

PLANNING COMMITTEE MEETING: 11th June 2009

PLANNING APPLICATION FOR DETERMINATION BY THE LTGDC

REPORT OF THE DIRECTOR OF PLANNING

UDC CASE NUMBER:	LTGDC-08-171-FUL	DATE MADE VALID:	19/12/2008
APPLICATION NUMBER:	Pending/LBNM	TARGET DATE:	15/06/2009

APPLICANT:	LB Newham
AGENT:	LB Newham
PROPOSAL:	Construction of a traffic signalised junction to replace the existing roundabout under the A13 flyover and associated highway works including: removal of the existing east-bound on-slip road and west-bound off-slip road connecting Canning Town roundabout to the A13; modifications to the Barking Road / Beckton Road junction; construction of a new west-bound off-slip road link from the A13 to Rathbone Street; widening of parts of Rathbone Street and Hallsville Road; remodelling of the Hallsville Road / Silvertown Way junction; modifications and alterations to pedestrian crossings, footways, cycle ways and associated works.
LOCATION:	Site at Canning Town roundabout, including Hallsville Road Rathbone Street Beckton Road and part of Manor Road, Silvertown Way, Barking Road, Canning Town, London E16.

1. SUMMARY & RECOMMENDATION

- 1.1 SUMMARY This report considers an application by London Borough of Newham for full planning permission for the construction of a traffic signalised junction to replace the existing roundabout beneath the A13 Flyover at Canning Town, together with associated works on nearby roads to provide replacement access to and from the A13.
- 1.2 The proposal has been advertised as being accompanied by an Environmental Statement and also as works which affect the setting of a listed building. The affected listed building is a Grade II former public house located at 67 Barking Road, Canning Town, London E16.
- 1.3 This application was validated by the London Borough of Newham on 19th December 2008.

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- 1.4 The application is not referable to the Mayor of London.
- 1.5 RECOMMENDATION Officers have considered the planning application with regard to the requirements of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and the provisions of the development plan (The London Plan and the London Borough of Newham Unitary Development Plan), so far as material to the application, and to other material considerations and recommend that the application be **approved** subject to conditions.
- 1.6 On balance, LTGDC officers hold the view that if fully implemented, the proposal would contribute to the regeneration aspirations for Canning Town, providing enhanced development opportunities in accordance with Borough aspirations and improved public amenity within the town centre. The proposal is commensurate with the Canning Town and Custom House Supplementary Planning Document (adopted July 2008), the LTGDC Vision for the Lower Lea Valley, the LTGDC Vision for Transport: Delivering Accessibility and the Development Plan (London Borough of Newham UDP saved policies and the London Plan).

2. SITE AND PROPOSAL

2.1 Description of Site and Surroundings

2.2 The application site area is approximately 6.1 hectares comprising of:

- land beneath the A13 flyover at Canning Town;
- approx. 60m north up Manor Road;
- approx. 200m east along Barking Road, the length of Beckton Road;
- the southernmost 10m (approx.) of Hermit Road;
- the east-bound on-slip to the A13;
- the west-bound off-slip from the A13 into Canning Town;
- Rathbone Street;
- Hallsville Road; and
- the northernmost 300m (approx.) of Silvertown Way.

2.3 Canning Town is located in the southern part of the Lower Lea Valley at the western boundary of the London Borough of Newham, close to its boundary with the London Borough of Tower Hamlets. The area is dominated by established residential and retail land uses with pockets of industrial land use, and is bisected by the A13 trunk road, which provides east-west vehicular access from central London to Essex.

2.4 A pedestrian subway passes beneath the A13, linking Maud Street, to the north of the A13 with the Fox Road residential area to the south of the A13.

2.5 The area has excellent public transport connections benefitting from thirteen different bus routes, London Underground (Jubilee Line), Docklands Light Railway (DLR), and taxi. Most of those services utilise the interchange at Canning Town station, which is located to the immediate south of Canning Town roundabout. Further transport improvements are proposed including the upgrade of the former North London Line to DLR; a new DLR station on Manor Road (Star Lane); and the introduction of Crossrail which proposes a station in nearby Custom House.

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- 2.6 The existing local built form largely dates c. 19th century comprising of a mix of buildings varying in height from two/three to eleven storeys in a wide variety of architectural styles. Buildings in the immediate vicinity of the site include a Grade II listed former public house located at 67 Barking Road and Grade II listed St. Luke's Church at the corner of St. Luke's and Tarling Roads. Further, St. Margaret's & All Saints church and Anchor House (5 storey) on the north site of Barking Road are considered to be of 'local' value.
- 2.7 There are a number of existing cycle routes within the vicinity of the site on carriageway, off carriageway and shared use paths. Two way cycle tracks are provided along the A13 westbound, with on carriageway cycle tracks along Silvertown Way. Off carriageway cycle tracks are provided along the A13 eastbound before being diverted around the existing Canning Town roundabout onto Barking Road where an on carriageway cycle lane is provided eastbound, leading on to a two way off carriage cycle way approximately half way down Beckton Road back on to the A13 eastbound. Cyclist access around the existing roundabout is currently by the use of shared pedestrian/ cyclist paths or two way off carriageway cycle lanes.
- 2.8 There are a number of north south pedestrian links within the vicinity of the roundabout site. Canning Town roundabout provides a series of pedestrian crossings to access Manor Road, Barking Road and Silvertown Way as well as the A13. A pedestrian only subway to the east of the roundabout provides a north south link from Maud Street to the north of the A13 to Rathbone Street to the south of the A13. Approximately 300m to the east of the subway, a further pedestrian only subway links Beckton Road to the north of the A13 to Bothwell Close to the South of the A13. Approximately 200 metres to the west of the Canning Town roundabout, a shared cyclist/ pedestrian path passes under the A13 providing north south linkages.
- 2.9 The westernmost section of the application site, as depicted on 'Planning Drawing Red Line Plan' drawing number THXPSA/000/010 Rev A, shows that the application site extends beyond the LTGDC Planning Functions Area. The area outside of the LTGDC Planning Functions Area would require consent from the London Borough of Newham, as Local Planning Authority covering that area.
- 2.10 Description of Proposal
- 2.11 Planning permission is sought to replace the existing roundabout beneath the A13 Arterial Road at Canning Town with a signalised junction. The new junction will require a smaller footprint than the existing roundabout and will provide enhanced crossing facilities for pedestrians and cyclists. This will free up land for landscaping and development as part of the delivery of development aspirations and regeneration objectives for the area.
- 2.12 The existing A13 Eastbound on-slip is proposed to be stopped up. A new access with hammer head turning facilities is to be provided between the flyover and the rear (southern boundaries) of the Post Office and Somerfield, extending to the rear of Rathbone Market to provide access to existing retail and commercial outlets and the existing electrical sub-station, and to accommodate future development proposals in Area 1.
- 2.13 Traffic seeking to join the A13 (eastbound) will be diverted to Barking Road, to

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join the A13 via Beckton Road. This will result in a small amount of land loss of the pavement from both sides of Barking Road, between Mary Street and the Beckton Road junction and from the pavement of Beckton Road.

- 2.14 The existing A13 west-bound off-slip is proposed to be stopped up to vehicular traffic. Land will be cleared to the north of Rathbone Street to enable the construction of a new off-slip joining the A13 onto Rathbone Street to facilitate egress from the A13 west-bound, via Rathbone Street and Hallsville Road, on to Silvertown Way. This will require revisions to the existing layout of the Maud Street subway at its southern end.
- 2.15 Construction of the new off-slip at the northern end of Rathbone Street and the revised layout of Maud Street subway will require the demolition of a block of 7 garages (Kennedy Cox Garages), a residential block of 44 properties at Rawlinson Point (and associated 1290m² of open space), a children's play area (335m²) and the removal of trees at the north end of Rathbone Street. The residential properties fall within the boundary of Area 7 and have, with the exception of two properties, already been vacated. The garages and the play area also fall within area 7.
- 2.16 Rathbone Street is proposed to be widened in some places to accommodate additional traffic and new junction layouts following closure of the A13 westbound off-slip to vehicles. This will cause land take from the garden of one residential property (1 Chedworth Close) which is currently occupied, but scheduled for demolition as part of the redevelopment proposals for Area 7.
- 2.17 Pedestrians and cyclists are to be provided with a dedicated cyclist and pedestrian route onto and across Rathbone Street.
- 2.18 Hallsville Road is proposed to be widened on its north side to accommodate additional traffic and new junction layouts following closure of the A13 west-bound off-slip. This will not affect residential properties on the east/south side of the street, except a small amount of pavement at the junction with Silvertown Way due to junction improvements, but will cause land-take from the rear gardens of residential properties (25-30 Chedworth Close), and the demolition of one property (Pitstop MOT garage) and part of the forecourt of the industrial/commercial establishment comprising Hallsville Road Depot and on the west/north side of the road. All of these properties are scheduled for demolition as part of the redevelopment proposals for Area 7.
- 2.19 Silvertown Way is proposed to be widened at its northern end and at its junction with Hallsville Road to accommodate additional traffic and the new junction layout.
- 2.20 The southern end of Manor Road is no longer proposed to be widened as part of this proposal.
- 2.21 In terms of tree loss, there are a total of 33 trees on site. The proposal involves the felling of 14 trees. None of the trees are the subject of a Tree Preservation Order.

3. MAIN ISSUES

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- 3.1 Environmental Issues
- 3.2 Principle of Development
- 3.3 Regeneration
- 3.4 Traffic and Transport
- 3.5 Sustainable drainage and flood risk management
- 3.6 Equalities
- 3.7 Human Rights Act 1998

4. RELEVANT SITE HISTORY

- 4.1 The vision to improve the existing links within Canning Town has been identified in the Canning Town and Custom House Supplementary Planning Document 2008. Development Principle 2 of the SPD identifies proposals to improve connections around Canning Town which includes the removal of the roundabout and the creation of improved connections between Canning Town station and Barking Road.
- 4.2 LTGDC Members resolved to grant part outline and part full planning permission (reference no. LTGDC-08-165-OUT) in March 2009 for the 'Rathbone Market site', which is identified as Area 1a in the Canning Town and Custom House SPD, located to the east of the subject application site. The legal agreement (S106) has not been completed and no decision has been formally issued.

5. APPLICATION PUBLICITY

- 5.1 Site Notice Posted: 27th January 2009 and
- 5.2 Press Notice Posted: 14th January 2009 and 6th May 2009.
- 5.3 Neighbour Notification: 7th – 12th January 2009 and 29th April 2009.
- 5.4 The Application was advertised as being accompanied by an Environmental Statement and affecting the setting of Listed Buildings.

6. CONSULTATION / RESPONSES FROM STATUTORY CONSULTEES

- 6.1 Representations received in response to consultation are summarised below.
- 6.2 English Heritage (Greater London Archaeology Advisory Service) – Email dated 20th April 2009 – No concerns about this application.

Email dated 14th May – It is unlikely that the proposal will affect any significant archaeological remains.

- 6.3 English Heritage (Historic Buildings and Areas Adviser) – Email dated 10th February 2009. Advise the importance of undertaking a thorough historical analysis of areas such as this where major changes are proposed. The north side of Barking Road includes several fine buildings which together make a group which, in English Heritage's view, should be considered for Conservation Area status.

The application which is the subject of the current notification impacts on the setting

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of numbers 51 to 53 Barking Road (former London and County Bank) which is included on Newham's List of Buildings of Local Interest. This is a fine building by Cheston & Perking built in 1897 which is described, in the East London Volume of the Buildings of England Series, as 'red brick with a large pediment roughcast gable, and six bays of windows with cut brick aprons, an Essex domestic architectural motif'. The setting of this building was previously significantly compromised by the construction of the existing roundabout which included the demolition of a group of adjacent buildings. The current proposal to remove the roundabout in effect reinstates part of the original street line and creates space adjacent to the former bank which could allow for the erection of a new neighbouring building. This will be a key site in the future. If sympathetically designed, a building on this new site could substantially improve the setting of the wider group of late nineteenth century buildings along Barking Road of which the former Bank marks the start. The group includes the Grade II listed 67 Barking Road (former Royal Oak Public House).

Detailed design of the traffic scheme should take into account the setting of the Hallsville Tavern which is also included on Newham's List of Buildings of Local Interest. This is a significant building in terms of the historic development of Canning Town. The building is described in the aforementioned 'East London' volume as 'a picturesque pub of c. 1840 with curly bargeboards, possibly the sole survivor of the earliest developments in Canning Town'.

Whilst EH do not object to the current proposal, they strongly feel that this project and the series of developments which will come forward as a result of the Canning Town Masterplan, including the proposal for Rathbone Market, should be undertaken in the context of a wider understanding and appreciation of the historic environment.

- 6.4 LTGDC officers note that EH's comment above is in the context of EH's desire for Newham Council to declare the eastern part of Barking Road as a Conservation Area.
- 6.5 Environment Agency – Email dated 18th December 2008. Confirmation that a Flood Risk Assessment is not required as there are no new structures and no land raising.
- 6.6 Letter dated 29th January 2009. No objection in principle to the proposed development provided suggested conditions are imposed on any planning permission granted.
- 6.7 London Borough of Newham – An officer report has been drafted and is to be presented to the LB Newham Development Control Committee on 10th June 2009, recommending that that committee agree suggested reasons for approval; and that the Borough Planning Officer be granted delegated authority to make representations to LTGDC that subject to specified planning conditions and informatives, planning permission be granted. The full LB Newham officer report is available to view at www.newham.gov.uk.
- 6.8 London City Airport – Email dated 23rd February 2009. No objection to the application.
- 6.9 LTGDC Development Team – Memo dated 29th April 2009. The application should not be assessed in isolation of the proposed development proposals of the adjacent sites. To do so would not provide an accurate picture of the aims and objectives, or

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the potential impact of this project on the lives of those who live in the local community.

The re-design of the A13 junction in Canning Town is the single most important initiative that will act as a catalyst that will stimulate the significant private investment required in the Canning Town and Custom House area to achieve the vision of a vibrant community in which people want to live, work and visit.

- 6.10 National Grid – Letter dated 14th January 2009. The application has been assessed with respect to National Grid's operational electricity transmission network and its operational gas transmission network. Based on the information provided and the proximity and sensitivity of these networks to the proposal National Grid have concluded that the risk is moderate.

National Grid note that its response is for the national transmission gas and electricity networks only. The Applicant must also obtain information of local gas and electricity distribution networks. Reference should be made to National Grid's 'Work Safely in the Vicinity....' leaflet or on www.nationalgrid.com.

National Grid also provided informative notes with regard to works close to gas pipelines, which LTGDC officers have included as a draft informative in section 13 of this report.

- 6.11 Newham Primary Care Trust – Letter dated 13th January 2009. Supportive of the proposal. In particular the PCT supports the reduction in severance in the area which will facilitate the wider regeneration of Canning Town, and area where the PCT are working with LBN to provide a polyclinic as part of town square proposals.

- 6.12 Natural England – Confirmation received stating they have no comment on the application.

- 6.13 Transport for London – Letter dated 2nd February 2009. No objection in principle to the application, but strongly recommend that the Borough take note of specified comments in relation to: Traffic Effects; Traffic Modelling; Buses; Cycling and Walking; Physical effects of the proposals on TfL operations; effect of the proposed scheme on the A13 DBFO contract; Safety Audit; Construction Traffic; and Traffic Management Act.

The Applicant liaised directly with TfL with regard to its representation of the 2nd Feb 2009. Further TfL provided an assessment note on 28th April 2009 concluding that the assessments detailed within the TA submitted in support of the scheme are considered to be appropriate for this stage in the planning process and provide sufficient substantiation to demonstrate support for the scheme. It is however recommended and expected that whilst the evidence collated and presented in the TA demonstrates that the proposed scheme will provide an appropriate base highway infrastructure upon which the Masterplan can be developed, the modelling presented will need to be subject to a much more rigorous review and validation process when the final scheme details are designed, developed and tested.

Further, TfL requested (email dated 28th April 2009) the imposition of conditions relating to: (i) The need to safeguard a 4m strip of land on both the north and south of the A13 flyover to enable maintenance of the A13 structure to be undertaken. No development will be allowed in this safeguarded area; (ii) The provision of a designated pedestrian and cycle route to be included within the safeguarded 4m

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area to ensure a direct route along the A13 via the junction. This route must be completed prior to the full operation of the new junction. Any deviation from this route to enable construction to take place must be agreed with the Local Planning Authority and TfL; and (iii) A Section 278 agreement would need to be agreed and signed between the Borough and LTGDC before implementation of the scheme.

TfL's representations are noted by LTGDC officers and conditions have been drafted accordingly. However, with regard to the request for a Section 278 agreement, Newham may not enter into an agreement with itself. Though it is noted that any accommodation works that are required on the TfL highway (such as the new slip road off towards Rathbone Street etc.) will require Newham to obtain agreement under Section 8 of the Highways Act 1980. This allows one highway authority to undertake work on that of another.

