

PLANNING COMMITTEE MEETING: 11 February 2010

**PLANNING APPLICATION FOR DETERMINATION BY THE LTGDC
 REPORT OF THE DIRECTOR OF PLANNING**

UDC CASE NUMBER:	LTGDC-09-087-FUL	DATE MADE VALID:	03/11/2009
APPLICATION NUMBER:	09/01752/LTGDC	TARGET DATE:	11/02/2010

APPLICANT:	London Borough of Newham
AGENT:	ARUP
PROPOSAL:	<p>Construction of a traffic signalised junction to replace the existing Canning Town 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 (amendment to planning permission 08/02439/LTGDC/LBNM, granted by the LTGDC on 12/06/2009).</p> <p>Note: This application is accompanied by an Environmental Impact Assessment.</p>
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 AND RECOMMENDATION

1.1 SUMMARY This report considers a revised planning application by the 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 (Newham Way), Barking Road and Silvertown Way.

1.2 The proposal has been advertised as being accompanied by an Environmental Statement and also as works that affect the setting of a listed building. The affected

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listed building is a Grade II former public house located at 67 Barking Road, Canning Town, London E16.

1.3 The application is not referable to the Mayor of London.

1.4 **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, the duty under s.66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving the setting of nearby listed buildings and to other material considerations and recommend that the application be **approved** subject to conditions.

1.5 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 2001), 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 & 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 A plan illustrating the planning application boundary is provided at Appendix 1.

2.4 The planning application boundary encroaches upon Areas 7, 1c, 11 and 20 as identified in the Canning Town and Custom House Supplementary Planning Document. Significant demolition has occurred in recent years in Area 7 to facilitate regeneration in the area.

2.5 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.

- 2.6 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.
- 2.7 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 underway including the upgrade of the former North London Line to DLR with a new DLR station on Manor Road (Star Lane); and the introduction of Crossrail, which proposes a station in nearby Custom House.
- 2.8 The existing local built form north of the A13 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. South of the A13 is a variety of post war residential blocks, many of which are to be redeveloped.
- 2.9 There are a number of existing cycle routes within the vicinity of the site comprising 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.
- 2.10 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. Pedestrian movements are however hampered by the current road systems.
- 2.11 The westernmost section of the application site, as depicted on 'Planning Drawing Red Line Plan' drawing number B1218300/A13/GEN/0100/003 Rev P0, 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.

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2.12 DESCRIPTION OF PROPOSAL

- 2.13 The principle of the construction of a traffic signalised junction to replace the existing Canning Town roundabout was established by the approval of planning permission 08/2439/LTGDC/LBNM. The current planning application is principally an environmental improvement scheme and will form part of, and support the regeneration proposals for Canning Town in accordance with the Canning Town and Custom House Masterplan and adopted Supplementary Planning Document.
- 2.14 Ringway Jacobs (RJ) has been commissioned to undertake the detailed design of the scheme on behalf of the London Borough of Newham (LBN). The proposed scheme seeks to improve various aspects of the public realm within the approved scheme and to create a more pleasant environment for pedestrians and other road users. A detailed landscaping plan for the scheme has been developed by Landscape Projects.
- 2.15 The aims of the amended proposals are to :
- Reduce the extent of works outside the existing highway;
 - Improve the quality of the pedestrian environment and associated public realm; and
 - Deliver a more robust highways scheme.
- 2.16 The scheme has been split into three workstreams. The geographical extent of each workstream is illustrated on drawing number B1218300/A13/GEN/0100/004 Rev P0 (Canning Town Junction Workstream Boundaries), which is appended to this report at Appendix 2. The workstream areas broadly cover the following areas:
- Workstream 1 – Barking Road / Beckton Road junction improvements.
 - Workstream 2 – A13 Slip Road / Rathbone Street / Hallsville Road improvements.
 - Workstream 3 – Canning Town Junction and approaches.
- 2.17 The paragraphs below summarise the proposed amendments to the approved scheme.
- 2.18 Workstream 1 - Barking Road / Beckton Road junction improvements
- Straight through pedestrian crossings on all four roads (Barking Road (East and West), Beckton Road and Hermit Road).
 - In the approved proposal all traffic islands were proposed to be staggered islands. These are replaced with at-grade straight across crossings shielded by a raised D either side to contain the necessary signals.
 - East of the Beckton Road junction the northern kerb line is retained as existing to avoid works that may impact upon an area of high archaeological importance due to the presence of the former Holy Trinity churchyard.
 - All footway widths have been retained as existing rather than reduced as in the approved scheme, except for those at the entrance to Beckton Road from Barking Road, where some realignment of the kerb line is proposed to allow

for extra lanes at this junction.

