Area.

36 The principle of the development is also supported by the Lewisham Core Strategy June 2011, which at Strategic Site Allocation 2 states that the site should be developed for mixed uses including up to 3500 new homes.

Timely Decision Making

37 The National Planning Policy Framework at highlighted para 14 states that the *"presumption in favour of sustainable development... means approving development proposals that accord with the development plan without delay..."*

38 The statutory 16 week deadline for determining the decision has passed (9 September 2013) and the Council has indicated that it will take a report to committee in February 2014. Assuming that timescale is achieved (which is doubted as explained below), that would be 5 months after the statutory deadline.

39 The Mayor should be aware that the Council has commissioned a range of work to scrutinise the application and this work is currently in progress.

40 Given the number of issues still to be resolved and the amount of work that the resolution of these issues will entail at officer level, the Mayor should also be aware that it is unlikely that he could determine the application significantly in advance of February 2014 and there is a possibility that his determination would be later than February 2014, especially if the GLA had to commission its own assessments of the details of the application. Furthermore resolution of the outstanding transport issues sufficient to enable grant of an outline planning permission would require close working with Lewisham as highway authority for the roads concerned and also Lewisham Homes, owners of the land required for the improvements

Relationship between applicant and Council

41 In a letter from Lewisham Council to the applicant's planning agent BPTW dated 24 September 2013, the Council raised a number of aspects that it feels need to be addressed in order for officers to consider making a positive recommendation to Planning Committee. Whilst the letter states that the Council feels these issues are capable of resolution, GLA officers consider that some of those issues are potentially more complex and could require a period of time to fully resolve. This letter also appears to introduce these issues at a relatively late stage. The response from the applicant to the Council (11 October 2013) indicates a frustration at the process and can be seen as the trigger for the applicant's request to the Mayor to become the local planning authority.

42 This application follows the previous application which was submitted in 2002 and has a complex history as set out above in paragraph 5, including two sets of revisions to the application. During a six month pre-application period a series of regular weekly workshops were held, often with GLA officers present. At those workshops it was clear that there were differences of approach between the applicant and the Council. GLA officers have been key to attempts at resolving differences between the two parties and progressing the current planning application. Despite these workshops, and as is evidenced by recent correspondence between the applicant and the Council, the relationship has remained difficult. It is also understood that a Planning Performance Agreement with an intention to seek a Committee Resolution in October 2013, was discussed but was never completed and signed.

43 The relationship between the Council and the Applicant has been a difficult one but has worsened during the progress of this application. The point has been reached where the relationship between application and local planning authority seems to have broken down.. This is not conducive to a constructive and timely decision making process and places considerable doubt on the likelihood of achieving a determination at the local authority Planning Committee in February 2014. The strategic importance of the application site and the contribution it has to make to regeneration, to jobs, to homes and to other strategic and local policy objectives is very substantial. Further and potentially open ended delay arising from the inability of the local planning authority and the applicant to make meaningful progress on the current application is likely to have very serious consequences for the delivery of regenerative development on the site with a corresponding impact on the fulfilment of important policy and other objectives which the development of the site offers. The avoidance of such a situation is a sound, even compelling, planning reason for the Mayor to exercise his powers to intervene and to become the determining planning authority for the application.

Key Planning Issues

44 In his Stage 1 Report, the Mayor raised a number of planning issues. In a meeting held on 14 October 2013 between the applicant and GLA and TfL officers, it appeared to officers of the GLA that a number of these matters were capable of resolution either at present or via planning conditions or reserved matters applications, given that the application is Outline with most matters reserved. It is not clear however that the Council takes the same view. Be that as it may, should the Mayor decide to become the local planning authority he will have to satisfy himself that these strategic matters as well as a range of local matters under consideration by Lewisham Council, are addressed. As stated at paragraph 18 this report does not make any attempt to consider the planning merits of the application.

Matters the Mayor must take account of

45 The Town & Country Planning (Mayor of London) Order 2008, requires that the mayor takes certain matters into account when making his decision, these are covered below.