- 6.14 Thames Water – Email dated 12th January 2009. The proposed works could affect Thames Water's apparatus. Diversionary or protection work will be necessary.
- 6.15 LTGDC officers have drafted the Diversionary procedures as received from Thames Water as an informative in section 13 of this report.
- 6.16 Olympic Delivery Authority – Letter dated 16th February 2009. The ODA Planning Decisions Team has no comment to make in respect of the scheme contained within this planning application.
- 6.17 Road Management Services (A13) Plc. (RMS) – Letter dated 4th February 2009. Advise that RMS has a 30 year concession with Transport for London to operate and maintain the A13 from Butcher Row in the west to Wennington (London Road) in the east, including Aspen Way, the East India Dock and Limehouse Link Tunnels.

Concern expressed regarding the application, in particular the removal of the slip roads east of the Canning Town roundabout, the roundabout itself and the break up of the cycle routes.

The two slip roads, eastbound on and westbound off, form the diversionary route for closures of the East India Dock Tunnel and Canning Town Flyover. These closures are required for Routine Maintenance and Incidents / Accidents. The suitability of the proposed diversion routes is questioned.

Iron Bridge (built circa 1932) carries the A13 over the River Lea. Under the terms of RMS's contract, this bridge is due for replacement in 2021. To demolish and then build a replacement could require the closure of the flyover to both directions of traffic. Diversions using the existing slips and roundabout will be challenging, but to send the traffic on the proposed new road system would be unworkable. Current volumes are in excess of 53,500 vehicles per day (vpd) westbound and 57,500 vpd eastbound. To introduce a junction arrangement, controlled any traffic signals, seems a retrograde step.

The principle of freeing up space for landscaping and development will be limited. Access to the flyover requires 4-5m clearance to all parts of the structure for maintenance and / or repair purposes. This will limit any development, also soft landscaping under structures will struggle to survive. Cladding to the flyover, as indicated in some of the artists' pictures, will not be permitted because it will interfere with accessibility to the structure.

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The centre of the roundabout already has a facility for safe north south movement of pedestrians and cyclists. The bus turning facilities on the island, which have never been used, could be removed and developed in to an open space feature.

The application involves the breaking up of the newly built cycleway and conflicts with the TfL requirements for this DBFO scheme. It must also be noted that the planned re-routing of traffic into Rathbone Street involves an extra crossing, which is an additional potential hazard especially as it is to be located on or just after a bend. This route also makes the east west journey considerably longer and may encourage cyclists to take short cuts and put themselves at risk.

The Transport Assessment makes mention of a review having been made for maintenance of the flyovers to be carried out under lane closures. This is not a practical option as such maintenance can only be carried out safely with full road closures.

The diverted flows for eastbound traffic are somewhat lower than actual figures recorded on the A13 and are not thought to include the traffic already using Barking Road.

We (RMS) believe the overall area of land released for streetscape enhancements to address your (Newham's) problems of deprivation will be minimal. Considering the roundabout area, the area lost from using the north and western part of the roundabout island is almost the same as the northern part and south eastern part of the roundabout. The eastbound on slip is kept in principle for access. Only the westbound off slip may be of use.

In summary, RMS consider the scheme will cause a significant increase in general traffic congestion with associated pollution on Borough roads, whilst also fragmenting cycleways, which can only lead to reduced safety for cyclists.

RMS strongly recommend this application be refused in its current form.

7. CONSULTATION / RESPONSES FROM MEMBERS OF THE PUBLIC

- 7.1 Fourteen thousand eight hundred and fifty six (14856) consultation letters were sent to neighbouring properties regarding this application. The proposal was also advertised in the Newham Recorder on two occasions. Firstly on 14th January 2009; secondly on 6th May 2009, further to amendments being made to the submission documents. The application was advertised as affecting the setting of a listed building and being accompanied by an Environmental Statement.
- 7.2 A Statement of Community Consultation has been submitted as part of the application. That document sets out details of the pre-application consultation, as carried out by the Applicant and feed back received.
- 7.3 Twenty-three representations have been received in relation to the application from members of the public. Those representations are summarised in the table below, together with LTGDC officer responses.

<u>Representation Received</u>	<u>LTGDC Officer Response</u>

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<p>Longboard Consulting on behalf of English Cities Fund (ECf) – letter dated 20th January 2009 – interim / holding objection in respect of the application until further details analysis is undertaken in respect of the highway and environmental impact of the proposed development.</p> <p>Letter dated 4th March 2009 – Withdrawing interim / holding objection subject to confirmation re:</p> <ul style="list-style-type: none"> a) There is unrestricted access to the new carriageway to the south of the Rathbone Market site for service vehicles; b) There is permitted access to the full extent of the area shown as ‘indicative public realm’ if and when required e.g. emergency vehicles and for occasional servicing of retail units and/or plant within the Rathbone Market site and that the materials used in this area are appropriate for this purpose; c) The existing underpass linking Rathbone Market with land to the south of the A13 is maintained and open or use by pedestrians and cyclists following completion of the works specified in the application; d) Utility diversions associated with the development of Rathbone Market and the removal of the slip roads are to be coordinated to minimise disruption and costs. <p>Letter dated 11th May 2009 – In response to notification of amendments to the proposal. Request that a right of access be provided to owners of the Rathbone Market site to allow service vehicles to use this area and reiteration of points a) to d), as previously stated in their letter of the 4th March 2009.</p>	<p>Interim / holding objection noted.</p> <p>The comments made by Longboard Consulting are noted, though it is noted that the area indicated as ‘indicative public realm’ (on drawing number THXPSA/000/003 Rev B) is specifically illustrated as, ‘to be developed by others (not part of this planning application). LTGDC officers are not able to offer any assurance that the subject land will be safeguarded to enable access to adjacent sites. That part of the site is illustrated as forming part of Area 7 in the Canning Town and Custom House SPD (July 2008).</p> <p>Comments noted. Officers recommend the imposition of a condition to ensure vehicular servicing is maintained to Rathbone Market.</p>
<p>Simon Privett – Email dated 26th</p>	<p>Comments noted.</p>

<p>January 2009 – Objection.</p> <ul style="list-style-type: none"> ▪ More congestion is likely if roundabout replaced with a junction. 	<p>The applicant advises that the modelling results suggest that the scheme will perform satisfactorily under assumed traffic demands. The design seeks to minimise queues in order to enable the smooth flow of traffic and discourage potential ‘rat running’.</p>
<p>Kevin Budge – Email dated 27th January 2009 – Objection.</p> <ul style="list-style-type: none"> ▪ Concerns regarding the programming and sequencing of traffic lights. ▪ Examples given of traffic lights at other locations in Canning Town and Beckton, where existing traffic light sequences are not considered to be effective. 	<p>Comments noted.</p> <p>The applicant advises that the proposed traffic signal layout has been designed to provide optimum capacity for all approaches (including Manor Road). Further work will be undertaken during the detailed design stage to finalise traffic signal timings etc.</p>
<p>Patricia Evett-Baker – Emails dated 27th January 2009 and 11th February 2009 – Support.</p> <ul style="list-style-type: none"> ▪ Encourage any improvements to assist with traffic flow. ▪ Comment regarding the fact that buses do not presently use the route through the roundabout. ▪ Removal of Canning Town roundabout will be of a great benefit in the flow of traffic in the area. 	<p>Comments noted.</p> <p>LTGDC officers do not know why buses do not presently use the route through the roundabout.</p>
<p>Philip Hellary – email dated 17th January 2009 – Object.</p> <p>Traffic lights should be replaced with roundabouts, not the other way around. Do not approve of additional traffic lights in the area. Other roundabouts in the area are more efficient. Roundabouts are also far greener, keeping cars moving more than traffic light systems so as to reduce carbon emissions and</p>	<p>Comments noted.</p> <p>The application is accompanied by an Environmental Statement which states that although the proposal will lead to a decrease in traffic and a reduction in pollution in the immediate vicinity of Canning Town roundabout, there will be an increase in traffic on many of the surrounding roads throughout Newham as a result of the</p>

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<p>requiring no electricity for complex traffic lights, further reducing carbon emissions further.</p>	<p>Scheme. It is noted, that the increase in pollution predicted along each road in the TAG assessment is insufficient to exceed national objectives for nitrogen dioxide (NO₂) or particulate matter less than 10 micrometers in aerodynamic diameter (PM₁₀).</p>
<p>St. Luke's Primary School – Email dated 19th January 2009 – Comment.</p> <ul style="list-style-type: none"> ▪ Seek to ensure that pedestrian and cycle provision (specifically cycle lanes) are encouraged for use by pupils to access both sides of the A13, Silvertown Way, Hallsville Road and adjacent roads safely riding bikes. 	<p>Comment noted.</p> <p>The proposal seeks to improve the existing north-south provision for cyclists with a new connection between Rathbone Market and Area 7 in addition to proposed widening of Rathbone Street and Hallsville Road, which will increase opportunities for cyclists.</p>
<p>Hin-Chong Tran – email dated 19th January 2009 – Object</p> <p>Has a business on Hermit Road and is deeply concerned about how the works are going to affect it. Suspect that the proposal will result in at least 85% reduction in clients, therefore will be struggling to earn enough income to pay the rent.</p>	<p>Comment noted.</p> <p>The proposed one-way section of Hermit Road covers the short bus lane shown on drawing THXPSA/000/009 Rev A.</p> <p>The proposed network displaces traffic onto residential streets between Manor Road and Barking Road – Beckton Road, cutting a corner to access the A13 east-bound slip. The applicant proposes two measures to ameliorate. The measures are: (i) one way northbound Hermit Road – but allowing contraflow access for buses and bicycles; and (ii) increase capacity for left turn from Manor road to Barking Road by allowing two green periods per cycle.</p> <p>Inconvenience to vehicles wishing to travel southbound at the Hermit Road/Barking Road junction has to be set against the inconvenience to local residents by increased rat running that would occur if this restriction is not applied.</p>

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<p>Mrs. Bevan – Notes received 20th January 2009 – Comment.</p> <p>Concerned that older people would be cut off from transport while development takes place, together with many others who use the same route.</p>	<p>Comment noted.</p> <p>If planning permission is to be granted, officers would seek to ensure that accessible, convenient pedestrian routes are provided and maintained.</p>
<p>Anonymous resident of Rathbone Street – letter dated 28th January 2009 – Object.</p> <p>Dispute suggested existing traffic flow on Rathbone Street. Have conducted their own traffic count and estimates that less than one car per minute presently uses the street.</p> <p>Concerns regarding:</p> <ul style="list-style-type: none"> ▪ the increase of noise and fumes the extra traffic will create. Fear that s/he will not be able to open windows. ▪ the increase of dirt and dust at on the out site of his/her property. ▪ vibration of extra heavy traffic which could damage brickwork, plastering, roof tiles etc. ▪ security. ▪ Loss of privacy. ▪ Inconvenience of living on a virtual building site. ▪ Dangerous and difficult to enter and exit driveway and cross road. ▪ Has lived on Rathbone Street for eleven years and would not have bought the house if it had been on a busy road. ▪ Proposal will decrease the value of property and make it difficult to sell property. 	<p>Objection noted.</p> <p>Officers note that the application is accompanied by a Transport Assessment by Halcrow Group Limited, which has been assessed Transport for London and London Borough of Newham. LTGDC has also commissioned Steer Davies Gleave, leading independent transport advisors, to assess the proposal. No discrepancies have been identified with regard to traffic flows on Rathbone Street.</p> <p>Issues regarding environmental quality are addressed at section 9.1 of this report.</p> <p>The Environmental Statement submitted as part of the application acknowledges that there is likely to be some disruption to resident's amenity during the construction phase.</p> <p>It is anticipated that the long term improvement of Canning Town resultant from the delivery of the Canning Town and Custom House regeneration programme will have a positive impact, becoming a more desirable location to live.</p>
<p>Custom House and Canning Town Community Renewal Project – email dated 2nd February 2009 – Object.</p> <p>- Proposal is non-essential. If the</p>	<p>Objection noted.</p> <p>Officers note that the proposed works</p>

<p>widening were an essential feature without which the whole Canning Town Regeneration would not proceed, then the plans for the widening would have been detailed early on in the process and not conceived as late as August 2008.</p> <ul style="list-style-type: none"> - There is no serious reason for a left turn into Hallsville Road if one were heading south down Silvertown Way. - The proposed Hallsville Road access to Silvertown Way need only be one way. - This unnecessary road widening will demolish a building that is essential to the future of a successful community based training project which has a lease to operate from Hallsville Road Depot until 2012. - The proposal damages a positive social enterprise (Pitstop Project), which provides training services to the Council's education department. The real work on customer's cars is essential to providing trainees with real experience of work. - Masterplanning process is flawed. Assumed that existing facilities would be protected or assisted to move; written representations were made about the future of Hallsville Road Depot and nothing was said in reply; and Canning Town Regeneration is a pre credit crunch plan to build thousands of private/luxury apartments and this is not likely to occur in the short to medium term. No bank is going to lend money for speculative private apartment building. - The creating of several thousand apartments in a traffic island is highly questionable and it seems that the real reason for the unprecedented creation of the inhabited traffic island is the 	<p>are promoted in Newham's Supplementary Planning Document, which was adopted in July 2008 further to public consultation.</p> <p>The applicant states that the left turn into Hallsville Road from Silvertown Way is necessary to provide access/egress to residential areas, schools and community facilities east of Silvertown Way; and it provides for two bus routes, the 147 and 241, which run between Canning Town and Custom House (and beyond), and a one-way layout is this inappropriate.</p> <p>The infrastructure is required to provide essential enabling works for the delivery of the masterplan and SPD.</p> <p>LTGDC officers do not consider the Masterplanning process to be flawed. Newham's Supplementary Planning Document has been prepared to reflect the revised Masterplan Framework for the area by Erick van Egeraat Associated Architects 2007. Throughout the production of the Masterplan Framework, various stakeholders and the local community were involved in shaping the ideas and aspirations.</p> <p>The proposal, as part of the comprehensive redevelopment of Canning Town is intended to improve connectivity and permeability into and around the area.</p>
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<p>segregation of the new better off residents it is hoped the new development will attract from the indigenous inhabitants of the area.</p> <ul style="list-style-type: none"> - LBN Tactics as landlord / unprecedented attempt to impose a 5 year backdated rent increase. - Planning process is flawed. Were the planning process working fairly and not being used by the authorities to pursue a discriminatory agenda then we would have been approached with a view to help us relocate. There appears to be no detached objectivity on behalf of the planning authority. 	<p>Issues relating to LBN as landlord are not considered to be material to the assessment of this planning application. LBN Property Services Department are currently negotiating as the freeholder to relocate the Pitstop MOT garage.</p> <p>LTGDC officers do not agree that the planning process is flawed, and dispute any assertion regarding a discriminatory agenda. The Corporation is committed to eliminating discrimination and encouraging diversity both in the way it exercises its functions and through the organisational culture within the Corporation.</p>
<p>ExCeL London – Letter dated 3rd February 2009 – Comment.</p> <p>Concern about contingency buses operating between Canning Town Station and ExCeL London’s West Entrance being caught up in additional traffic when there are Jubilee Line or Docklands Light Rail closures or operation failures.</p>	<p>The proposal has been developed in close consultation with London Buses. Whilst there may be some unavoidable disruption during the construction phase, there are no significant changes to the existing combined entrance / exit at the south end of the bus station for buses operating to or from ExCeL.</p>
<p>Berwin Leighton Paisner LLP on behalf of Legal & General Assurance Society Limited as joint venture partner of, and investment manager for, English Cities Fund, the owner of the Manor Road retail park (the MRRP) – Letters dated 28th January & 12th March 2009 – Objection.</p> <p>Objection to original medium and long term layouts, which would comprise the widening of Manor Road at its southern end, encroaching upon part of the MRRP.</p>	<p>The objection raised by Berwin Leighton Paisner LLP dated 28th Jan & 12th March 2009, was duly noted and found to be valid. Further, the application red line was amended so as not to include any part of MRRP.</p>