- On Beckton Road the approved carriageway arrangement of one southbound and two northbound lanes is revised to two southbound and one northbound lane due to the change in traffic volumes and directions anticipated as a result of the new A13 on-slip.
- At the Barking / Beckton Road junction advanced cycle stop lines are added.
- By minimising island widths, the amended design provides space to add an additional eastbound lane to Barking Road, which allows for a dedicated right turn lane. The addition of a second right turn lane was necessary to allow for the additional traffic expected along this road. Compared to the approved design there are more lanes but these are contained within a smaller overall footprint.
- Following consultation with London Buses the space required for the eastbound bus stop area is minimised. At this location a small loading bay area for the adjacent shops is retained; this was removed in the approved design. This will be accessible only outside peak travel hours.
- A raised table is provided at the Mary Street crossing for pedestrians, and the existing uncontrolled crossing refuge island is removed from the middle of Barking Road. Similarly a raised table crossing is provided across Ordnance Road.

2.19 Workstream 2 - A13 Slip Road / Rathbone Street / Hallsville Road improvements

- Alignment of the A13 west bound off-slip is amended to provide a tighter left turn, which will now avoid Rawlinson Point, Maud Street subway and the substation, all of which were affected by the previously approved scheme. The realignment is proposed to help slow traffic down on the approach to Rathbone Street and to maintain the pedestrian and cycle link along the A13.
- Rathbone Street is made a one-way road from the A13 as far as Tant Avenue to minimise potential traffic conflicts as there was no further need for vehicle access beyond Tant Avenue.
- The pedestrian and cycle crossing on the new off-slip in the approved design is moved to the existing A13 off-slip to provide sufficient stopping sight distances for drivers without the need to realign the subway entrance. Additionally, the cycle and pedestrian route to the new public realm area in Workstream 3 is relocated back to the existing route, along the decommissioned A13 off-slip. Consultation has been carried out with TfL Cycling on this route.
- Raised tables are provided at the junctions of Clarkson Road, Tant Avenue, Wouldham Road, Shirley Street and Ruscoe Road to assist in reducing

speed and to provide at-grade crossing points along Rathbone Street. The alignment between Hallsville Road and Rathbone Street is amended to minimise land take from the garden of 1 Chedworth Close and the MOT centre and depot. The pedestrian crossing at Hallsville Road is also changed from a staggered crossing to a straight across crossing, as are the Silvertown Way crossings.

- The lane widths along Hallsville Road approaching the Silvertown Way junction are amended to provide the necessary widths for the expected traffic volumes. The left hand turn off Silvertown Way has a tighter radius applied to it to minimise the crossing distance for pedestrians. The overall land take from the depot on the north of Hallsville Road is also reduced as a result of the revised alignment.

2.20 Workstream 3 - Canning Town Junction and approaches

- On Silvertown Way advanced cycle stop lines are added.
- The central island from the bus station entrance to the realigned junction in the approved design is removed to provide extra space for carriageway lanes without the need for land take from footways. The staggered crossing outside Canning Town station is replaced with a straight across 'super-crossing', which will also cater for cyclists.
- The layout and size of some of the islands in the main junction are amended to optimise the lane layouts, which will help the flow of the expected traffic once the existing east side on- and off-slips have been removed. The proposed traffic splitter island running along Barking Road to the junction in the approved design is removed to preserve the existing kerb line along the northern side of Barking Road, and to allow eastbound traffic to access the proposed delivery area here.
- The three southbound lanes from Manor Road are replaced with two lanes. In addition, instead of three crossings necessary to get across the Manor Road junction, only two are now proposed with the replacement of two of the legs with a straight across crossing.
- The traffic island in the middle of the proposed service road is removed to reduce the land take required from footways. The staggered pedestrian crossing on Barking Road is also replaced with a straight across crossing.

2.21 Appendices 4, 5, 6 & 7 illustrate where the proposed amendments to the proposal are located.

2.22 The application is accompanied by an addendum to the approved Environmental Statement. A full list of submission documents are listed at draft condition number 2, listed at section 12 of this report.

3. MAIN ISSUES

- 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 08/2439/LTGDC/LBNM (LTGDC ref: LTGDC-08-171-FUL) Planning permission granted 11 June 2009 for 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.
- 4.2 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.
- 4.3 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. That proposal comprises the comprehensive mixed use redevelopment of the site for up to 60,600m² (gross external) comprising retail (Use Classes A1, A2, A3, A4 and A5), offices (Use Class B1 (a)), residential (Use Class C3), and market, parking for residential and market traders and associated highway infrastructure and public realm works and provision of open space. The legal agreement (S106) has not been completed and no decision has been formally issued.