Achievement of development Plan targets for Housing, including affordable housing

46 The London Plan Table 3.1 states that the housing target for Lewisham is 1105 units/year. The table below sets out the performance of LB Lewisham in housing delivery over the past 5 years. It can be seen that the number of completions over the five years is 5370 units which equates to 97% of the target. Over the past two years completion rates have been higher with a total of 2986 units which equates to 135% of the target. The pipeline of planning approvals over the past 5 years has been healthy and table HPM 8 contained within AMR 9 identifies that Lewisham had the third highest borough total of approvals in London.

Financial Year	Net Completions (units)				
	Market	Intermediate	Social Rent	Affordable Rent	Total
2008	670	139	66	0	875
2009	612	81	87	0	780
2010	390	100	239	0	729
2011	719	197	272	0	1188
2012	1205	265	258	70	1798
Total	3596	782	922	70	5370

Affordable Housing

47 The delivery of 1774 affordable units over the five years equates to a rate of 33% affordable and over the past two years delivery of 1062 affordable units from a total of 2986 units equates to 35.5% affordable. Figure 2.1 from AMR9 indicates that Lewisham is almost exactly on the 3 year average of affordable housing performance across London.

Other targets

48 There are no other applicable targets relevant to this application.

Local planning authority's position

49 The Mayor received a letter from the Chief Executive of the London Borough of Lewisham on 28 October (copy appended to this Report). This letter requests that the Mayor leave the determination of the application to the Council and sets out the Council's overall support for the scheme and its previous good performance in housing delivery as key reasons for doing so.

50 Notwithstanding the Council's stated position, if the Mayor were to become the local planning authority, officers would recommend a close working relationship with Lewisham Council officers to ensure that local issues are fully considered, to ensure that the Mayor benefits from the considerable expertise and knowledge of Council officers in respect of this site and its surrounding neighbourhoods and to ensure that that knowledge is used to secure significant local benefits through the conditions and S106 Agreement should the application be approved.

Legal considerations

51 Under the arrangements set out in Article 5 of the Town and Country Planning (Mayor of London) Order 2008 the Mayor has the power to issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application and any connected application. If the Mayor decides to direct that he is to be the local planning authority, he must have regard to the matters set out in Article 7(3) and set out his reasons in the direction.

52 Should the Mayor decide that, despite the considerable doubts over the timescale in which the Council will determine this application, he does not wish to take over the application at this stage, the application would remain with the Council. The GLA would not therefore have control over the progress of the application or any control over the timing of its ultimate determination. GLA officers could however informally monitor the Council's progress and act as facilitators between the Council and the applicant, assuming that the applicant remains prepared to engage with the Council. If there appears to be unreasonable delay, the Applicant would of course be entitled to make a further request for the Mayor to take over and the Mayor would be required to reconsider taking the application over at that stage.

Financial considerations

53 Should the Mayor take over the application he would be responsible for holding a representation hearing and negotiating any planning obligation. He would also be responsible for determining any reserved matters applications (unless he directs the Councils to do so) and determining any approval of details (unless the Councils agree to do so). The Mayor should be aware that determining the application will require a significant level of resource within the GLA Planning team and TfL. Should the Mayor decide to act as the local planning authority officers would seek to sign an appropriate Planning Performance Agreement with the applicant, part of which could be the provision of funds to meet the costs of the Mayor and GLA/TfL to undertake detailed technical assessments and workstreams in order to properly determine the application.

Conclusion

54 This Report sets out the range of issues that the Mayor must consider in coming to his decision as to whether to become the local planning authority for this application.

55 It is clear that the case meets the tests to enable the Mayor to become the local planning authority.

56 The Council has written to the Mayor giving reasons why it should be left to determine the application and these have been fully considered. However, in this particular case the relationship between the Council and the applicant appears to have broken down to such an extent that there is considerable doubt on the Council's ability to determine the application in a timely fashion which in turn is putting in jeopardy the delivery of the development of this important site.

57 Therefore this report recommends that the Mayor becomes the local planning authority.

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