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<p>Email dated 19th May 2009 – Withdraw letters of objection submitted on 28th Jan & 12th March 2009. However; despite the amendments to the application, there continue to be confusing references in the supporting documentation to alternative layouts along Manor Road; and as such request that a condition be imposed to provide clarification.</p>	<p>Withdrawal of previous objection noted. LTGDC officers agree that there are inconsistencies in the submission documents with regard to the use of land at the southern end of Manor Road and concur that this would need to be addressed through the imposition of an appropriately worded condition if planning permission is to be granted.</p>
<p>Chris Emery – email dated 1st February 2009 – Object.</p> <p>Challenge the removal of the A13 east-bound slip since the alternative entry points for the A13 are already congested (primarily from Galleons Reach).</p>	<p>Objection noted.</p>
<p>Bibliophile Limited – email dated 11th February 2009 – Comment.</p> <p>Deeply concerned that the proposed plans will displace traffic along Stephenson Street, which is virtually unfit for purpose and frequently blocked. This has a direct impact on costs and causes delays for businesses. Ease of deliveries is essential to all these businesses and some very heavy lorries use these roads.</p>	<p>Comment noted.</p> <p>The proposal is not likely to displace traffic along Stephenson Street. Vehicles travelling along Manor Road are only likely to use Stephenson Street if their destination is in that area, otherwise they would use Manor Road as at present.</p>
<p>Mr. & Mrs. Kemp – Email dated 14th February 2009 – Object.</p> <ul style="list-style-type: none"> - Concerns regarding increased traffic movement on Rathbone Street. - Lorries park and unload for the factories in Shirley Street now. - Proposal would turn a residential street into a major highway. - Proposal would not enhance environment or health with regard to noise and fumes of the traffic that will pass houses. 	<p>Objection noted.</p> <p>The application is accompanied by an Environmental Statement which states that although the proposal will lead to a decrease in traffic and a reduction in pollution in the immediate vicinity of Canning Town roundabout, there will be an increase in traffic on many of the surrounding roads throughout Newham as a result of the Scheme. It is noted, that the increase in pollution predicted along each road</p>

<p>- There is a perfectly good slip road now with a not very old, but very expensive roundabout at the end of the slip road. Use that. This would save money and lives.</p>	<p>in the TAG assessment is insufficient to exceed national objectives for nitrogen dioxide (NO₂) or particulate matter less than 10 micrometers in aerodynamic diameter (PM₁₀).</p> <p>It is anticipated that the long term improvement of Canning Town resultant from the delivery of the Canning Town and Custom House regeneration programme will have a positive impact, becoming a more desirable location to live.</p>
<p>Ann Capes – Email dated 18th February 2009 – Object.</p> <p>Live in Rathbone Street, which is a quiet street. Very alarmed at the implications the proposal will have on family. The A13 is going to be re-routed directly outside her door.</p>	<p>Objection noted.</p>
<p>River Christian Centre (RCC) – Letter dated 12th February 2009. Broadly support the need for enabling works that will be needed to bring about significant improvements through the proposed regeneration.</p> <p>RCC site forms part of Area 11 as identified in the Canning Town and Custom House SDP.</p> <p>Concerns regarding:</p> <ul style="list-style-type: none"> a) weight of HGVs; access to HGVs; speed limits; vehicles queuing back onto the A13 if the toucan crossing stops traffic; creation of an east west barrier within Canning Town by Rathbone Street; b) that the new traffic light junction on Silvertown Way / Barking and Manor Roads will become regularly blocked due to traffic from various locations; c) the effect of making Hermit road one way at the junction is questionable for residents living in 	<p>Support and further comments noted.</p> <p>LTGDC officers are aware of the RCC site.</p> <p>The applicant states that:</p> <ul style="list-style-type: none"> a) no weight restriction on HGVs is proposed; the normal speed and deceleration standards and principles for 50km/hour, equivalent to 30mph will apply; there should not be queuing back from the signalled pedestrian crossing across Rathbone Street onto the A13; the proposed cross-section and junction control along Rathbone Street will enable east west movement. b) The modelling results suggest that the scheme will perform

<p>north Canning Town and East Plaistow. The plan risks creating an 'island fell' and pushing traffic congestion up as far as Balaam Street, which is already regularly congested at peak hours. The traffic light junction design should consider more road land space for a right turn only lane with Right filter, as well as a pedestrian island. There is a risk of queuing along Barking Road for traffic travelling from the Roundabout to get on the A13 at Beckton Road.</p> <p>d) With a new station for the DLR and other changes mentioned there is a real risk that Manor Road will queue back further than is already the case.</p> <p>e) General Point – this application has come at the same time as Rathbone Market. Any serious reservations arising from one may have direct impact on the other.</p> <p>Letter dated 8th April 2009 – RCC has been involved in the consultations hosted by LBN and a great number of issues raised have been directly addressed. RCC would however like to reiterate concerns raised in previous letter (dated 12th February 2009).</p>	<p>satisfactorily under assumed traffic demands.</p> <p>c) The one way section at the southern end of Hermit Road is proposed to negate larger inconveniences to the local area (rat running) and possible delays to buses and other through traffic on Barking Road.</p> <p>d) The proposed traffic signal layout has been designed to provide optimum capacity from all approaches (including Manor Road).</p> <p>e) The Rathbone Market application was considered by LTGDC Committee Members in March 2009. ECF have made representations in relation to the roundabout application (see Longboard Consulting rep above). The application has been developed with the Rathbone Market scheme in mind.</p> <p>See above.</p>
<p>Jim Ludlam MBE JP for Community Stakeholders – attached to email dated 17th April 2009 further to previous letter dated 13th February 2009.</p> <p>Some previous concerns have been satisfied further to meeting the applicant, but, some remain as follows:</p> <ul style="list-style-type: none"> - Effect of vehicles 'rat running' on communities in the area bounded by Barking Road, Hermit Road, and the rail lines from Manor Road. 	<p>Comments noted.</p> <p>The proposed network displaces traffic onto residential streets between Manor Road and Barking Road – Beckton Road, cutting a corner to</p>

<p>This may be worsened with Blackwall Tunnel is blocked and drivers seek alternative routes.</p> <ul style="list-style-type: none"> - A new problem will be that drivers who now use Canning Town roundabout will start to use these same 'rat runs' to avoid the new traffic system. This will considerably devalue the standards of living of the communities at a time when West Ham and Plaistow New Deal for Communities and Newham Council have spent considerable time and money in improving those standards; - Manor Road should have sufficient stacking capacity to cope with traffic pressure. - Query as to whether Manor Road is to be realigned. - Concerns regarding parking of vehicles around Star Lane Station. - Good access / pedestrian routes / crossing points across Barking Road to the south need to continue for the benefit of the market area and the new town centre. - Concerns regarding movement of the Post Office presently located at the western end of Barking Road. Whether it will be re-provided and potential problems for the elderly, aged or infirm who will see the extra journey as painful. - Concerns regarding crossing Rathbone Street. Details of crossing not yet provided. - Concerns regarding pedestrians crossing Silvertown Way to the new town centre (Area 7). - 2 way traffic flow on Hermit Road is favoured as opposed to the creation of a one way at its southern end. One way working will create problems for residents and have a backward effect on the prosperity of the shops in Hermit Road. 	<p>access the A13 east-bound slip. The applicant proposes two measures to ameliorate. The measures are: (i) one way northbound Hermit Road – but allowing contraflow access for buses and bicycles; and (ii) increase capacity for left turn from Manor road to Barking Road by allowing two green periods per cycle.</p> <p>The applicant advises that inconvenience to vehicles wishing to travel southbound at the Hermit Road/Barking Road junction has to be set against the inconvenience to local residents by increased rat running that would occur if this restriction is not applied.</p> <p>The proposed traffic signal layout has been designed to provide optimum capacity from all approaches (including Manor Road). Good access / pedestrian routes are sought across the whole site.</p> <p>The subject application does not involve the removal of the Post Office.</p> <p>Crossings are proposed to be provided on Rathbone Street and Hallsville Road.</p> <p>Comment noted. See previous note regarding one way at southern end of Hermit Road.</p>
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- Concerns that the town centre will be turned into an island surrounded by wide roads which could almost become a race track.	Comment noted.
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8. RELEVANT PLANNING POLICY

- 8.1 The Development Plan is comprised of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved policies from 27th September 2007 by direction from the Secretary of State) and The London Plan: Spatial Development Strategy for Greater London Consolidated with alterations since 2004 (Published February 2008).
- 8.2 The London Plan Consolidated with Alterations since 2004 (published Feb 2008) illustrates the site as falling within an 'Opportunity Area' (Lower Lea Valley), falling within the North East London sub-region.
- 8.3 The Lower Lea Valley Opportunity Area Planning Framework (January 2007) indicates the site as falling within Sub-Area 13: Canning Town.
- 8.4 Newham's Adopted Proposals Map illustrates the site as falling partially within the Canning Town Centre Boundary and proposal area m7 (Silvertown Way, Hallsville Road mixed development area). The whole site falls within an Archaeological Priority Area (as identified on Map EQ6 of the UDP).
- 8.5 The Canning Town roundabout intersection is identified on Map T8 of the LBN UDP for Road Junction Improvements.
- 8.6 The A13 is identified on Map T10 of the LBN UDP as a Red Route.
- 8.7 Barking Road is identified on map T10 of the LBN UDP as part of the London Bus Initiative.
- 8.8 London Borough of Newham has declared an Air Quality Management Area (AQMA) across many major roads in the borough, including Canning Town roundabout and its adjoining roads (Newham Way (A13), Barking Road (A124) and Silvertown Way/Manor Road (A1010)).
- 8.9 London Borough of Newham Unitary Development Plan (adopted June 2001, and saved from 27th September 2007 by direction from the Secretary of State)
- S1 (Community Safety and Crime Reduction)
 - S3 (Regeneration)
 - S4 (Sustainable Development)
 - S7 (Urban Regeneration: Promotion of Development)
 - S9 (Environmental Quality: Design Issues)
 - S11 (Environmental Quality: Protection of the Borough's Heritage)
 - S33 (Transport: Promotion of Improvements to the Public Transport System)
 - S35 (Transport: Encouragement of Alternatives to the Motor Car)
 - S36 (Transport: New Major Highway Proposals)
 - S37 (Transport: Improvement of Facilities for Pedestrians and Cycles)
 - S39 (Leisure, Recreation and Open Space: Reducing Overall Deficiency in Open

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Space)
EQ14 (Tree Loss and Retention)
EQ15 (Inclusion of Tree Planting in New Development)
EQ18 (Promoting Urban Quality)
EQ19 (Urban Design Considerations)
EQ25 (Access)
EQ26 (Safety)
EQ43 (Archaeology: Investigation, Excavation and Protection)
EQ45 (Pollution)
EQ46 (Air Quality Management)
EQ47 (Noise Impact Statement)
EQ49 (Contaminated Land: Assessment, Remediation and Monitoring)
EQ60 (Recycling)
EQ62 (Protection of Flood Plan and Urban Washlands)
EQ63 (Surface Water Disposal)
SH5 (Canning Town District Centre)
T1 (New Development: Environmental Impact)
T3 (New Development: Highway Capacity)
T5 (Preferred Modes of Transport)
T10 (Road Hierarchy: Relation to Development Proposals)
T11 (Road Hierarchy: New Roads)
T13 (Road Safety, Traffic Management and Calming)
T14 (Design to Minimise Road Accidents in New Development)
T19 (Conditions for Pedestrians)
T21 (Recreational Footway Network)
T23 (Cycle Network)
T24 (Access by Cycle)

8.10 The London Plan: Spatial Development Strategy for Greater London
Consolidated with Alterations since 2004 (published February 2008)

2A.1 (Sustainability criteria)
2A.2 (The Spatial strategy for development)
2A.3 (London's Sub-Regions)
2A.5 (Opportunity Areas)
2A.6 (Areas for Intensification)
2A.7 (Areas for Regeneration)
2A.8 (Town Centres)
3A.3 (Maximising the potential of sites)
3C.1 (Integrating Transport and Development)
3C.2 (Matching Development to Transport Capacity)
3C.3 (Sustainable transport in London)
3C.4 (Land for Transport)
3C.16 (Road Scheme Proposals)
3C.18 (Allocation of Street Space)
3C.19 (Local Transport and Public Realm Enhancements)
3C.20 (Improving conditions for buses)
3C.21 (Improving conditions for walking)
3C.22 (Improving conditions for cycling)
3D.2 (Town Centre Improvement)
3D.8 (Realising the Value of Open Space and Green Infrastructure)
3D.14 (Biodiversity and Nature Conservation)
3D.15 (Trees and Woodland)
4A.1 (Tackling Climate Change)

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4A.2 (Mitigating Climate Change)
4A.3 (Sustainable Design and Construction)
4A.4 (Energy Assessment)
4A.13 (Flood Risk Assessment)
4A.14 (Sustainable Drainage)
4A.17 (Water Quality)
4A.19 (Improving Air Quality)
4A.20 (Reducing Noise and Enhancing Soundscapes)
4A.28 (Construction, Excavation and Demolition Waste)
4A.33 (Bringing contaminated land into beneficial use)
4B.1 (Design Principles for a Compact City)
4B.3 (Enhancing the Quality of the Public Realm)
4B.5 (Creating an Inclusive Environment)
4B.5 (Safety, Security and Fire Prevention and Protection)
4B.12 (Heritage Conservation)
4B.15 (Archaeology)
5A.1 (Sub-Regional Development Frameworks)
5C.1 (The Strategic Priorities for North East London)
5C.3 (Opportunity Areas in North East London)

8.11 Other Relevant Planning Policies & SPG's

PPS1: Delivering Sustainable Development
PPS6: Planning for Town Centres
PPG13: Transport
PPG15: Planning and the Historic Environment
PPG16: Archaeology and Planning
PPS23: Planning and Pollution Control
PPG24: Noise
PPG25: Development and Flood Risk

London Plan SPG 'Sustainable Design and Construction'
London Borough of Newham SPD 'Canning Town and Custom House'
London Borough of Newham SPG 'Sustainability Checklist'
London Borough of Newham SPG 'Access'

9. ASSESSMENT OF MAIN ISSUES

- 9.1 **Environmental Issues** LTGDC officers have taken environmental information into consideration in the assessment of this application in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations. Halcrow Group Limited requested a Screening and Scoping Opinion in respect of the need or otherwise for an Environmental Impact Assessment for the proposed development.
- 9.2 With regard to the request for a Screening Opinion, LTGDC concluded that the development is a Schedule 2 application and that an EIA is required because there is a likelihood of significant effects on the environment.
- 9.3 With regard to the request for a Scoping Opinion, LTGDC concluded that the following topics should be included in the Environmental Statement:
- Geology, Soils and Contaminated Land

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- Water Resources
- Air Quality
- Ecology
- Landscape and Visual Issues
- Cultural Heritage
- Vehicle Noise and Vibration
- Pedestrian, Equestrian, Cyclists and Community Effects
- Vehicle Travellers
- Disruption due to Construction
- Climate Change
- Human Health
- Sustainability
- Policies and Plans

9.4 The application is accompanied by an Environmental Statement (ES) by Halcrow Group Limited dated December 2008. Chapter 5 of that ES was revised on 22nd April 2009.

9.5 LTGDC Officers note the following with regard to each of the topic areas covered in the submitted ES:

9.5.1. Land Use (Chapter 5 of the ES)

9.5.2. Chapter 5 of the ES presents an assessment of potential impacts on land use taking into account both existing land use and proposed changes to land use that may be considered by local authorities in accordance with established planning policy. The most dominant land use identified in the area is residential. Areas of open space, commercial sites and land used by the community are also identified.

9.5.3. The ES concludes that during construction there will be temporary adverse effects on residential amenity and disruption to the existing road network and cyclist and pedestrian routes due to diversions. Mitigation measures to minimise disruption during construction are intended to be set out in a Construction Environmental Management Plan.

9.5.4. With regard to future land uses, the ES concludes that the release of land for redevelopment purposes in Areas 1 and 7, and the release of land for landscaping and streetscape works in the vicinity constitute a significant beneficial impact on future land use.

9.5.5. LTGDC officers are content that mitigation measures for the loss of trees, open space and the children's play area at the northern end of Rathbone Street will be provided as part of the comprehensive development of Area 7. Also that the loss of additional trees, which do not fall within Area 7 can be re-provided through the imposition of an appropriately worded planning condition. A condition is also proposed to ensure that the Construction Environmental Management Plan is provided to the satisfaction of the Local Planning Authority.

9.5.6. Geology, Soils and Contaminated Land (Chapter 6 of the ES)

9.5.7. The ES states that there are no designated geological sites, or soils or geology of note within 250m of the footprint of the proposed scheme. A negligible impact on soil structure is anticipated due to the relatively consistent levels of Made

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Ground and shallow depth of the proposed excavations for the majority of the proposed works (<1.2m). The mitigation of contaminated material (if encountered) is proposed to be undertaken through effective construction site management. Potential detrimental impacts and risks are to be incorporated into a Construction Environmental Management Plan.