5. APPLICATION PUBLICITY

- 5.1 Site Notice Posted: 21st December 2009
- 5.2 Press Notice Posted: 25th November 2009
- 5.3 Neighbour & Statutory Body Notification: 17th November 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 Thames Water Letter dated 19th November 2009. The proposed works could affect Thames Water apparatus. The Applicant is advised to write or email Thames Water's Asset Investment Unit when it is ready for a budget estimate for any diversionary works required.
- 6.3 Environment Agency Letters dated 16 December 2009 and 22nd January 2010. Confirmed no objection subject to conditions in relation to raising of ground levels, contamination, submission of a verification report, surface water drainage and material and waste storage. Suitable conditions to cover the Environment Agency's concern are recommended and set out at paragraph 11 of this report.
- 6.4 English Heritage (Historic Buildings and Areas) Email dated 3 December 2009. Welcome moves to enhance the setting of the key group of historic buildings along the north side of Barking Road including the listed former Royal Oak Public House.
- 6.5 Referred to previous representation dated 10th February 2009. Advising of 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 that in English Heritage's view should be considered for Conservation Area status.
- 6.6 The application which is the subject of the current notification impacts on the setting 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).
- 6.7 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'.
- 6.8 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

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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.

- 6.9 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.
- 6.10 English Heritage (Greater London Archaeological Advisory Service). No representations received at the time of writing this report.
- 6.11 Transport for London Letter dated 9th December 2009 and various emails.

The updated proposals for a tighter curve from the A13 into Rathbone Street, the relocation of the toucan crossing and the reinstatement of the footway cycleway on its existing line along the A13 westbound off slip are generally welcomed.

The proposal to introduce traffic calming measures in the form of raised tables and a 20 mph zone on Rathbone Street is however a major concern to TfL.

The A13 off-slip currently carries a large quantity of traffic including significant numbers of HGVs. The existing A13 off slip is also used as a diversion route during accidents / incidents on Canning Town flyover and during maintenance works. Previous modelling prepared by the applicant showed either no change or only minor change to traffic volumes using the new slip into Rathbone Street.

The effect of the traffic calming measures in Rathbone Street on A13 traffic flows does not seem to have been properly considered. In TfL's view the effect is likely to be two-fold:

- Increased congestion, possibly resulting in tail-backs extending onto the A13 and creating a safety hazard.
- Secondly, reassignment of traffic to other (equally unsuitable) routes for example via Prince Regent's Lane or Freemasons Road resulting in congestion and traffic problems elsewhere as well as lost revenue to the A13 DBFO Co.

The "Statement of Community Consultation" highlights concerns raised by the residents of Rathbone Street relating to the increased traffic levels including commercial vehicles and the consequential safety issues, noise, decreased air quality and severance. Whilst section 3.1 of the statement declares that these concerns have been addressed, the subsequent paragraphs do not explain how this has been done. The proposed traffic calming measures (not mentioned in paragraph 3.1) and new verges and tree planting (which are mentioned) are unlikely to provide any significant mitigation of the residents' concerns.

TfL's acceptance of the highway scheme at the Canning Town Intersection which removes the A13 east facing slip roads is based on the principle that the replacement routes of Rathbone Street / Hallsville Road and Barking Road / Beckton Road will in future carry out the function of those slip roads. In order to do so, these routes should have a capacity that is equivalent to or close to that of the slip roads they replace so as not to compromise the operation of the A13.

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In TfL's view Rathbone Street, as currently proposed, is not suitable as a replacement for the A13 westbound off slip road. The application on the one hand seeks to demonstrate that Rathbone Street can replace the A13 westbound off slip and on the other seeks to appease the understandable concerns of the residents. The current proposal achieves neither. TfL's view is that that this route should not be subject to traffic calming measures or speed restrictions which make it unsuitable for the volumes and type of traffic that will need to use it in place of the slips roads.

So that the replacement routes comprising Rathbone Street/Hallsville Road and Barking Road/Beckton Road can function as intended without detriment to the operation of the A13, TfL requires a condition that the LB of Newham will keep these roads open for all traffic at all times, unless otherwise agreed with TfL for maintenance purposes, and will not introduce closures, traffic management, traffic calming measures or speed restrictions on these roads.

In addition TfL can see the benefits of having a wide straight across pedestrian crossing outside Canning Town Station as it is consistent with the Mayor's proposals for a cycle superhighway along the A13 route. The proposal still to give buses priority at the signalised junction is also welcomed. However, TfL is gravely concerned at the lack of storage capacity at the signals on the northbound side of the proposed pedestrian crossing. The traffic would on average queue back onto the crossing in both AM and PM peaks. Even though TRANSYT can model separately buses and rest of the traffic, in reality buses and rest of traffic are in the same lane. TfL recommends that the modelling is revisited.

No Safety Audits (Stage 1) were supplied. These audits are essential to ensure a complete understanding of the safety impacts which have been included. These Safety Audits will need to be submitted.

A number of issues were raised regarding the submitted Vissim Model relating to:

- Buses blocking the pedestrian crossing when leaving the station, which, it is suggested, can be overcome by linking the two sets of signals together so that buses leaving the station do not have to wait at the next set of lights.
- Blocking of Barking Road westbound. This could be investigated by adjusting the signal timings at the junction, but could cause delay or blocking back on other approaches to the junction.
- Evidence that the intergreens may not be correct particularly at the Barking Road/Becton Road Junction.