- 9.5.8. The ES states that no further mitigation is required for the protection of groundwater.
- 9.5.9. LB Newham Environmental Health officers have assessed the ES and recommended the imposition of various conditions, including a contamination condition. LTGDC officers have included the suggested conditions in addition to a condition requiring the Construction Environmental Management Plan.
- 9.5.10. Water Resources (Chapter 7 of the ES)
- 9.5.11. With regard to Drainage the ES states that the scheme will reduce impermeable areas within the site, and that in the unlikely event of there being an increase in run-off, Sustainable Urban Drainage Systems (SUDS) will be used to accommodate increased run-off via storage and attenuation facilities incorporated into the newly constructed road network.
- 9.5.12. With regard to Flooding the ES states that the proposed scheme has a negligible impact on flood risk and as such no Flood Risk Assessment is required. Nonetheless, chapter 5 of the Design and Access Statement submitted in support of the application entitled Flood Risk Assessment, concludes that the scheme will not have any adverse effect on flood risk and accepts the need to condition the detailed design of Sustainable Urban Drainage Systems.
- 9.5.13. With regard to Water Quality the ES states that short term risks from hydrocarbon/chemical spills during construction will be minimised in accordance with the Control of Pollution (Oil Storage) (England) Regulations 2001. The Contractor will be required to adhere to the water pollution prevention measures set out in the Environment Agency's Pollution Prevention Guidelines (PPGs) and to follow the guidance given in the CIRIA document C532 'Control of water pollution from construction sites'. Further, the ES sets out a number of minimum precautions that the Contractor will be required take.
- 9.5.14. The Environment Agency have assessed the ES and recommended the imposition of various conditions specifically in relation to safeguarding of water resources, protection of groundwater, avoidance of adverse impact on flood storage, and storage of surface water. LTGDC officers are content that the negligible impacts described in the ES will be adequately mitigated against if the mitigation measures stated in Chapter 7 are carried out together with the imposition of the suggested conditions of both LB Newham Environmental Health and the Environment Agency.
- 9.5.15. Air Quality (Chapter 8 of the ES)
- 9.5.16. The ES states that during the construction phase, the most likely impact from the project would be dust nuisance from site clearance, earthworks, materials handling and the movement of lorries and plant. It is stated that there are approximately 90 residential and commercial premises within 50 m of the

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scheme that could be considered particularly sensitive to nuisance from dust arising from construction activities. The impacts of nuisance dust from the construction phase are predicted to be temporary, of low significance with no long term adverse impacts. Mitigation measures are proposed to be incorporated within the Construction Environmental Management Plan.

- 9.5.17. With regard to local air quality after construction, the ES states that the main source of air pollutants in the vicinity of the Scheme is likely to be vehicular emissions from traffic on the local road network. Modelling predictions indicate that air quality will improve significantly along Newham Way (A13) as a result of the proposal, although there is still expected to be an exceedance of the national objective for annual mean NO₂. NO₂ is expected to meet national objectives on other roads affected by the Scheme and there are no exceedances predicted for PM₁₀. A generalised assessment of air quality has also been undertaken to estimate the overall change in people's exposure to concentrations of NO₂ and PM₁₀. The assessment suggests that air quality will improve at 2,765 properties but deteriorate at 10,300 properties. Although the proposal will lead to a decrease in traffic and a reduction in pollution in the immediate vicinity of Canning Town roundabout, there will be an increase in traffic on many of the surrounding roads throughout Newham as a result of the Scheme. It should be noted, however, that the increase in pollution predicted along each road in the Transport analysis Guidance (TAG) assessment is insufficient to exceed national objectives for NO₂ or PM₁₀. In short, the assessment suggest that the scheme will lead to an overall improvement in air quality compared to existing conditions as , and that additional local air quality mitigation is unnecessary. Further improvements would require national/regional measures such as improved vehicle emission performance.
- 9.5.18. With regard to future air quality in the vicinity of the scheme, the modelling predictions indicate that air quality will improve significantly along Newham Way (A13) as a result of the proposal, although there is still expected to be an exceedance of the national objective for annual mean NO₂. NO₂ is expected to meet national objectives on other roads affected by the scheme and there are no exceedances predicted for PM₁₀.
- 9.5.19. The Environment Agency and London Borough of Newham Environmental Health Service have assessed the ES. Officers consider that due to the defended nature of the site and the proposed mitigation measures and conditions, potential adverse impacts during construction can be avoided through best practice working methods, which would be set out within Construction Environmental Management Plan secured by condition. Flood risk is considered to have been taken into account and there will be no adverse flood risk impacts. The proposed mitigation can be secured through appropriately worded conditions.
- 9.5.20. Ecology (Chapter 9 of the ES)
- 9.5.21. A detailed desk study was undertaken to identify any existing data relating to designated sites, important flora and fauna species and habitats of ecological importance within a 2km radius of the proposed scheme.
- 9.5.22. There are no Sites of Special Scientific Interest in the vicinity of the proposal, but two Sites of Importance to Nature Conservation (the River Thames and Tidal Tributaries, and Bow Creek Ecology Park) are located within 200 metres

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of the application site. The assessment states that neither site would be directly affected by significant impacts however there is potential for sediment or other pollution run-off from the construction area to affect the ecological structure within the River Thames and Tidal Tributaries resulting in a minor adverse impact. In terms of tree loss, there are a total of 33 trees on site. The proposal involves the felling of 14 of these trees.

9.5.23. The assessment concludes that there is potential for a minor adverse impact on the designated sites and a minor adverse impact on trees mainly occurring during the construction phase.

9.5.24. In terms of mitigation, the assessment has identified that the contractor will be required to prepare a method statement for inclusion within the Construction Environmental Management Plan in advance of construction to protect trees during the construction phase. This will provide details of best practise to prevent accidental damage to retained habitats. Adherence to the Construction Environmental Management Plan incorporating best practise and Environment Agency Guidance will mitigate against any pollution incidents to the River Thames and Tidal Tributaries and Bow Creek Ecology Park during construction. Drainage design will ensure no adverse impacts on ecological features during operation.

9.5.25. In terms of tree removal, the trees to be removed are considered to contribute positively to the appearance of the local area, providing habitat for urban wildlife. Given the cultural and wildlife value of the trees that will be lost due to the proposal, LTGDC officers consider that it would be desirable to replace them where practicable and appropriate.

9.5.26. Newham Council's Arboricultural Officer has no objection to the removal of the trees in light of the regeneration of the Canning Town area and the positive contribution to the surrounding landscape which is envisioned as part of the overall regeneration vision. A landscaping condition has been recommended which will outline new tree planting associated with the proposal. It must be noted that the proposed roundabout replacement and associated works form the first stage of the Canning Town Regeneration project. If any new tree planting were undertaken as part of the scheme, there is a major risk of damage to the trees.

9.5.27. In terms of the remaining 19 trees a condition has been drafted to ensure that they are protected in accordance with Section 9 of BS 5837:2005 'Trees in Relation to Construction'.

9.5.28. Officers concur with the assessment that there is potential for minor adverse impacts resulting from the release of contaminants encountered during construction activities. Officers consider that the proposed mitigation measures and conditions satisfy concerns with regards to the potential adverse impacts identified. Potential adverse impacts can be avoided through best practice working methods, which would be set out within the Construction Environmental Management Plan secured by condition and also the recommended conditions from the Environment Agency relating to the storage of waste and the disposal of foul water. The potential detrimental impact on remaining trees has also been satisfactorily mitigated by the recommended conditions.

9.5.29. Landscape and Visual Issues (Chapter 10 of the ES)

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- 9.5.30. A townscape character assessment and visual impact assessment were undertaken in accordance with the Design Manual for Roads and Bridges Volume 11, Section 3, Part 5 Landscape Assessment and Visual Impact Assessment using the criteria of webTAG unit 3.3.7 'the Landscape Sub-Objective'. The assessments were undertaken to ascertain the potential townscape and visual effects of the proposal. Consideration has been given to the scale and proximity of the proposed regeneration in the locality which will greatly alter the existing townscape character. The assessment identified that the loss of the mature trees, the children's play area and garages to make way for the new subway exit and slip road onto Rathbone Street will alter the local townscape, although in accordance with the SPD, this loss is likely to give rise to only a minor adverse impact. Other alterations to the carriageway and pavements are of a smaller scale in relation to the surrounding townscape. Views are not predicted to change significantly and as such are considered to be of a minor beneficial impact.
- 9.5.31. During construction of the proposal it is considered that there will be a short term minor adverse impact due to construction plant and vehicles and floodlighting.
- 9.5.32. The assessment concludes that the impact of the proposal on the townscape will be relatively limited due to the small footprint of the works and overall, the proposal would have a minor beneficial impact on the existing townscape character due mainly to the removal of the roundabout and the slip roads.
- 9.5.33. In terms of mitigation, the assessment has identified that the contractor will be required to prepare a method statement for inclusion within the Construction Environmental Management Plan in advance of construction to protect trees and vegetation during the construction phase. Temporary surfaces will be provided for pedestrians. No landscaping has been proposed for the development.
- 9.5.34. The removal of the roundabout and relevant slip roads will release land for hard and soft landscaping as part of the redevelopment proposal for Canning Town, particularly Area 7. There are to be partially impermeable areas which comprise of a new slip from the A13 onto Rathbone Street. The impermeable areas resulting from the proposal will then be used by Area 7 developers to incorporate into their proposal.
- 9.5.35. New paved areas will be provided as part of the scheme as an interim measure. As planning applications are submitted for the adjacent areas, landscaping proposals will be submitted by the relevant developer as part of their planning application.
- 9.5.36. Concerns have been raised with regards to the details provided in relation to landscaping, particularly in relation to the area to the east of the existing roundabout identified as 'indicative public realm' on the drawings. There are concerns with regards to the environment that will be created during the construction period, particularly the phasing of this area. A condition has been drafted requiring the submission of a landscaping and streetscape scheme.
- 9.5.37. Officers concur with the conclusions stated in the ES in that the development will result in temporary adverse visual impact during construction. However,

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officers do not consider that the removal of the roundabout will have a fully beneficial impact until the surrounding areas as identified in the SPD are developed and the landscaping/ public realm works completed. In order to overcome these issues in the interim conditions, for tree planting and protection and a landscaping scheme will ensure visual impacts are mitigated to an acceptable level.

9.5.38. Cultural Heritage (Chapter 11 of the ES)

9.5.39. Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on local planning authorities when considering applications which affect a listed building to have special regard to the desirability of preserving the listed building and its setting. Policy 4B.1 states that developments should respect local context, history, built heritage, character and communities, whilst policies 4B.11 and 4B.12 seek to protect and enhance London's built heritage.

9.5.40. In considering the proposed, phased, highway alterations specific regard has been given to the four listed buildings within the vicinity of, and immediately adjacent to the application site as listed below:

- East India Dock Wall and gateway
- Blackwall Goods Yard entrance gateway
- Royal Oak Public House
- St Luke's Church

9.5.41. The East India Dock Wall and gateway and Blackwall Goods Yard entrance gateway are considered to be too far away from the application site to be impacted by the development.

9.5.42. There are no listed buildings within the application site.

9.5.43. The ES states that the proposal will include the replacement of existing highway and associated street furniture which could potentially have an adverse impact on the Listed Buildings through the demolition or loss of part of a structure or its ground, increased visual intrusion, noise or vibration, changes in the original landscape, severance from linked features such as gardens and outbuildings or through loss of amenity. The assessment identifies that there will only be moderate adverse impacts on the setting of the Royal Oak Public House (67 Barking Road) during the construction period.

9.5.44. The Scheme lies within an Archaeological Priority Area. The ES states that a programme of archaeological mitigation has been agreed with the Greater London Archaeological Advisory Service (GLAAS). Again the scheme involves replacing existing highway; however, the assessment states that deep excavation will generally not be carried out. The assessment concludes that both the magnitude and impact on archaeological remains is uncertain.

9.5.45. In terms of mitigation methods identified, consultation by the applicant has been carried out with GLAAS to determine a mitigation strategy for the proposal site in terms of Archaeological remains. In terms of mitigation measures for the Listed buildings, no mitigation measures have been identified. Greater London Archaeological Advisory Service. English Heritage (GLAAS) have advised that they do not recommend any conditions.

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9.5.46. Officers conclude that there will be a short term minor adverse impact on the setting of the Royal Oak Public House during the construction period. This is considered to be acceptable. English Heritage have stated that the locally listed building situated at 51- 53 Barking Road was previously seriously compromised by the construction of the existing roundabout, the current proposal therefore reinstates part of the original street line and creates space outside the building which could substantially improve the setting of the wider group of nineteenth century buildings along Barking Road which includes the Grade II Listed Royal Oak Public House. Long term, the proposal will benefit the historic environment, improving the setting of a listed building.

9.5.47. Traffic Noise and Vibration (Chapter 12 of the ES)

9.5.48. Assessment was undertaken in accordance with the Design Manual for Roads and Bridges on buildings within 600m of the junction realignment. The calculations for the assessment were conducted using a computer based prediction programme. A model was proposed and the various scheme parameters were input and noise levels calculated at required locations.

9.5.49. The table below illustrates that there are more dwellings where the noise level is predicted to increase than where there would be a decrease. Of the 24 dwellings predicted to experience an increase of 5 dB(A) or more, the highest increase is 5.2 dB(A) at seven of the dwellings along chargeable Lane. Therefore, seven of the total 8,037 dwellings would be exposed to that impact. Relatively, the decrease in noise levels is considered to be a minor beneficial impact.

Change in noise level, LA10, 18h dB	Number of dwellings subject to a change in noise levels		Number of other sensitive receptors subject to a change in noise level	
	Increase in noise level	Decrease in noise level	Increase in noise level	Decrease in noise level
0	920		2	
0.1-0.9	3834	1727	12	1
1-2.9	1233	101	8	0
3-4.9	198	0	0	0
5+	24	0	0	0
Total	5289	1828	20	1

9.5.50. A minor beneficial decrease in noise is predicted at 101 dwellings and decrease of less than 1 dB (A) is predicted at 1727 dwellings. The potential impacts at the main areas affected by the proposed scheme are as follows:

9.5.51. Canning Town Roundabout

Any changes in noise levels at the junction are expected to only be localised, as further back from the junction the noise from the main carriageway of the A13 dominates the noise climate.

9.5.52. Barking Road

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There is predicted to be an increase in traffic flow along Barking Road. From the junction with Manor Road to Ordnance Road to the north east, this increase in traffic flow is expected to produce a minor adverse impact for the front line buildings. From Ordnance Road to the junction with Beckton Road, the increase is likely to cause a moderate adverse impact.

9.5.53. Beckton Road

There is predicted to be an increase in traffic on Beckton Road. It is expected that this increase in traffic would cause a moderate adverse impact at the front line buildings along Beckton Road.

9.5.54. Rathbone Street and Hallsville Road

The increase in traffic is likely to produce a moderate to major adverse impact. However, the impact would be limited to those buildings to the east of Rathbone Street, since those buildings to the west are due to be demolished. There is also potential for the character of noise to change at the junctions of the A13/ Rathbone Street and Hallsville Road/ Silvertown way due to braking, queuing or accelerating traffic.

9.5.55. A13 – Main Carriageway

The main carriageway to the east of the proposed junction will benefit from a reduction in traffic. This section of road is small in length but a minor benefit is anticipated.

9.5.56. A13 – East- Facing Slip Roads

The closure of the east facing slip roads would eliminate any noise from vehicles using the slip roads. Close to the slip roads there is likely to be a moderate beneficial impact. Any sensitive receptors to the rear of the retail outlets in Area 1 are also likely to benefit from a reduction in noise levels.

9.5.57. Silvertown Way

The changes to the traffic using Silvertown Way will vary along the length of the road and the subsequent impact would vary from minor beneficial to a minor adverse impact.

9.5.58. Manor Road

The section of Manor Road from the A13 to Star Lane would benefit from a reduction in traffic. This would provide a minor benefit to the front line dwellings to the east of Manor Road.

9.5.59. Star Lane

The section of Manor Road and Ordnance Road, despite the predicted reduction in traffic speed compared to existing conditions, would experience an increase in traffic that would result in a minor adverse impact.

The ES assessment has indicated that there is potential for the impact in some dwellings to trigger the requirements for the provision of noise insulation under

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Regulation 3 of the Noise Insulation regulations. This would be relevant for dwellings where the criteria for insulation are met as a result of noise from a complete new section of road, for example the junction itself or the new link from the A13 to Rathbone Street. Officers have drafted a condition (listed as number 24 at section 12.1 of this report) requiring the Applicant to submit an acoustic report; seeking to ensure that the development shall not give rise to negative noise impacts; and requiring the details and implementation of mitigation / compensatory measures where specified British Standards are not met.

In terms of vibration, the ES assessment indicates that there are two types of vibration causes. Firstly, ground borne vibration, which is caused by the interaction of vehicle tyres with irregularities in the road surface and secondly, airborne frequency noise which are covered by the assessment of traffic noise. The assessment indicates that the changes to the road junction and other road alignments will have no adverse impacts on the level of vibration at sensitive receptors.