TfL advise that the traffic light timings would have to be taken from the TRANSYT and TfL have used DTO standards (SQA-0064) to code the junction in TRANSYT. The models are being reviewed by DTO through their TMAP and issues, if any, with intergreens will be picked up in the detail. It can sometimes look like the intergreens are too short with a VISSIM animation.

TfL would require an assessment of the impact of construction traffic to be carried out. It is recognised in the Environmental Assessment that a Construction Environment Management Plan will be provided once a contractor has been appointed.

Should this application be granted planning permission, the developer and their

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representatives are reminded that this does not discharge the requirements under the Traffic Management Act 2004. Formal notifications and approval will be needed for both the permanent highway scheme and for the temporary highway works required during the construction phase of the development. It must also be added that approval for the proposed signalling must be obtained by the Borough from DTO through the detailed design process

TfL have no problem in principle with the application, but strongly recommend that the Borough takes note of TfL comments.

The applicant has responded to the issues raised. Further representations from TfL are expected. Committee will be updated on anything received.

- 6.12 London Borough of Tower Hamlets Letter dated 9th December 2009. Confirmed they do not wish to object to the proposal on highway grounds.
- 6.13 Olympic Delivery Authority Letter dated 14th December 2009. It is considered that the proposal outlined in the application does not conflict with the principles set out in Section 5 (5) of the London Olympic Games and Paralympic Games Act 2006.
- 6.14 Action and rights of Disabled People in Newham No representations received at the time of writing this report.
- 6.15 London City Airport No representations received at the time of writing this report. Representations were made in respect of the previously approved planning application: Email dated 23rd February 2009. No objection to the application subject to a condition to prevent the use of cranes subject to prior approval from London City Airport.
- 6.16 Metropolitan Police No representations received at the time of writing this report.
- 6.1 National Grid No representations received at the time of writing this report. Representations were made in respect of the previously approved planning application. 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 has 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.
- 6.17 Newham Primary Care Trust Email dated 7th December 2009. No comments to add to our previously expressed support for the scheme. 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

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town square proposals.

- 6.18 Natural England No representations received at the time of writing this report.
- 6.19 London Borough of Newham An officer report was presented to the LB Newham Development Control Committee on 3rd February 2010, recommending 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. Newham's final letter of representation to LTGDC had not been received at the time of finalising this report. Officers will notify LTGDC Planning Committee Members of any representations received.
- 6.20 London Borough of Newham Land Panel The original scheme was presented to Newham's Land Panel on 14th September 2007 and 10th October 2008. Newham Land Panel Members were supportive of the proposal. The amended scheme has not been presented to Land Panel.
- 6.21 Canning Town & Custom House Regeneration Project fully support the alterations to Canning Town Roundabout and consider the scheme to comply with the Canning Town and Custom House Supplementary Planning Document (SPD), which was adopted by Newham Council in July 2008, following confirmation from the Greater London Authority that the SPD was in compliance with the London Plan.

7. CONSULTATION / RESPONSES FROM MEMBERS OF THE PUBLIC

- 7.1 Fourteen thousand eight hundred and sixty two (14,862) consultations letters were sent to neighbouring properties regarding this application. The proposal was also advertised in the Newham Recorder on 25th November 2009 and site notices were displayed on 21st December 2009. The application was advertised as being accompanied by an Environmental Statement and affecting the setting of listed buildings.
- 7.2 A Statement of Community Consultation dated November 2009 Ref: 125881/RP.011 Rev 01, by ARUP has been submitted as part of the application. The document sets out details of the pre-application consultation, as carried out by the Applicant and feedback received.
- 7.3 Thirteen representations have been received in relation to the application from non-statutory bodies / members of the public / local businesses. Those representations are summarised below, together with LTGDC officer responses.
- 7.4 Road Management Services (A13) plc Letters dated 7th December 2009 and copy of previous representation in relation to previous application dated 4th February 2009.

The following comments were received from Road Management Services (A13) plc., the Design Build Fund & Operate (DBFO) company, who have a 30 year concession with TfL 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:

Comments	Response
<p>Concerned about the application, in particular the removal of the slip roads east of Canning Town roundabout and the roundabout itself.</p>	<p>The principle of the removal of slip roads and changing the roundabout to a signalised junction was established under the approved planning permission. This application is consistent with that extant approval in this respect.</p>
<p>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:</p> <ol style="list-style-type: none"> 1. Routine Maintenance – Usually carried out at night, at least once a month 22:00 - 05:00hrs. Traffic volumes at night can be up to 1,900 vehicles per hour (vph) westbound and 2,000 vph eastbound. 2. Incidents/accidents – Occasionally the flyover has to be closed, under instruction from the Met Police and emergency services. This can occur at any time of day, or night. Traffic flows can be up to 5,200 vph westbound and 4,300 vph eastbound. Diverted traffic would be severely congested on the proposed new diversions. 	<p>In comparison to the approved planning permission, the amendments proposed would not alter the implications for road closure associated with maintenance or accidents.</p> <p>Officers agree that the approved proposal will make maintenance on the A13 flyover less convenient. However, it is not uncommon for highway bridges to be maintained successfully without the benefit of adjacent slip roads. In most cases this involves the use of contraflow to free up one carriageway at a time for maintenance activities.</p> <p>In the event of a major accident requiring closure of the flyover eastbound traffic would be diverted along Barking Road and Beckton Road to the A13; whilst westbound traffic would be diverted along Rathbone Street and back to the A13 westbound on-slip. The Lower Lea Crossing could also be used.</p> <p>Maintenance and accident arrangements are the subject to continuing discussions between LBN Highways, TfL and RMS.</p>
<p>Question the proposed diversion routes, the capacity of which has been further reduced by the amendments made in the application</p>	<p>The applicant has confirmed that both diversion routes have maintained the capacity of the approved scheme.</p>
<p>Request an independent assessment of effects on traffic flows on the A13 and associated Borough Roads.</p>	<p>The application has been prepared on behalf of Newham Council's Highways service and assessed by TfL and Newham's Transportation officers. No further independent assessment is considered necessary.</p>
<p>There would be serious congestion where traffic turns right from Barking Road into Beckton Road.</p>	<p>The approved and amended scheme would result in an increase in traffic at this junction, although the traffic modelling is accepted and indicates that the proposed network will operate satisfactorily in 2016 in both the AM and PM peak periods.</p>

<p>The future replacement of the Iron Bridge could require closure of the flyover in both directions.</p>	<p>This is not considered to be a reason to withhold permission.</p>
<p>The principle of freeing up space for landscaping and development will be limited. Access to the flyover requires 4-5m clearance for maintenance/repair. Landscaping under the structure will struggle to survive.</p>	<p>TfL were consulted on the original planning application and raised no objection to the proposal subject to a safeguarded area of 4 metres either side of the flyover for maintenance purposes.</p>
<p>The cladding indicated on some of the images will not be permitted because it will interfere with accessibility to the structure.</p>	<p>This comment related to the previous application. The images relating to the previously approved proposal were intended to be indicative. The current planning application does not include the cladding of the flyover.</p>
<p>Consideration must be given to the proposed footbridge to land near the pedestrian crossing.</p>	<p>The approved application was amended to omit repositioning of the proposed pedestrian crossing, which would remain in its current location.</p>
<p>The proposal involves the breaking up of the newly built cycleway.</p>	<p>The approved planning permission would supersede a length of pedestrian/cycle facilities along the existing westbound off-slip, however it also identified a suitable long-term replacement and a temporary route because the timing of the Area 7 development is unknown at this stage. The long-term aspiration is that the completed section will form part of the Mayor's Cycle Superhighway (Barking to Tower Gateway).</p>
<p>The re-routing of traffic into Rathbone Street involves an extra pedestrian crossing, which is an additional potential hazard. The route will make east-west journey considerably longer and may encourage cyclists to take short cuts.</p>	<p>The realignment of the new Rathbone Street off-slip proposed in this application has significantly improved the situation and there is now a Toucan crossing at the head of the new off-slip which has minimal impact on A13 pedestrian and cyclist facilities.</p>
<p>The TA's suggestion for maintenance of the flyovers to be carried out under lane closure is not practical. Such maintenance can only be carried out safely with full road closures.</p>	<p>In comparison to the approved planning permission, the amendments proposed would not alter the implications for road closure associated with maintenance or accidents. Maintenance and accident arrangements are the subject to continuing discussions between LBN Highways, TfL and RMS.</p>
<p>The TA's suggestion that maintenance of the flyovers be carried out under contraflow is impractical due to the vast amount of resources and equipment required and the limited time to implement contraflow in an overnight possession.</p>	<p>In comparison to the approved planning permission, the amendments proposed would not alter the implications for road closure associated with maintenance or accidents. Maintenance and accident arrangements are the subject of continuing discussions between LBN Highways, TfL and RMS.</p>

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<p>The diverted flows for eastbound traffic in the TA are lower than actual figures recorded on the A13 and are not thought to include the traffic already using Barking Road.</p>	<p>The traffic modelling has been assessed and is considered to be accurate.</p>
<p>Interested to know the further network solutions required to handle the remaining 50% of the traffic generated by the full masterplan. The hope that there will be a reduction in vehicles with an increased use of public transport is not a sound approach for such a major scheme.</p>	<p>The rationale for the traffic modelling is acceptable. It is acknowledged that the full impacts of future phases of the masterplan cannot be fully judged at this stage and it will be necessary for the future applications for the various masterplan areas to consider transportation impacts. The SPD and London Plan policy will necessitate a restraint-based approach to parking in the future development sites.</p>
<p>In summary, the scheme will cause significant increase in general traffic congestion with associated pollution, whilst fragmenting cycleways.</p>	<p>These issues were addressed in the original application. The proposed amendments have been assessed and are considered to be acceptable.</p>

7.5 Longboard Consulting on behalf of English Cities Fund Letters dated 7th December 2009, 18th January and 1st February.