Since the exact methods and programme of working are not known at this stage, predictions of construction noise have not been included in the assessment.

In terms of mitigation measures, the assessment indicates a number of preventative measures which could potentially be used. These are low noise surface, noise barriers, reduced speed limits, flow restrictions, traffic calming, masking traffic noise and the provision of compensation. However, exact mitigation measures will not be identified until the detailed design stage.

Mitigation of noise through traffic calming will need to be carefully considered to ensure that adverse noise impacts are not caused. Any traffic calming scheme for the project should be considered in respect of noise and air quality impacts.

LTGDC officers concur that there will only be a major adverse impact on noise levels at 7 dwellings as a result of the proposal.

Assessment of the mitigation measures identified in the ES are not considered to be developed thoroughly enough at this stage. It is considered that a further noise report should be undertaken once the detailed design of the scheme has been drawn up. Appropriate mitigation measures can then be identified. A condition has been drafted which requires the applicant to submit a further noise report identifying the appropriate mitigation methods including the use of compensation to appropriate residential properties should the need arise. Further conditions have been recommended in relation to impact piling and hours of work to ensure no detrimental impact is caused to residential amenity during construction.

9.5.60. Pedestrians, Cyclists, Equestrians and Community Effects (Chapter 13 of the ES)

9.5.61. The ES assessment of pedestrians, cyclists and community effects considers the effect of the proposal on non motorised vehicle users as well as the effects of the community in terms of community severance (defined as the separation of residents from facilities and services they use within their community). The assessment evaluates the impact of the scheme on routes, journey times, and amenity value of the routes.

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9.5.62. The majority of community facilities are located to the east of Canning Town roundabout with the area east of the existing roundabout being the centre for the majority of community facilities. A second cluster of facilities exist in the area of Burke Street and Copper Street.

9.5.63. Existing crossing facilities at the Canning Town roundabout are provided by a five arm signalised toucan crossing, although providing safe access the crossings are dominated by traffic.

9.5.64. In terms of the proposed development, the table below indicates the potential impacts on pedestrian and cycle routes:

Direction of movement	Existing	Change to Route within Scheme	Impact
North – South (Canning Town Bus Station – Barking Road Community Facilities)	Cycle route along Barking Road continues along Silvertown Way through the A13 roundabout via toucan crossing.	Journey length will increase from 400m – 430m. Will then pass under the A13 flyover using a traffic free crossing.	Moderate beneficial impact.
East – West (Canning Town Bus Station – Access point for Pedestrian and Cyclists into network) (Canning Town Bus Station – St Luke’s Primary School)	The pedestrian and cycle route currently used in adjacent to the A13 Newham Way carriageway in a western direction. Pedestrians are likely to make a way through the streets to the south of the A13, whilst cyclists could also use the route along Silvertown Way onto Hallsville Road and Rathbone Street. Neither option is via a designated route.	Journey distance will increase for pedestrians and cyclists from 235m – 400m. Exposure to traffic will be reduced. There is no current provision for pedestrians and cyclists. The scheme will provide a route in the development Area 7 and along Rathbone Street. Total length 555m.	Increase in length will have a Moderate/ major adverse impact. Part of the route will be traffic free and the route will be designated. Moderate beneficial impact.
North – South (Canning Town Bus Station – Manor Road)	Cyclists and pedestrians use five arm signalised roundabout with toucan crossing	Distance will increase by 100m to the east of the proposed junction but will remain	Major beneficial impact for cyclists and moderate beneficial impact for pedestrians.

	facilities.	the same at the west of the proposed junction. Toucan crossing would still be in use to the west of the junction but the east will be traffic free.	
<p>East – West (Access point for pedestrians/ cyclist west of the roundabout – Canning Town Roundabout – Access point for pedestrians and cyclists into network)</p>	<p>Route along A13 Barking Road Carriageway in eastern and western direction. Cycling is prohibited on A13 slip road in eastern direction.</p> <p>Road for cyclists adjacent, shared use with pedestrians westbound Off road two way segregated cycle track which links in with five arm signalised roundabout with toucan crossing facilities</p>	<p>Journey will increase by approx 190 metres for cyclists and pedestrians as an indirect route will be provide from 470m – 660m Amenity value will improve with the traffic free section of the route, The same number of crossings would be used.</p>	<p>Amenity value will increase, however longer distance resulting in a minor adverse impact for cyclists/ pedestrians.</p>
<p>East – West (Access point for cyclists into cycle network – Canning Town Bus Station - Access point for pedestrians and cyclists into network)</p>	<p>Pedestrian and cycle way along Newham Way is used currently</p>	<p>If the route is taken via Silvertown Way and via origin destination point B, the journey distance would increase from 530m – 700m. the scheme does not provide a link between Hallsville Road and Rathbone Street. The traffic free route across Area 7 would be used to reach</p>	<p>The amenity value would increase but the distance would increase resulting in a minor adverse impact.</p>

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		Rathbone Street. The amenity value would improve on this route but there will be more interface with traffic.	
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9.5.65. The ES concludes that whilst there is likely to be a short term adverse impact upon a number of pedestrian and cycle routes in the vicinity of the proposal in terms of journey times for pedestrians and cyclists, there would be no significant long term adverse impact after the remainder of the regeneration area is implemented. The amenity value of the routes will improve as new landscaping and new destinations become available.

9.5.66. In terms of mitigation measures, the assessment states that signs and maps will be introduced to aid pedestrians and cyclists in wayfinding.

9.5.67. Concerns have been raised with regards to the A13 westbound off slip. The A13 westbound off slip road is currently provided with a segregated footway cycleway adjacent to the slip road carriageway. The application includes the proposed closure of the slip road to non- motorised users and provision of a temporary diversion route through Area 7. There are concerns with regards to the safety of the pedestrian and cyclists who would use this route and also the type of environment that would be created should area 7 be hoarded for redevelopment for a long period of time until further routes become available. The permanent footway will be determined by the developers of Area 7.

9.5.68. The proposed diversion route to replace the slip road/ cycleway would increase the journey distance for both pedestrian and cyclists between the point of diversion of the A13 footway/ cycleway to the transport interchange from 235 metres to 400 metres. Pedestrians could use the existing Maud Street subway, however, it is not considered to be a desirable route in terms of safety, due to the subway containing blind bends. Currently, alternative surface level crossing facilities are provided a short distance to the west of the subway, however, closure of the slip road will prevent surface level crossing under the A13 Canning Town flyover and would force more pedestrians to use the subway route.

9.5.69. The proposed closure of the slip road to non motorised users also significantly increases other journey distances indicated in the table above and for both cyclists and pedestrians not willing to use the Maud Street subway from Barking Road to Manor Road.

9.5.70. Transport for London raised significant concerns in relation to this matter and have stated that the additional inconvenience presented to non motorised users would result in many pedestrians and cyclists crossing the new Rathbone Street slip road on the direct route at an uncontrolled and potentially dangerous location rather than travel the extra distance to use the designated toucan crossing.

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9.5.71. This issue has been discussed with the Applicant and the preferred option to address the matter is to provide an underpass taking the footway/ cycleway under the proposed Rathbone Street slip road which would link with the south portal of the Maud Street subway subsurface. However, this is not included on the approved plans and not part of this planning application. A condition has been recommended to ensure that details of pedestrians and cycle links along the A13 are submitted prior to the commencement of development. The aim of this condition is to shorten the diversion routes identified in the table above.

9.5.72. Officers are in agreement that the proposal would result in a minor adverse impact on pedestrian, cyclist and equestrian routes until the development of the surrounding areas as proposed in the SPD is implemented. Conditions are recommended together with the carrying out of appropriate mitigation measures identified in the ES to ameliorate the specified short term adverse impact(s) resultant from the development proposal.

9.5.73. Vehicle Travellers (Chapter 14 of the ES)

9.5.74. The ES assesses impact upon travellers in terms of views gained of the surrounding townscape from the road and driver stress levels.

9.5.75. The following views to road users were taken into consideration and the assessment concluded the following:

Location	View From Existing Road in Summer	View from proposed road, winter year of opening
A13 Westbound	No view: Enclosed due to noise fencing, parapets and brick wall.	No view: Enclosed due to noise fencing, parapets and brick wall
A13 Eastbound	No view: Enclosed due to noise fencing, parapets and brick wall	No view: Enclosed due to noise fencing, parapets and brick wall
A13 Eastbound on-slip	Restricted view: due to proximity of adjacent buildings and A13 elevated structure and down ramp structure.	View no longer available due to removal of slip road. Views will be as Barking Road and Beckton Road (restricted)
A13 Westbound off slip	Restricted view: due to proximity of adjacent mature trees and wall and A13 elevated structure and down ramp structure.	Views no longer available due to removal of slip road. New restricted views of Rathbone Street.
Canning Town Roundabout	Open view: When standing either side of elevated A13 structure. Views available under A13 structure to north and south.	Open view: When standing either side of elevated A13 structure. Views available under A13 structure to north and south.
Silvertown Way	Open view: Low structures either side of the road	Open view: Low structures either side of the road. Views likely to change with

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		implementation of Masterplan.
Barking Road and Beckton Road	Restricted View: Due to building line along Barking Road, more intermittent along Beckton Road.	Restricted View: Due to building line along Barking Road, more intermittent along Beckton Road
Rathbone Street	Restricted view: Due to building line of predominant terraced housing	Restricted view: Due to building line of predominant terraced housing, although views are likely to improve with the implementation of Area 7 proposals.
Manor Road	Intermittent View: Framed by industrial buildings at roundabout followed by more open with views across open space to housing.	Intermittent View: Framed by industrial buildings at roundabout followed by more open with views across open space to housing

9.5.76. The assessment concludes that there would be minor changes to road layouts and the public realm on Barking Road, Beckton Road, Silvertown Way, Rathbone Street, Hallsville Road, Manor Road and the proposed junction. Views for vehicle travellers on these roads would not change significantly. The proposal would facilitate future changes as a result of separate schemes as part of the SPD.

9.5.77. In terms of driver stress, the stress levels on the road network for the do minimum situation in 2016 was compared with the stress levels on the road network with the do something situation in 2016. It was concluded that during the construction process both views from roads and levels of driver stress are likely to be increased due to diversions, ongoing construction activities and before regular users are familiar with the new layout. This would cause short term adverse impacts to driver stress and views for vehicle travellers. Driver stress levels would be no worse than under existing conditions, following construction of the proposal. It is concluded that the proposal would create no adverse impact following construction.

9.5.78. The assessment identifies a number of mitigation measures, these are as follows:

- Good site practice and adherence to the Construction Environmental Management Plan, which will include a traffic management plan and any restrictions on construction activities to defined areas;
- Protection of trees and shrubs adjacent to the works to avoid any damage;
- Good highways design to provide clear way finding for drivers.
- Relief of fear through the design of sight distances that comply with current standards to give a clear view of the carriageway ahead;
- Provision of signs designed to avoid uncertainty concerning routes;
- Road and street lighting provision

9.5.79. Officers concur with the ES in that the development will result in temporary adverse impact during construction, however, will have no adverse impact

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following construction. The mitigation measures identified are considered to be appropriate and have been secured through the recommended drafted conditions relating to the production of the Construction Environmental Management Plan.

9.5.80. Disruption due to Construction (Chapter 15 of the ES)

9.5.81. Construction traffic will occur throughout the majority of the development. The detailed construction programme will be proposed by the contractor and will ultimately depend on the contractor's choice of construction methods, but will be developed in conjunction with the A13 DBFPO and the Highways Authorities in order to minimise disruption. Provisional details of the work programme and phasing are shown in the table below:

Stage	Activity	Duration
Stage 1A	New link from Rathbone Street widening of Rathbone/ Hallsville Road including revised Silvertown Way Junction	16 weeks
Stage 1B	Silvertown Way pedestrian/ cycle ways and miscellaneous off-carriageway works	
Stage 1C	Barking Road/ Beckton Road works	
Stage 2	Main works on Silvertown Way and bus station entrances and exits	8 weeks
Stage 3	Remodelling works on A13 west-bound off-slip	2 weeks
Stages 4-7	Roundabout replacement works	26 weeks

9.5.82. The assessment states that the east bound on slip will be closed at the end of stage 1C and traffic permanently diverted via the improved Barking Road/ Beckton Road junction; the west- bound off slip would be closed at the end of Stage 3 and traffic permanently diverted from the A13 via the new link to Rathbone Street and Hallsville Road. The assessment states that the majority of the proposed works will be undertaken during Monday to Friday 7am- 7pm and Saturday 8am- 4pm.

9.5.83. Potential impacts caused by construction include nuisance from noise, vibration, and dust, loss of amenity, temporary severance of roads, footpaths or access routes and impacts on ecological habitats and wildlife, archaeological resources, watercourses and other road users the impacts of which have been discussed in the relevant sections above.

9.5.84. In terms of mitigation measures, the assessment states that the contractor will be required to prepare a Construction Environmental Management Plan which will provide a mechanism to ensure compliance with environmental

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commitments. In particular monitoring and other environmental requirements will be established to ensure, implementation, monitoring and audit and review to ensure the mitigation measure and implemented and adhered to.

9.5.85. The assessment concludes that during the construction of the proposal, there will be short term adverse impacts. Although some impacts will require careful management, the severity of these impacts can be reduced through the implementation of comprehensive mitigation measures. Following mitigation it is likely that some nuisance to local residents, users of retail and public facilities, pedestrians and cyclist and other road users will occur, however this will be temporary in nature.

9.5.86. Concerns have been raised with regard to the cut off of transport links whilst the development takes place. The impacts of the development during construction have been considered and officers agree that there will be short term adverse impacts as a result of the construction works. An overview of the proposed construction phases is provided at Appendix 3 of this report. The mitigation measures proposed are considered to be acceptable and will be secured by condition in terms of the production of a Construction Environmental Management Plan and a construction phase Travel Plan. A condition is also proposed to ensure that the Applicant adheres to all the practices and targets set out in the ES and the approved phasing plan. Newham Environmental Health officers had concerns with regard to the hours of work, therefore a further condition has been recommended to reduce the construction hours proposed. Officers are satisfied that disruption would be minimised to an acceptable level if the works are carried out in accordance with the ES and drafted conditions.

9.6 **Principle of Development**

9.7 The principle of the removal of the roundabout is established in the Canning Town and Custom House Supplementary Planning Document (SPD) dated July 2008, which provides the following key principles:

- Area 1a and 1c have an important role in improving connections and the quality of spaces under the A13 to Area 7, through removal of slip roads and reconfiguration of the roundabout (pg 42);
- Proposals will be required to provide important connections to Area 1 and improve the quality of spaces under the A13 flyover (pg 48); and
- Pedestrian permeability through the scheme in all directions is desirable. The scheme will support the re-alignment of the A13 junction, which includes the roundabout reconfiguration and removal of slip roads (pg 48).

9.8 A map illustrating the location of the above mentioned Areas is provided at Appendix 4 of this report.

9.9 Officers find that the proposal accords with the above principles.

9.10 **Regeneration**

9.11 The London Plan illustrates the site as falling within an 'Area for Regeneration' and an 'Opportunity Area' (Lower Lea Valley) within the North East London sub-region. General policy for Areas for Regeneration is set out in London Plan Policy 2A.7. That policy states that, "Within Areas for Regeneration, the Mayor will work

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with strategic partners to achieve their sustained renewal by prioritising them for action and investment....”.

- 9.12 The London Plan states that this Opportunity Area, “will accommodate some of the most important strategic regeneration initiatives for London and an urban renewal challenge of global significance”.
- 9.13 London Plan Policy 3C.16 (Road Scheme Proposals) requires road schemes in London to contribute to London’s economic regeneration and development; not increase the net traffic capacity of the corridor unless essential to regeneration, provide a net benefit to London’s Environment; improve safety for all users; improve conditions for pedestrians, cyclists, disabled people and public transport and businesses. Policy 3C.1 (Integrating Transport and Development) seeks to improve public transport, walking, and cycling capacity and accessibility where it is needed for areas of greatest demand and areas identified for development or regeneration.
- 9.14 Canning Town is identified in policy 2A.2 (The Spatial Strategy for Development) of the London Plan as being one of the most deprived areas in London. The principle of the removal of the Canning Town roundabout has been established in the Canning Town and Custom House Supplementary Planning Guidance (2008). The SPD includes proposals to create high quality public open space, parks, retail and office space, leisure facilities, new residential housing and an infrastructure network to create simple and accessible routes, incorporating new hearts to Canning Town and Custom House, new bridges, streets and improvements to roads and pedestrian and cycle routes. This application is considered to be the key facilitator to start the regeneration process on which the implementation of the Canning Town and Custom House Masterplan depends.
- 9.15 The Lower Lea Valley Opportunity Area Planning Framework (OAPF) identifies the Canning Town sub-area (No13) as being capable of accommodating between 5,950-7,100 residential units over the period to 2016. With specific regard to Transport and Movement, the LLV OAPF paragraph 2.228 states that:
- “Infrastructure Development in the sub-area should include provision for, or contribute towards, funding or investigation of the following strategic and local transport interventions:*
- *Proposed improvements to the transport interchange at Barking Road and Silvertown Way to link the station to the town centre;*
 - *Reconfiguration of the junctions around the A13 roundabout and flyover as part of the comprehensive redevelopment of the town centre;.....”*
- 9.16 UDP policy S4 (Sustainable Development) identifies Canning Town as being located in a priority development node whereby the Council will promote Canning Town, guiding investment and development to concentrate and maximise regeneration benefits, improving the environment with the objective of creating the critical mass necessary to attract and sustain local economies and communities.
- 9.17 Of particular relevance to the proposal is Development Principle 1 of the SPD: *Make Connections* which states ‘Movement across the area is characterised by poor connection and the area is dominated by car. The main residential area is

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cut off from Canning Town centre by the A13 and from the transport interchange to the west. The SPD seeks to ensure that the area is welcoming to all and that pedestrians and cycle connections are improved. It also seeks to create safer routes in residential centres, public transport interchanges, services, shops, parks and schools'.