Comments were received from English Cities Fund (ECf) with specific regard to implications relating to the 'Rathbone Market site', which is identified as falling within Area 1a in the Canning Town and Custom House SPD.

Comments	Response
<p>ECf are concerned that the treatment and operation of the service route could have adverse implications for the environment of Rathbone Market</p> <p>The temporary proposal, which could become permanent, are not consistent with the SPD vision for the space under the A13.</p> <p>It is understood that the proposals are viewed as being temporary, that further changes are anticipated as the development of Area 7 progresses, and that these changes would be in line with the movement and development principles set out in the SPD. However, as shown in the application documents there is no certainty that these important principles will be delivered. In the circumstances, based on the information submitted with the application ECf have raised the concerns set out below.</p>	<p>The long term aspiration as set out in the SPD for the area under the A13 is to improve connectivity between north and south as part of a vibrant new town centre. This application will help facilitate improved connectivity. However, the final solution for the space under the A13 will come forward as part of future development proposals for the Area 7 and Area 1c (Somerset and Post Office sites).</p> <p>The current shared surface proposed in this application is an interim solution, which enhances connectivity but also acknowledges the existing servicing requirements of Rathbone Market (Area 1a), Somerset and the Post Office (Area 1c).</p>

<p>At the time of the planning application for the Rathbone Market site ECf were specifically requested to incorporate retail uses along the southern edge of the site adjoining the A13 flyover. This was to reflect and support the wider vision for this area to incorporate active uses along the north-south link between Barking Road and land to the south of the A13. Working with the Council, LTGDC and their advisers, ECf amended the ground floor of the scheme to provide a significant retail frontage along the A13 boundary on the clear understanding that this would form part of a refurbished and regenerated A13 undercroft as part of a clear and direct north-south link.</p>	<p>This is correct. The Rathbone Market proposal includes retail on the southern façade to adjoin the pedestrian route and public realm area that is envisaged in the SPD to be refurbished, including the area beneath the flyover.</p>
<p>The current roundabout application changes the alignment of this connection and replaces the vision for active uses in the undercroft with a service bay and turning head. ECf's concerns at this approach and its detrimental impact on the Rathbone Market site is reinforced by the statement in the letter from Arup that "the access arrangements for Rathbone Market could be changed, for example with a combined Area 7 / Rathbone Market service and delivery yard beneath the A13 undercroft."</p>	<p>Officers agree that the final solution for the space under the A13 should be to improve connectivity within the new town centre in accordance with the SPD. It should not be dominated by servicing.</p>
<p>There are uncertainties regarding the timing and implementation of the proposed works which could impact on the implementation of the Rathbone Market development.</p>	<p>Subject to achieving planning permission, the applicant intends to commence works in mid-March 2010, with the new access arrangements to Rathbone Market being in place by September 2010, with final completion of works in summer 2011.</p>
<p>ECf has been working in good faith with LB Newham and LTGDC to deliver a high quality development that implements the shared vision for the area. As currently proposed the roundabout proposals both conflict with this vision and impact on the viability of the retail uses on the southern edge of the Rathbone market site. In the circumstances and, given the unsatisfactory response from Arup which does not overcome the concerns raised, ECf consider that it has no reasonable alternative course of action other than to object to the planning application.</p>	<p>Officers agree that the final solution for the space under the A13 should be to improve connectivity within the new town centre in accordance with the SPD. It should not be dominated by servicing.</p> <p>LBN Canning Town Regeneration Project has provided assurances that, although there is no fixed scheme in place at present, proposals for Areas 7 and 1c will need to ensure strong connections and linkages between the north and south and that the space beneath the A13 is of a high quality and successfully activated.</p> <p>There is a need for an interim solution to</p>

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	<p>allow servicing to the existing developments. The proposed shared surface is an appropriate interim response.</p> <p>Officers seek to impose a new condition requiring the submission of a Shared Surface Vehicle Management Strategy to agree a set of restrictions for servicing vehicles and clear management / enforcement responsibilities to ensure that the space beneath the A13 operates successfully as a shared surface which prioritises pedestrian movements, until such time as the future of this space is defined in the future Area 7 proposals.</p>
<p>Letter dated 1st February 2010, withdrawing the previous objection in the circumstances given a) the Council's assurances regarding the importance of the Rathbone market site to delivering the vision for the town centre, the importance of strong connections and linkages between north and south, and that a high quality and successfully activated area under the A13 is key to this vision; b) the Council's commitment to work with ECf in shaping the proposals for Area 7 and 1c; and c) the proposals for a vehicle management plan on which ECf will be consulted.</p>	<p>Officers duly note the comments received.</p>