- 9.18 Development Principle 2 identifies, '*removal of the roundabout which sits underneath the A13 at Canning Town, and the creation of improved connections between Canning Town Station and Barking Road*' as a project that will form part of particular proposals to improve connections.
- 9.19 The vision for Canning Town is to 'provide a vibrant, accessible and safe town centre characterised by a mix of modern and independent shops, attractive public spaces, a lively evening economy, quality homes and successful businesses.' The re-design of the A13 junction in Canning Town is a vital initiative that will act as a catalyst to stimulate the significant private investment required in the Canning Town and Custom House area.
- 9.20 The existing roundabout at the centre of Canning Town, which lies beneath the A13 flyover forms a dominant highway structure that impedes pedestrian and cyclist movement between large parts of the residential areas to the south of the A13 and the retail and other community facilities to the north. It is considered to be a major constraint to the implementation of the Masterplan objectives.
- 9.21 The Canning Town A13 roundabout, slips roads and the A13 flyover are a major impediment to the regeneration of the Canning Town and Custom House area. As a result of these highways, the area is dominated by heavy traffic cutting through Canning Town, with the roundabout and slip roads creating a physical divide between the north and south of the town. The area is not pedestrian friendly: there are no direct pedestrian routes across the highway infrastructure. This not only dissuades pedestrians and cyclists from using the area, but has serious consequences for the safety of those who do. In addition, the physical environment in this area contributes to the fear of crime.
- 9.22 Most importantly, this dominant road system significantly limits the regeneration potential of the Canning Town Centre particularly Area 7 identified as the new town centre in the SPD. It uses an excessive proportion of the land within the town centre, limiting land available for new development. In particular it restricts the opportunity for sustainable growth of the centre both north and south of the A13, so that the centre can effectively serve both communities that comprise Canning Town.
- 9.23 Regeneration benefit is likely to arise from the provision of improved public realm including pedestrian and cyclist facilities as well as enhanced housing and commercial value in the adjacent sites. Delivery of the subject proposal would contribute to the delivery of an economically successful town centre, including a new Primary Care Trust facility in Area 7; improved access for residents north and south of the A13 to the transport interchange and new public open space and public squares.
- 9.24 LTGDC Officer Conclusion on Regeneration The removal of the roundabout would also reconnect communities which have been divided by the A13 allowing sustainable economic growth and the creation of a new vibrant mixed use town centre. Officers are confident that implementation of the proposal would

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contribute to the ongoing regeneration of the area and would create improved linkages for pedestrians and cyclists from north to south and east to west in accordance with policies 2A.7, 3C.1, 3C.16, 3C.21 and 3C.22 of the London Plan consolidated with alterations since 2004 (February 2008) and policies S4, S12, T19 and T23 of the Newham Unitary Development Plan (Adopted June 2001, Saved from 27 September 2007 in accordance with the direction from the Secretary of State).

9.25 **Traffic and Transport**

9.26 Planning Policy Guidance 13 (Transport) sets out the Government's objectives in terms of Transport Planning. It states that the planning system has a substantial influence on the safety of pedestrians, cyclists and occupants of vehicles through the design and layout of footpaths, cycleways and roads. Planning can also influence road safety through its control of new development. When thinking about new development, and in adapting existing development, the needs and safety of all in the community should be considered from the outset, and addressed in the Transport Assessment accompanying development proposals, taking account of the importance of good design.

9.27 The following Policies of the London Plan are of relevance:

9.28 Policy 3C.4: Land for transport: The Mayor will, and boroughs and other strategic partners should, ensure the provision of sufficient land and appropriately located sites for the development of an expanded transport function to serve the economic, social and environmental needs of London, including:

- only approving changes of use of land from transport and transport support functions if it is no longer required and is unlikely to be required in the future for this purpose, or if equally good alternatives are provided
- taking account of proposals for passenger transport (including buses, trams, Underground, trains, river transport, coaches, taxis and minicabs), interchange and freight transport improvements which require additional land by identifying sites for these purposes within their DPD's
- taking account of the need to protect access by transport operators to key locations for transport land uses, including garages, depots and supporting functions, and including refuelling infrastructure that supports low carbon transport.

9.29 Policy 3C.16: Road scheme proposals: All road schemes in London should:

- contribute to London's economic regeneration and development
- not increase the net traffic capacity of the corridor unless essential to regeneration
- provide a net benefit to London's environment
- improve safety for all users
- improve conditions for pedestrians, cyclists, disabled people, public transport, freight and business
- integrate with local and strategic land use planning policies.
Where schemes worsen conditions when judged against any of these criteria, the scheme should not proceed unless benefits in other areas very substantially outweigh any dis-benefits and unavoidable dis-benefits

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are mitigated. DPD policies should incorporate these criteria for assessing road scheme proposals.

9.30 Policy 3C.20: Improving conditions for buses: The Mayor will work with TfL and boroughs to implement London-wide improvements to the quality of bus services for all. DPD policies should actively promote and give priority to the continued development of the London bus network, including:

- the allocation of road space and the high levels of road priority required for buses on existing or proposed bus routes
- ensuring good bus access to and within town centres, major developments and residential areas
- ensuring that walking routes to bus stops from homes and workplaces are direct, secure, pleasant and safe
- ensuring that bus layover and turning areas, driver facilities, bus stations and garages are available where needed.

9.31 Other relevant London Plan policies include policies 3C.19 (Local Transport and Public Realm Enhancements), 4A.3 (Sustainable Design and Construction) and 4B.1 (Design Principles for a Compact City).

9.32 The following policies of the UDP are of relevance to this aspect of the application:

9.33 Saved UDP Policy S36 (Transport: New Major Highway Proposals) states that new major highway proposals will be supported only where they would achieve regeneration of derelict or underused lands or secure environmental improvements.

9.34 Saved UDP Policy T11 (New Roads) states that the Council will only support the construction of new primary distributor, district distributor, local distributor and access roads when these will bring net economic and/ or environmental benefits to the borough. Regard will be had to the likely consequences of new roads for neighbouring boroughs, and measures will be taken where appropriate to minimise any likely adverse impacts.

9.35 Other relevant saved policies of the UDP include T1 (New Development: Environmental Impact) T4 (New Development: Areas in Need of Major Highway/ Public Transport Investment) and T13 (Road Safety, Traffic Management and Calming).

9.36 The application was referred to Transport for London and Newham Council's Highways and Transportation officers. Their assessment of the submitted details is outlined in the following section.

9.37 The assessment states that a conventional Transport Assessment accompanying an application would attempt to show a net detriment for general traffic, the TA cannot hope to achieve this goal since the requirement of the masterplan is to reduce the area allocated for road traffic and congestion alleviation. The road traffic space relieved is then transferred as public realm. With less space available it has been crucial to optimise road traffic capacity in the remaining space, whilst maintaining level of service to buses, pedestrians and other road users. Removal of the east facing slips, together with junction realignment has resulted in displacement of traffic onto the wider network.

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- 9.38 In terms of design development, the proposed scheme is based on the application of forecast traffic flows, derived from the strategic SATURN model, in the detailed TRANSYT traffic models. The strategic SATURN model was developed from a previous model developed and validated in a previous study 'Canning Town Transport Modelling and Transport Assessment Strategic Model Validation Report (February 2007)' commissioned by LTGDC. This model was updated to provide inputs for the detailed local traffic models using TRANSYT.
- 9.39 The TRANSYT models have been applied in the outline and preliminary design of the proposed network changes and to assess the wider impacts of the scheme. AM and PM peak models previously developed for years 2005 and 2016 and the Canning Town Masterplan assumptions have been updated.
- 9.40 In addition to the SATURN and TRANSYT modelling a VISSIM model of the proposed scheme junction and public transport interchange immediately to the South of the Canning Town junction has been developed to look at the operation of the immediate area.
- 9.41 *Trip Generation*
- 9.42 Forecast trips/traffic flows and volumes in the strategic model are based on background traffic growth as determined by the London Transport Study (LTS). In addition, committed developments likely to generate additional traffic in the study area have been included in the model forecasts and together with the background traffic growth form the basis of the Do Minimum (DM) forecast for 2016.
- 9.43 The Masterplan forecast trips/traffic flows in addition to the DM forecasts, yields the Masterplan Forecast trips for 2016. The masterplan forecast trips were derived from the previous study and scrutiny of the TRAVL and TRICS databases.
- 9.44 In terms of trip generation, it is envisaged that the scheme will result in additional trip generation in the vicinity of Barking Road, Beckton Road, Silvertown Way, Manor Road and Hallsville Road.
- 9.45 *Traffic/Highway Impacts*
- 9.46 The February 2007 study stated that the removal of the A13 Canning Town Roundabout and replacement with a signalised junction would reduce capacity and in combination with longer travel paths, result in displaced traffic on the wider network. Thus the current scheme design sought to create additional capacity in the new signalised junction. However the removal of the east facing slip roads results in alteration in journey times and the rerouting of traffic hence traffic displacement onto alternative routes.
- 9.47 The SATURN model outputs shows the proposed network displaces traffic from the main junction onto residential streets between Manor Road and Barking Road – Beckton Road, traffic rat-running (through Star Lane and other residential streets) to access the A13 eastbound on-slip Beckton Road.
- 9.48 To counter this local displacement of traffic three amelioration measures are proposed as follows;
- 1) One way northbound Hermit Road – but allowing contra-flow access for

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buses and bicycles;

2) Increased capacity for left turn from Manor Road to Barking Road by allowing two green periods per cycle and widening of the road

3) A 20mph zone with associated traffic calming measures for the residential streets between Manor Road, Barking Road and Hermit Road.

- 9.49 The one-way northbound only on Hermit Road proposal raises some concerns. The height restrictions on Manor Road (under the railway bridge at West Ham Station) will result in the displacement of all height restricted vehicles being displaced onto other (mainly residential roads) in the southbound direction. This was assessed at the modelling stage and it was concluded that the vehicle displacement and inconvenience to local residents who would become unable to use Hermit Road southbound on the approach to the junction has to be set against the inconvenience to local residents by increased 'rat running' that would occur if the restriction was not applied.
- 9.50 In order to ameliorate some of these concerns the modelling identifies the introduction of 20mph zones, together with traffic calming measures in the local area to mitigate the impact of traffic displacement. Although this will increase the journey time for traffic trying to 'cut the corner' it will also help distribute traffic back into the main junction at Manor Road- Barking Road.
- 9.51 The widening of Manor Road is not part of this planning application. Any changes to Manor Road will be subject to a new planning application and a condition has been recommended to ensure that this is the case.
- 9.52 The traffic modelling concludes that the proposed highway layout at future year 2016 has capacity for vehicular traffic arising from 50% of the current masterplan aspirations and any background traffic growth. In order to prevent grid lock of the highway network at full build out of the masterplan aspirations, vehicular travel demand management (restraint) measures will have to be implemented as part of the phased implementation of the masterplan aspirations.
- 9.53 Alternatively, more highway capacity can be provided by further widening of some affected roads i.e. Manor Road, Barking Road/ Beckton Road junction, Rathbone Street and junction along it as well as Hallsville Road. This line of action will however be reverting to the old 'predict and provide' approach to infrastructure provision which apart from reducing the viability of the masterplan access strategy and wider aspirations, will generate significant environmental impacts and will be the subject of a further planning application.
- 9.54 In this regard the Canning Town & Custom House Development Framework stipulates maximum residential parking provision of circa 25% for all the development areas within the masterplan. Car parking provision links directly with vehicular traffic generation.
- 9.55 In terms of road safety, a road safety report was submitted as part of the application. TfL are satisfied with the road safety report. The development will therefore be undertaken in accordance with the approved document.
- 9.56 *Public Transport*
- 9.57 The scheme proposals include the reconfiguration of the vehicular exit arrangements from Canning Town bus station. The proposed change has no

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adverse impact on bus operations although some services are predicted to experience minor reductions in journey times travelling through a 'compact' junction as opposed to the roundabout.

9.58 To confirm that a switch to more sustainable forms of transport would be viable, a sensitivity test was carried out by increasing the number of buses by 50% whilst subtracting equivalent passenger car units (PCUs) from the total traffic assuming a switch to buses. The test showed that the bus station entry and exits and interface with the proposed signalised replacement junction will operate satisfactorily.

9.59 A further sensitivity test indicated that a 5% reduction in traffic would resolve traffic operational problems associated with full masterplan development. The sensitivity tests show that full masterplan development can be accommodated by the proposed scheme by a shift to public transport. Thus reinforcing the need to implement traffic/travel demand management measures such as the expansion of the Canning Town CPZ and reduced car parking agreements for the residential elements of the masterplan.

9.60 *Traffic and Transportation Conclusions*

9.61 Newham Council's Transportation officer and Highways Authority are in general support of the scheme but have both raised concerns with the application as detailed below.

- There is insufficient information on the phasing of the areas to be closed or how the land will be managed once it ceases to be highway maintainable at the public expense.
- The detailed drawings fail to show a new footway on the east side of the junction following removal of the roundabout.
- The proposed access off the Barking Road is limited to left turn entry and exit serving west bound vehicles only. Large vehicles from the north, south and west will need to make use of Mona Street and Harry Street if they are to avoid a long diversion along the A13 to New Barn Street in order to approach the development from the East. The practicality of using Mona Street and Harry Street needs further consideration.
- The vehicular route off the Barking Road will replicate the section of roundabout to the west of the Post Office building. There are concerns that this will sterilise the land. With no eastern egress a new turning head for HGVs will necessitate the vehicles reversing back down the service road to turn in an area that is primary pedestrian link between the Station and the Barking Road.
- Future management of the service road is a concern. The existing slip road is relatively narrow and it will be difficult to accommodate two way traffic. It will prove particularly difficult for HGV traffic should a vehicle need to enter or leave the site at the same time as another vehicle is parked on the site. Casual parking will need to be strictly controlled if access is to be maintained.
- With regards to the west bound off slip, the layout does not sufficiently encourage a reduction in vehicle speeds and there is an absence of any traffic calming.

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- The existing cycleway is interrupted by the off slip and requires cyclists to make a significant diversion via the southern limit of the bend. There is concern that the 4m access corridor alongside the structure may continue to provide a convenient route on the cyclist's desire line encouraging them to cross the slip road where they will be in direct conflict with fast moving vehicles.
- The design requires the extension of the existing pedestrian subway (Maud Street - Fox Road) so as to exit to the south of the new slip road alignment. Any increase in length and the introduction of a bend in the alignment is likely to prove unattractive to pedestrians.

9.62 Many of the above are considered to be detailed points, which LTGDC officers have sought to address through the imposition of conditions in order to mitigate the above potential impacts.

9.63 Transport for London raised a number of significant concerns with regards to the initial modelling details that were originally submitted and the traffic effects that would be caused by the proposed replacement junction. Further information has since been submitted by the Applicant and TfL has confirmed that they have no objection to the principle of the development. The assessments detailed within the TA are considered to be appropriate for this stage in the planning process and provide sufficient substantiation to demonstrate support for the scheme. It is however recommended and expected that whilst the evidence collated and presented in the TA demonstrates that the proposed scheme will provide an appropriate base highway infrastructure upon which the Masterplan can be developed. The modelling presented will need to be subject to a much more rigorous review and validation process when the final scheme details are designed; developed and tested. TfL have therefore recommended that a condition with regards to a Vissim Model being submitted prior to the commencement of development. A condition has also been recommended that the applicant submit the detailed design of the scheme prior to the commencement of development.