7.6 Custom House and Canning Town Community Renewal Project Email dated 23rd December 2009.

Comments	Response
<p>To the north of Hallsville Road there will have to be a service road into the regeneration. The present Wouldham Street could be straight as it comes off the Silvertown Way cutting through houses (which are to be demolished) so that it can link up with Rathbone Street. If this were to be accomplished the left turn off Silvertown way would be dealt with leaving Hallsville Road only needing to be one way and therefore not in need of widening to the extent that parts of Pitstop have to be demolished.</p>	<p>The left turn into Hallsville Road from Silvertown Way is necessary to provide access to the existing network. The widening of Hallsville Road has been reduced in comparison to the approved scheme, but does still need to be widened to accommodate the increase in traffic that will use the route. Other potential routes from Silvertown Way may arise from the Area proposal, which are not known at this stage.</p>
<p>Presently, the Municipality has not had</p>	<p>This matter relates to on-going</p>

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<p>any formal communication with the joint tenants at Hallsville Road Depot about the future. Instead it is attempting to use a shaky legal alternative in the vain hope that the problem will go away. I have advised the Council's Legal Department that it cannot use the Tomlin Order to circumvent and supersede the legitimate planning and compensation process.</p>	<p>negotiations between the London Borough of Newham (as freeholder) and leaseholder regarding possession of the site. This is not a matter for consideration as part of this planning application.</p>
<p>This unnecessary road widening scheme will demolish a building that is essential to the future of a successful community-based training project which has a lease to operate from the Hallsville Road Depot until 2012.</p>	<p>The previously approved scheme would have necessitated demolition of the property. In the amended scheme part of the site is required, not the entire site. LB Newham is the freeholder and it is understood that negotiations are on-going regarding the strip of land required to facilitate the amended roundabout proposal.</p>
<p>The MOT Station proposed for demolition is the business part of a long term and successful social enterprise, that generates significant revenue, provides training services to the Council's education department and is essential to providing trainees (all residents of LBN) with real experience of work.</p>	<p>The training and education benefits of the MOT station are acknowledged. However, the site has been identified in the masterplan and SPD for redevelopment as part of Area 7 and this proposal. The principle of demolition of this property was accepted in the previous permission. Negotiations between the leaseholder and LB Newham as freeholder are on-going; however this is not a matter for consideration as part of this amendment application.</p>
<p>When the Canning Town Regeneration was being considered publicly, promises were made that there would be social facilities in the new development and it was a reasonable assumption that existing facilities would be protected or assisted to move. The masterplanning process made no mention of the road widening scheme and when the masterplan was changed the vague consultation documents made no reference to the proposed works. During the revision of the masterplan written representations were made about the future of the Hallsville Road Depot and nothing was said in reply.</p>	<p>The masterplan and SPD were subject to public consultation.</p>
<p>The 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.</p>	<p>Delivery of regeneration aspirations will be subject to market conditions. The SPD sets a long term vision which this proposal helps to facilitate. No residential units are proposed under this application.</p>

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<p>At a time of great concern for the living environment the creation 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 segregation of the new better off residents. It is hoped the new development will attract from the indigenous inhabitants of the area.</p>	<p>It is considered that the proposal would reduce severance. This application also proposes enhanced pedestrian crossings and cycle conditions in comparison to the approved scheme.</p>
<p>Raised concerns about the Council's conduct as land owner regarding the lease for Hallsville Road depot.</p>	<p>This is not a planning matter. The Canning Town and Custom House Regeneration Project has previously responded directly to the objector on this issue.</p>
<p>Neither the LTGDC or LBN are impartial bodies. There has been no consideration of how Pitstop can be helped to survive if the scheme proceeds.</p>	<p>The planning application has been subject to appropriate consultation and thorough assessment. The future of Pitstop is subject to separate negotiations between the leaseholder and LB Newham as freeholder.</p>

7.7 Mitsubishi Electric, Unit 8, Electra Park Email dated 23rd November 2009

Comments	Response
<p>Our business involves the transportation of heavy materials both into and out of Electra Park located just north of the Canning Town roundabout. Good access to Canary Wharf and the City and also to the M25 were some of the main reasons for locating here 6 years ago. The proposed changes greatly inhibit the movement of large vehicles on to and from the A13 relative to the north part of the Canning Town area.</p>	<p>The principle of the proposal is established under the approved, extant planning permission. The traffic modelling is accepted and indicates that the proposed network will operate satisfactorily in 2016 in both the AM and PM peak periods.</p>
<p>In addition we endured the construction of the roundabout 6 years ago with the A13 upgrade, when we first came to this area. It now seems incredulous that this construction is being substantially changed after such a short time at considerable cost with further disruption during another construction period.</p>	<p>The proposal is necessary to facilitate the regeneration of Canning Town; providing improved, accessible and convenient pedestrian and cycle routes.</p>

7.8 Met Police Traffic Management Officer Email dated 8th January 2010

The following comments were received from a member of the public, who is also a Traffic Management Officer for L.B. Newham and Redbridge Chadwell Heath Traffic Unit. The representation was made in his personal capacity.