9.64 With regard to the representation made by RMS (as set out at 6.17 of this report), a significant amount of space is proposed to be created, making a positive contribution to the available public realm and facilities for pedestrians and cyclists. Further, replacement of the Iron Bridge will necessitate diversions, which will result in impacts upon vehicular flows regardless of the subject scheme being implemented.

9.65 There would be a negative impact on traffic to Barking Road, Beckton Road, Silvertown Way, Manor Road and Hallsville Road. There would also be displacement of traffic on the surrounding routes. However, the Transport Assessment demonstrates methods that could mitigate some of the negative impacts associated with the proposal. This needs to be balanced against the benefits that the proposal would bring in terms of the regeneration of Canning Town. On balance, the Transport Assessment is considered robust to demonstrate that the impacts can be supported at this stage, but further modelling is necessary at the detailed design stage. On balance, subject to the proposed conditions and when assessed in relation to the planning benefits of the proposal, the traffic and transportation impacts are considered acceptable in accordance with policies 3C.4, 3C.16, 3C.20, 4A.3 and 4B.1 of the London Plan consolidated with alterations since 2004 (February 2008) and policies S36, T1,

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T4, T11 and T13 of the Newham Unitary Development Plan (Adopted June 2001, Saved from 27 September 2007 in accordance with the direction from the Secretary of State).

9.66 Sustainable drainage and flood risk management

9.67 The site is located within the tidal floodplain of the River Thames, defended against a 1 in a 1,000 year flood event (assuming a 2030 scenario). The site is approximately 250m to the east of the River Lea which flows in a southerly direction to discharge into the River Thames about 1km to the south of the site.

9.68 The site falls within Flood Zone 3A.

9.69 As previously stated in this report, LTGDC officers have considered the content of the ES with regard to drainage and flooding in association with representations made by the Environment Agency.

9.70 Equalities

9.71 There is no legal requirement on the London Thames Gateway Development Corporation to request an Equalities Impact Assessment (EqIA) as part of a planning application.

9.72 LTGDC Officers have ensured non-discrimination in carrying out its planning functions.

9.73 An Equalities Impact Assessment was undertaken as part of the development of the Canning Town and Custom House SPD. The proposal is found to accord with the provisions of that SPD.

9.74 In determining this planning application LTGDC have had regard to its equalities obligations including its obligations under section 71 of the Race Relations Act. For the purpose of this application there are no adverse equalities issues.

9.75 Human Rights Act 1998

9.76 The provisions of the Human Rights Act 1998 have been taken into account in the assessment of the subject application for planning permission.

10. CONCLUSION AND REASONS FOR APPROVAL

10.1 The proposal has been the subject of extensive pre and post planning application discussions between the Applicant, LB Newham, Transport for London and LTGDC as well as public consultation. The proposal has been subjected to detailed scrutiny and assessment and as a result has been amended several times prior to formal submission.

10.2 The roundabout beneath the A13 flyover currently creates a major physical barrier between the areas to the north and south of the A13 Arterial Road. The removal / reconfiguration of Canning Town roundabout / junction is identified as infrastructure development that is necessary to achieve a permanent, vibrant and sustainable future for Canning Town.

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- 10.3 The principle of the removal of the roundabout is established in the Council's adopted Canning Town and Custom House SPD.
- 10.4 The removal of the roundabout would reconnect communities which have been divided by the A13 allowing sustainable economic growth and the creation of a new vibrant mixed use town centre. The removal of the roundabout would create improved linkages for pedestrians and cyclists from north to south and east to west. The proposal needs to be considered in the context of the Canning Town and Custom House SPD in terms of the benefits that would be created including the new town centre, new housing and new open space, to be delivered across the wider area.
- 10.5 The layout of the proposal accords with the aspirations of the SPD and would make land available for development and regeneration activity particularly for Area 7, the new town centre, in accordance with SPD aspirations.
- 10.6 There would be a negative impact on traffic to Barking Road, Beckton Road, Silvertown Way, Manor Road and Hallsville Road. There would also be displacement of traffic on the surrounding routes. This needs to be balanced against the benefits that the proposal would bring in terms of the regeneration of Canning Town. On balance the Transport Assessment is considered robust to demonstrate that the impacts can be supported at this stage, but further modelling is necessary at the detailed design stage. On balance, subject to the proposed conditions and when assessed in relation to the planning benefits of the proposal, the traffic and transportation impacts are considered acceptable.
- 10.7 The proposal would have an adverse impact in terms of noise and air quality for a number of adjoining properties. The properties on Rathbone Street would experience the most detrimental impacts. Mitigation measures have been identified in the ES and conditions have been recommended to minimise the impacts on these properties. Comments from residents have been taken into consideration as part of the assessment of the application. In terms of the regeneration of Canning Town, the fundamental driver of this scheme is to release existing highway land to make it available for development and regeneration activity, including enhancement of the public realm. Although there will be a number of properties where the air quality will improve, there will also be a number of properties that will experience a deterioration in air quality, however, the increase in pollution predicted along each road is insufficient to exceed national objectives for NO₂ or PM₁₀. When assessed in relation to the planning benefits of the proposal and the general compliance with the SPD. It is not considered that the impacts on air quality warrant the refusal of planning permission.
- 10.8 The proposal would result in a minor adverse impact on pedestrian, cyclist and equestrian routes until the development of the surrounding areas as proposed in the SPD. However, the appropriate mitigation measures identified in the assessment and the condition recommended to ensure that details of pedestrians and cycle links along the A13 are submitted are considered to satisfactorily mitigate against any adverse impacts.
- 10.9 The development would result in the loss of some existing trees. No trees have been proposed to be replaced as part of this application, however a landscaping scheme has been recommended by condition which will identify any new planting

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which is considered acceptable.

- 10.10 The development will cause a short term minor adverse impact on the setting of the Royal Oak Public House during the construction period. However, the proposal could substantially improve the setting of the wider group of nineteenth century buildings along Barking Road which includes the Grade II Listed Royal Oak Public House. The proposal lies within an Archaeological Priority Area. A programme of archaeological mitigation has been agreed with the Greater London Archaeological Advisory Service.
- 10.11 The impacts on geology, soils and contaminated land, water resources, ecology, landscape and visual issues and vehicle travellers have been assessed and considered acceptable subject to the recommended conditions.
- 10.12 Removal of the roundabout will significantly reduce the current north-south pedestrian severance and free up land for landscaping and development and satisfy part of the delivery of development aspirations and regeneration objectives for the area as specified in the Canning Town and Custom House Supplementary Planning Document (SPD) dated July 2008.
- 10.13 The proposed scheme would result in land take from residential units, the loss of children's play area, the demolition of residential units and the MOT centre all of which are part of Area 7. Works on Area 7 are programmed regardless of the grant of planning permission in relation to the roundabout. The overall effect of the roundabout scheme will be to release land for the public realm and landscaping; reduce severance; and facilitate the wider regeneration of the Canning Town area. This accords with the Canning Town and Custom House SPD.
- 10.14 The delivery of the proposed scheme will accelerate and bring forward physical regeneration in Canning Town. This is a key local intervention identified in the LLV OAPF and Canning Town and Custom House SPD.
- 10.15 No material considerations including representations from adjoining owners / occupiers / community members have been identified that warrant refusal of the application. As such, the Planning Committee is requested to resolve to grant full planning permission in respect of the subject application.

11. RECOMMENDATION

- 11.1 Planning Committee Members are recommended to delegate authority to the Director of Planning to grant planning permission subject to the draft conditions and informatives listed in this report, together with any amendments or additions that he considers necessary.
- 11.2 If Members resolve that planning permission be granted that the Committee confirms that in their decision, they have taken the environmental information into account as required by Regulation 3 (2) of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.
- 11.3 Following the issue of the decision a statement be placed on the London Borough of Newham Statutory register confirming that the main reasons and considerations on which the Committee decision was based were those set out in

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this officer's report to the Committee as required by Regulation 21(1) (c) of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.

12. DRAFT CONDITIONS AND REASONS

12.1 LTGDC Officers consider that the following conditions and informatives should be imposed:

1. The development to which this permission relates must be commenced not later than the expiration of THREE YEARS from the date of this permission.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall not be constructed unless in accordance with the documents submitted as part of the planning application, including:

(i) the mitigation measures set out in the Environmental Statement dated December 2008 (as revised); and

(ii) Halcrow drawing numbers:

THXPSA/000/001 Rev A
THXPSA/000/002 Rev A
THXPSA/000/003 Rev B
THXPSA/000/004 Rev A
THXPSA/000/005 Rev A
THXPSA/000/006 Rev A
THXPSA/000/007 Rev A
THXPSA/000/008 Rev A
THXPSA/000/009 Rev A
THXPSA/000/010 Rev B
THXPSA/000/011 Rev D
THXPSA-000-12 Rev -
THXPSA-000-13 Rev -
THXPSA-000-14 Rev -
THXPSA-000-15 Rev -
THXPSA-000-16 Rev -
THXPSA-SK-025 Rev C
Stage 1 Road Safety Audit dated November 2008
THXPSA-/DR/01 (v2)

No other drawings apply, except where compliance with the conditions attached to this planning permission require otherwise, or unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the development is undertaken in accordance with the approved drawings and documents; the assessed Environmental Statement; and to protect local amenity with regard to saved Policy EQ18 of the London Borough of Newham adopted Unitary Development Plan, and Policy 4B.1 (Design principles for a compact city) of the London Plan, published February

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2008. The development is acceptable on the basis of the particulars contained within the application and this condition seeks to ensure the development is undertaken in strict accordance with those details as approved.

3. The development hereby permitted shall not be constructed unless in accordance with the environmental standards, mitigation measures, requirements, recommendations and methods of implementing the development contained in the environmental statement relevant to the development and appendices thereto, dated December 2008 (as amended), unless and to the extent that such standards, measures, requirements and methods are altered by the express terms of the conditions attached to this planning permission and the approved drawings and supplementary documents submitted pursuant to them.

Reason: To ensure the development is carried out in accordance with the environmental impact assessment carried out as part of the environmental statement dated December 2008 and the mitigation measures proposed therein.

4. The development hereby permitted shall be fully accessible and useable by disabled people, including wheelchair and mobility scooter users, people with sight impairment and people with prams or pushchairs.

Reason: To ensure that the site is accessible and useable for all and with regard to saved policy EQ25 (Access) of the London Borough of Newham Unitary Development Plan (adopted June 2001); and policies 4B.1 (Design principles for a compact city) and 3A.17 (Addressing the needs of London's diverse population) of the London Plan, published February 2008.

5. Notwithstanding the Transport Assessment prepared by Halcrow Group Limited dated December 2008 submitted in support of the development, no phase of the development hereby permitted shall be commenced unless and until, a VisSim model of the proposed scheme junction and public transport interchange immediately to the south of the Canning Town junction located beneath the flyover has been submitted to and approved by the Local Planning Authority. Thereafter the approved model shall be implemented in accordance with the approved details.

Reason: To safeguard the amenities of the area, and ensure that maximum saturation levels are not exceeded at the proposed junction with regard to TfL's Transport Assessment best practice guidance; and with regard to saved policies T1 (New Development: Environmental Impact) and T3 (Highway Capacity) of the London Borough of Newham adopted Unitary Development Plan; and policy 3C.2 (Matching development to transport capacity) of the London Plan (published February 2008).

6. The development hereby permitted shall not be commenced until a plan showing the proposed Landscape and Streetscape Scheme has been submitted to and approved by the Local Planning Authority. The scheme shall include the following:
 - i. Full details of plants and trees (common and Latin names, size and pot height; density or number, tree girth and method of growth i.e. container or open ground).

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- ii. Maintenance schedule
- iii. Full details of materials to be used on paved areas and other hard surfaces.
- iv. Suppliers or manufacturers
- v. Guide to construction
- vi. Location of lighting
- vii. Any features or artworks

All planting, seeding or turfing shall be implemented in the first planting season following the substantial completion of the development, whichever is the sooner

Any plants or trees that die or are removed, damaged or diseased within a period of FIVE years from the substantial completion of the development shall be replaced to the satisfaction of the Local Planning Authority in the next planting season with others of a similar size and species, unless the Local Planning Authority gives written consent for a variation.

Reason: To ensure a satisfactory standard of external appearance of the development and with regard to saved policies EQ14 (Tree Loss and Retention), EQ15 (Inclusion of Tree Planting in New Development), EQ18 (Promoting Urban Quality) and EQ21 (New Development: Landscaping) of the London Borough of Newham Unitary Development Plan (adopted June 2001); and policies 4B.1 (Design principles for a compact city) 3D.15 (Trees and Woodland) of the London Plan (published February 2008).

7. The development hereby permitted shall not be commenced until plans identifying the full detailed design (as stated in section 4.3 of the Design and Access Statement submitted in support of the application) of the scheme which have been prepared in consultation with the local highway authority and other stakeholders shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. All highway works associated with the proposal shall be constructed to appropriate Local Highway Authority adoption standards. Thereafter the proposal shall be constructed in accordance with the details so approved.

Reason: To ensure that the new highway and associated works are constructed to adoptable standards; with regard to road safety; to minimise the possibility of accidents; and with regard to the amenities of users, in accordance with saved policies EQ18 (Promoting Urban Quality), T14 (Design to Minimise Road Accidents in New Development) and T19 (Improvement of Conditions for Pedestrians) of the London Borough of Newham Unitary Development Plan (adopted June 2001) and policy 3C.16 (Road scheme proposals) of the London Plan (published February 2008).

8. No phase (as illustrated on approved drawing number THXPSA-SK-025 Rev C) of the development hereby permitted shall be commenced unless and until the applicant has produced evidence to the reasonable satisfaction of the Local Planning Authority (and where appropriate, Transport for London) that the carrying out of any necessary alterations to public highway signage, lighting, surface paving, road markings and parking restrictions (and associated Traffic Regulation Orders and / or agreements pursuant to The Highways Act 1980) required as a result of the proposal hereby approved has been secured and will be funded and implemented.

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Reason: To ensure that the new highway is constructed to national adoptable standards and in the interest of highway safety, in accordance with saved Policies T11 and T14 of the London Borough of Newham's adopted UDP and Policies 3C.16 and 3C.18 of the London Plan (published February 2008).

9. Notwithstanding the provisions of section 6 of the submitted Design and Access Statement produced by Halcrow Group Limited dated December 2008, no phase (as illustrated on approved drawing number THXPSA-SK-025 Rev C) of the development hereby permitted shall be commenced unless and until a Construction Environmental Management Plan, including a Traffic Management Design Brief, has been submitted to and approved in writing by the Local Planning Authority for that phase.

The Construction Environmental Management Plan shall specify measures proposed to minimise the impacts during construction on traffic flows through the site and in respect of such matters as are likely to cause nuisance to adjoining occupiers. Details should include: any demolition, ground works, contaminated land management, construction and access to the site, hours of operation, noise, dust, smoke, road cleaning, odour control, wheel washing and any other matters relevant to this particular site; ensure adequate access to other construction sites in the locality; and, identify the measures proposed to maintain access to the public footway network.

The approved Construction Environmental Management Plan shall be adhered to for the duration of the construction works.

Reason: With regard to the amenities of local residents, businesses, visitors and construction sites in the area during construction works, and saved policies EQ45 (Pollution) and T19 (Improvement of Conditions for Pedestrians) of the London Borough of Newham adopted Unitary Development Plan; and policies 3C.20 (Improving conditions for buses), 3C.21 (Improving conditions for walking) and 4B.1 (Design principles for a compact city) of the London Plan (published February 2008).

10. No phase (as illustrated on approved drawing number THXPSA-SK-025 Rev C) of the development hereby permitted shall be commenced unless and until details of all proposed pedestrian and cycle routes within that phase have been submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London.

The approved pedestrian and cycle routes shall be constructed prior to the relevant phase being made available for public use by any mode and shall be permanently maintained thereafter to the satisfaction of the Local Planning Authority.

Reason: To ensure the provision of adequate, safe, pedestrian and cycle facilities to the standards adopted by the Local Planning Authority and with regard to saved policies T19 (Improvement of Conditions for Pedestrians) and T24 (Access by Cycle and Cycle Parking) of the London Borough of Newham adopted UDP; and 3C.21 (Improving conditions for walking) and 3C.22 (Improving conditions for cycling) of the London Plan (Published February 2008).

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11. No development other than that identified on the approved drawings is permitted within 4 metres of the northern and southern boundaries of the A13 flyover infrastructure without the express written consent of the Local Planning Authority in consultation with Transport for London.

Reason: To enable maintenance of the A13 flyover structure to be undertaken, in accordance with saved policies S1 (Community Safety and Crime Reduction) of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27th September 2007 in accordance with the direction from the Secretary of State) and policy 3C.16 (Road scheme proposals) and 3C.18 (Allocation of street space) of the London Plan (published February 2008).

12. Contamination

The development hereby permitted shall not be commenced until the following components of a scheme to deal with the risks associated with contamination of the site shall be submitted to and approved in writing by the Local Planning Authority:

- a) A preliminary risk assessment which has identified:
 - all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors;
 - potentially unacceptable risks arising from contamination at the site.
- b) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- c) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying and requirements for longer- term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The proposal shall be constructed in accordance with the details unless otherwise agreed in writing by the Local Planning Authority in consultation with the Environment Agency.

Reason: To safeguard the public, the environment and surface and groundwater as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with materials that is potentially harmful to humans, or the environment and with regards to policies EQ45, EQ49 and EQ63 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and policy 4A.14, 4A.17 and 4A.33 of the London Plan consolidated with alterations since 2004 (February 2008).

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13. If during development, contamination not previously identified is found to be present at the site, then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall take place until an amendment to the remediation strategy detailing how the suspected contaminant shall be dealt with, is submitted and approved by the Local Planning Authority.

Reason: To safeguard the public, the environment and surface and groundwater as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with materials that is potentially harmful to humans, or the environment and with regards to policies EQ45, EQ49 and EQ63 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and policies 4A.14, 4A.17 and 4A.33 of the London Plan consolidated with alterations since 2004 (February 2008).

14. The development hereby permitted shall not be commenced until a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long term monitoring and maintenance plan) for longer term monitoring of pollutants linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

Reason: To safeguard the public, the environment and surface and groundwater as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with materials that is potentially harmful to humans, or the environment and with regards to policies EQ45, EQ49 and EQ63 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and policies 4A.14, 4A.17 and 4A.33 of the London Plan consolidated with alterations since 2004 (February 2008).

15. Importation of Soils and Infill materials

No soils, or infill materials, are to be brought onto the site unless they have been satisfactorily proven to be uncontaminated and present no risks to human health, planting and the environment. A declaration to this effect, together with acceptable documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis test results, must be submitted to and be approved in writing by the Local Planning Authority prior to occupation.

Reasons: To prevent uncontaminated and remediated land from becoming contaminated with material that is potentially harmful to humans, planting and the environment and with regard to saved policy EQ49 of the London Borough of Newham Unitary Development Plan (adopted June 2001) and 4A.28 (Construction, excavation and demolition waste) of the London Plan (published February 2008).

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16. Hours of Operation During Construction (Residential)

Operations in relation to construction for which noise is audible at the nearest residential boundary shall be restricted to the hours of 0800 and 1800 on Mondays to Fridays and between 0800 and 1300 on Saturdays and at no time on Sundays or Statutory holidays without the prior written approval of the Local Planning Authority.

Reasons: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties and with regard to saved policy EQ45 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

17. Unless otherwise agreed in writing by the Local Planning Authority, all existing trees on site identified for retention in the Tree Survey Report dated December 2008 submitted pursuant to the application shall be retained within the development to the satisfaction of the Local Planning Authority.

Reason: The existing trees represent an important visual amenity that the Local Planning Authority considers should be maintained, with regard to Policy EQ14, EQ15 and EQ21 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and Policy 4B.1 and 3D.15 of the London Plan consolidated with alterations since 2004 (February 2008).

18. a) The development hereby permitted shall not be commenced until a scheme for the protection during construction of all existing trees to be retained on the site pursuant to Condition 17 of this planning permission has been submitted to and approved by the Local Planning Authority. The trees to be retained shall be protected in accordance with the standards set out in BS 5837: 2005 'Trees in relation to construction - Recommendations'.

b) No construction shall begin until the agreed protection measures have been put in place, inspected and approved in writing by the Local Planning Authority. The scheme as approved shall be in operation at all times during construction until the development is complete.

Reason: The existing trees represent an important visual amenity that the Local Planning Authority considers should be maintained, with regard to Policy EQ14, EQ15 and EQ21 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and Policy 4B.1 and 3D.15 of the London Plan consolidated with alterations since 2004 (February 2008).

19. a) The development hereby permitted shall not be commenced until a construction phase Travel Plan, including a construction logistics plan and a construction vehicle routing plan, have been submitted to and approved in writing by the Local Planning Authority.

b) Thereafter the approved details shall be implemented at all times during the construction of the development, to the satisfaction of the Local Planning Authority.

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Reason: In the interest of residential amenity and highway safety and to promote sustainable transport, with regard to Policies EQ20, EQ45 and T5 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and Policies 3C.1, 3C.3, 4A.19 and 4A.20 of the London Plan consolidated with alterations since 2004 (February 2008).

20. Unless otherwise approved in writing by the local planning authority in consultation with London City Airport, the height of any crane structures used during construction of the development shall not exceed 75m AOD.

Reason: In the interest of airport safeguarding in accordance with Policies EQ27, EQ28, and T30 of the London Borough of Newham's UDP (adopted June 2001 & saved from 27th of September 2007 in accordance with the direction from the Secretary of State).

21. The development shall be carried out in accordance with the environmental standards, mitigation measures, requirements and methods of implementing the development contained in the Environmental Statement and the appendices thereto (dated December 2008), unless and to the extent that such standards, measures, requirements and methods are altered by the express terms of this permission and the approved drawings and supplementary documents submitted pursuant to it.

Reason: To ensure the development is carried out in accordance with the Environmental Statement and the mitigation measures proposed therein, in accordance with Policies EQ18, EQ19, EQ25, EQ38, EQ43, EQ45, EQ46, EQ48, EQ49, EQ62 and EQ63 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State) and Policies 2A.1, 2A.7, 3C.3, 3D.13, 3D.15, 4A.1, 4A.3, 4A.4, 4A.12, 4A.14, 4A.17, 4A.19, 4A.20, 4A.28, 4A.33, 4B.1, 4B.2, 4B.3, 4B.12, 4B.15 of the London Plan consolidated with alterations since 2004 (February 2008).

22. The development hereby authorised shall be carried out along Manor Road in strict accordance with drawing number THXPSA/000/003 Revision B and no variation thereto is permitted under this consent.

Reason: To ensure that the development is undertaken in accordance with the approved drawings with regard to Policy EQ19 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State), and Policy 4B.1 of the adopted London Plan consolidated with alterations since 2004 (February 2008). The development is acceptable on the basis of the particulars contained within the application and this condition seeks to ensure the development is undertaken in strict accordance with those details as approved.

23. No impact piling shall occur during the construction of this development without the written permission of the Local Planning Authority.

Reasons: To ensure that the development does not prejudice the enjoyment of neighbouring occupiers of their properties and with regard to policy EQ45 of the London Borough of Newham Unitary Development Plan (adopted June 2001).

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24. No phase (as illustrated on approved drawing number THXPSA-SK-025 Rev C) of the development shall be brought into operation until an acoustic report has been submitted to the Local Planning Authority for written approval detailing mitigation to be provided for residential properties being exposed to an increase in noise level of 3dB laeq 18hr or greater.

The approved mitigation measures shall be implemented at the developer's cost prior to operation of the relevant phase of development and shall be permanently maintained thereafter. The developer shall certify to the local planning authority that the noise mitigation measures agreed have been installed within one month of completion of implementation of those measures.

Reasons: To protect the amenity of future occupants and/or neighbours and with regard to policy EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and policy 4A.20 of the London Plan consolidated with alterations since 2004 (February 2008).

25. The development hereby permitted shall not be commenced until such time as a scheme to ensure no raising of ground levels and to improve the existing surface water disposal system have been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To avoid adverse impact on flood storage and to prevent flooding by ensuring the satisfactory storage of surface water from the site; and with regard to saved policy EQ62 (Protection of the Flood Plain and Urban Washlands) of the London Borough of Newham Unitary Development Plan (adopted June 2001); and policy 4A.14 (Sustainable Drainage) of the London Plan (published February 2008).

26. No infiltration of surface water drainage into the ground is permitted which other than with the express written consent of the Local Planning Authority in consultation with the Environment Agency, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

Reason: To avoid exposing controlled waters to pollution, and with regard to saved policies EQ45 (Pollution) and EQ63 (Surface Water Disposal) of the London Borough of Newham Unitary Development Plan (adopted June 2001); and policies 4A.14 (Sustainable Drainage) and 4A.17 (Water Quality) of the London Plan (published February 2008).

27. The development hereby permitted shall not be commenced until such time as a scheme to dispose of surface and foul water has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To protect local watercourses and groundwater from polluting run-off and thereby improve water quality, and with regard to saved policies EQ45 (Pollution) and EQ63 (Surface Water Disposal) of the London Borough of Newham Unitary Development Plan (adopted June 2001); and policies 4A.14 (Sustainable Drainage) and 4A.17 (Water Quality) of the London Plan

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(published February 2008).

28. The development hereby permitted shall not be commenced until an Environmental Code has been submitted to and approved by the Local Planning Authority, in respect of such matters as are likely to cause nuisance to adjoining occupiers. Details should include any demolition, ground works, (including decontamination), construction and access to the site, hours of operation, noise, dust, smoke, road cleaning, odour control, wheel washing and any other matters relevant to this particular site. The environmental code shall be adhered to for the duration of the construction works.

Reasons: To ensure that the construction does not prejudice neighbouring occupier's reasonable enjoyment of their properties and with regard to policy EQ45, EQ46 and EQ48 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from the 27th of September 2007 in accordance with the direction from the Secretary of State) and policies 4A.19 and 4A.20 of the London Plan consolidated with alterations since 2004 (February 2008).

29. During construction no materials or waste shall be stored within 10 metres of the River Lea.

Reason: To prevent pollution of the watercourse and with regard to saved policies EQ45 (Pollution) and EQ63 (Surface Water Disposal) of the London Borough of Newham Unitary Development Plan (adopted June 2001); and policies 4A.14 (Sustainable Drainage) and 4A.17 (Water Quality) of the London Plan (published February 2008).

12.2 INFORMATIVES

1. The developer is advised that the site lies within a floodplain, flood zone 3a, which has a 1 in 100 or greater annual probability of river flooding for any given year, ignoring the presence of flood defences.
2. The developer is advised that any extension of the highway limits will require dedication by the land owner under Section 38 of the Highways Act 1980 prior to construction commencing.
3. For advice and information upon contaminated land site investigation, risk assessment and implementing a remediation strategy it is recommended that the developer contacts the Environmental Health Pollution Control Unit, Alice Billings House, 2-12 West Ham Lane, Stratford, London E15 4SF Tel: 020 430 3820. The Unit has produced a leaflet 'The development of contaminated sites' which can be downloaded free from www.newham.gov.uk. The developer shall notify the Council's Development Control and the Environmental Health Pollution Control Unit of the start dates and programme of site investigations and any subsequent remediation works.

For the site investigation, risk assessment and remediation strategy reference should be made to:

- Model Procedures for the Management of Land Contamination, Environment Agency Contaminated Land Report 11. This document can be downloaded

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free from www.environment-agency.gov.uk

- BS 10175: Investigation of potentially contaminated sites – Code of Practice
- Building Regulations 2000 APPROVED DOCUMENT C Site preparation and resistance to contaminants and moisture: C1 Site preparation and resistance to contaminants.

If the site investigation reveals land contamination the associated report must include the results of a source-pathway-receptor environmental risk assessment with regard to the current use and proposed development.

If the site investigation discovers organic containing natural soils or made ground then monitoring of potential ground gases, over a suitable period of time, will be required in order to determine the requirement for gas mitigation measures in the development.

If the site is located in a groundwater protection zone or if groundwater is encountered during the site investigation then the groundwater should also be tested for contamination. The Local Planning Authority may require more detailed groundwater monitoring to be undertaken on the advice of the Environment Agency.

A remediation scheme should include, where necessary, a long-term commitment to maintenance of any works and measures required by the Local Planning Authority or the Environment Agency.

Remediation capping layers based upon 'Cover systems for land regeneration' BR 465 by the Building Research Establishment will not be accepted, as this is not approved by the Environment Agency.

No soils, or infill materials should be imported onto the site unless they have been satisfactorily proven to be uncontaminated and present no risks to human health, planting and the environment. A declaration to this effect, together with acceptable documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis test results, should be obtained and copies may be requested by the Local Planning Authority.

Anyone procuring analytical services must ensure that the data supplied to the Local Planning Authority meets the requirements in the Monitoring Certification Scheme (MCERTS). Laboratories undertaking the chemical testing of soil must be accredited, the analytical methods should be appropriate and fit for the purpose of the parameter being investigated and the sampling procedures and the audit trail should also conform.

Supporting reports should be prepared by appropriately qualified professionals. All reports should be sent directly to the planning case officer in the Development Control Unit. For each application at least two copies of each report should be submitted in hard copy format plus a further copy in electronic format. The planning case officer will forward the reports on to the appropriate consultees for comment. Applicants are advised against entering into direct negotiation with either the Pollution Control Unit, Environment Agency or any other Council department consultees without notifying the planning case officer.

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4. The Environment Agency recommends that developers should:
 - i) Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
 - ii) Refer to the Environment Agency Guidance on Requirements for Land Contamination Reports for the type of information that the Agency require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, e.g. human health.
 - iii) Refer to the Environment Agency website at www.environment-agency.gov.uk for more information.
5. The Environment Agency advises that road run-off contains polluting materials such as silt, hydrocarbons and heavy metals which have a detrimental affect on surface and groundwaters. Drainage plans should incorporate measures to reduce these pollutants wherever possible and have regard to sustainable drainage principles.
6. The Environment Agency note that the current licensing exemption on dewatering is likely to be removed in Autumn 2009 after which dewatering activities will be brought into regulation by the Environment Agency.
7. Thames Water advise that the depth of excavation above sewers and water mains must not exceed 0.6 metres unless the actual depth of apparatus has been checked in advance (by trial holes). In any event there should be at least 300mm clear between top of their apparatus and underside of any excavation. Where below 300 mm clear margin between top of their apparatus and underside of any excavation then machine excavation should cease. Any excavation below that to be hand-dug to expose the pipe at its crown but no further than waist - level. Specific for water mains, if below this, along straight lengths only, the main can be undermined in short lengths only (exposing only one joint at a time and without destroying any thrust blocks) so that a concrete haunching can be placed in stages to support the pipe.
Extra care should be taken at all times when excavating to avoid damaging Thames Water's mains, service pipes, stop valve boxes, hydrant frames and covers, sewers, manhole covers and frames, vent covers, etc.
If road or footway levels are to be altered apparatus must be adjusted to the new surrounding levels, this can be undertaken by your contractors. Thames Water do not allow infill covers for various reasons; they only use ductile iron or hinged steel. These include hydrants, outside stop valves and manhole covers. The actual position of mains and services must be verified and established on site before any works are undertaken, please telephone the Thames Water Customer Centre on 0845 9200 800.

New kerb-lines should not be positioned directly above the line of Thames Water's mains. The exact position of mains should be determined on site by hand dug trial holes. Similarly, existing valves, manholes or other apparatus should not end up on the new kerb-line.

Trial holes should be dug by hand at locations where you intend to erect signal posts, bollards, columns or other street furniture. Please ensure that posts, guardrailing and bollards are not erected directly over, or within close proximity to, Thames Water's mains and that they are not placed so as to restrict access

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to valves/hydrant boxes and/or manholes/covers, etc for maintenance. If on site inspection shows that your proposals may/will directly affect a fire hydrant, you will need to consult Thames Water for further information. Where Thames Water manholes will/may end up in the carriageway as a result of your proposed works, Thames Water will request where necessary that the current structure is reinforced with heavy-duty covers, which will enable the support of future loads.

8. National Grid advise that if works are close to a National High Pressure gas pipeline any works must comply to the instructions included in its leaflet 'Specification for Safe Working in the Vicinity of National Grid High Pressure Gas Pipelines and Associated Installations – Requirement for Third Parties' (SSW22). This requires written permission prior to commencement of any works. There is a minimum seven days notice required to prepare this written permission.

CASE OFFICER: Amanda Reid for John Allen, Director of Planning

Appendix 1: Site Location/ Red Line Plan
Appendix 2a: Proposed Layout Sheet 1 of 4
Appendix 2b: Proposed Layout Sheet 2 of 4
Appendix 2c: Proposed Layout Sheet 3 of 4
Appendix 2d: Proposed Layout Sheet 4 of 4
Appendix 3: Overview of Stages of Construction Plan
Appendix 4: Map of development and enhancement areas (extract from Canning Town & Custom House SPD, July 2008)

Additional Reference Documents

- Planning Application Documents;
- The London Thames Gateway Development Corporation (Planning Functions) Order 2005;
- London Borough of Newham Statutory Register of Planning Decisions
- Town and Country Planning Act 1990;
- Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999;
- The London Plan: Spatial Development Strategy for Greater London, Consolidated with Alterations since 2004 (published February 2008);
- London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from 27th September 2007 by direction from the Secretary of State);
- The Lower Lea Valley Opportunity Area Planning Framework (January 2007);
- Correspondence with consultees and statutory bodies.