Comments	Response
<p>Sending all eastbound traffic including numerous HGV's up Barking Road and into Beckton Road will have a significant effect on the local community.</p>	<p>The principle of the proposal is established under the approved, extant planning permission. The traffic modelling is accepted and indicates that the proposed network will operate satisfactorily in 2016 in both the AM and PM peak periods.</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, providing a more desirable location to live with improved, accessible and convenient pedestrian and cycle routes.</p>
<p>Electra Business Park includes many waste recycling outlets and a huge Royal Mail Depot. Without exception these companies have an extensive fleet of HGV's which they use to carry out their business. Removing the eastbound on slip will ultimately mean that these vehicles will have no other option than to travel along Barking Road in order to effectively head east</p>	<p>The principle of the proposal is established under the approved, extant planning permission. The traffic modelling is accepted and indicates that the proposed network will operate satisfactorily in 2016 in both the AM and PM peak periods.</p>
<p>Conversely in order to access this business park from the westbound A13 these vehicles will need to travel through the Rathbone Street residential development. My concern here is that this is not a small number of vehicles but quite the contrary. These vehicles are 44 tonne articulated lorries and 32 tonne tippers. Introducing these classes of vehicles into a residential area must be detrimental to any community and poses concerns not only for quality of life for residents but just as importantly, their safety considerations.</p>	<p>The principle of the proposal is established under the approved, extant planning permission.</p> <p>A series of new and improved pedestrian crossings and traffic calming measures are proposed in this application.</p> <p>Future development on the Area 7 site will be required to be designed with regard to the proposal, if it has been implemented at time the Area 7 planning application is assessed.</p>
<p>There are at least two primary schools that are affected by these proposals, which inevitably means that children will be crossing the only available route that westbound traffic has - Rathbone Street, to access this area.</p>	<p>A series of new and improved pedestrian crossings and traffic calming measures are proposed, including a 20mph speed limit.</p>
<p>These proposals seem contrary to advice given by the DETR Tomorrows Roads - Safer for Everyone Chapter 5 Safer Infrastructure. 5.3 'Most accidents happen on local roads. This is not surprising because it is where people live, work and</p>	<p>A series of new and improved pedestrian crossings and traffic calming measures are proposed, including a 20mph speed limit.</p>

<p>shop; and where motor traffic, and walkers and cyclist mix....' In Barking Road in a three year period up to July 2008 there were nineteen KSI collisions (incidentally all slight injury). Incidentally there are twenty six KSI's (in addition) at the roundabout junction below the flyover, nine of which involve a bus or goods vehicle. Increasing traffic flows particularly by HGV's (as above) in Barking Road almost certainly will change these figures.</p>	
<p>Westbound traffic leaving the A13 trunk road (soon to be 50 mph) into a residential road such as Rathbone Street will present many traffic calming problems. The mindset of motorists, will I am confident, be set at 50 mph whilst they are entering a 30 mph limit area. This will cause significant safety issues particularly where vulnerable road users and in particular children are concerned.</p>	<p>A series of new and improved pedestrian crossings and traffic calming measures are proposed, including a 20mph speed limit. The new alignment of the slip road is also specifically designed to require traffic to reduce speed.</p>
<p>I am aware that the exit bend of the westbound A13 has on the revised plan, be reduced in its tightness (as it approached Rathbone Street). My concern was that there was an at-grade crossing point just slightly further on from this bend. Will traffic be expecting to stop so soon after exiting the A13.</p>	<p>There is now a Toucan crossing at the head of the new off-slip which has minimal impact on A13 pedestrian and cyclist facilities.</p>
<p>Routine maintenance on the flyover itself, such as for expansion joint work, lighting, resurfacing etc will potentially necessitate diverting through traffic onto the street network below the flyover - Rathbone Street, Barking Road etc. This is far from ideal bearing in mind the reduced capacity that these roads afford.</p>	<p>In comparison to the approved planning permission, the amendments proposed would not alter the implications for road closures associated with maintenance or accidents.</p> <p>Officers agree that the approved proposal will make maintenance on the A13 flyover less convenient. However, it is not uncommon for highway bridges to be maintained successfully without the benefit of adjacent slip roads. In most cases this involves the use of a contraflow to free up one carriageway at a time for maintenance activities.</p> <p>In the event of a major accident requiring closure of the flyover, eastbound traffic would be diverted along Barking Road and Beckton Road to the A13; whilst westbound traffic would be diverted along Rathbone Street and back to the</p>

	<p>A13 westbound on-slip. The Lower Lea Crossing could also be used.</p> <p>Maintenance and accident arrangements are the subject to continuing discussions between LBN Highways, TfL and RMS.</p>
<p>Emergency turnaround response times will also be significantly affected, where as currently a turnaround can quickly be achieved this will not be the case should these proposals go ahead.</p>	<p>It is acknowledged that the scheme would have some impact on emergency service response times. The principle of the proposal is established under the approved planning permission. The traffic modelling is accepted and indicates that the proposed network will operate satisfactorily in 2016 in both the AM and PM peak periods.</p>

7.9 Local Residents

The following table summarises the comments received from local residents, being residents of 36 Hanover Avenue, 2 Morgan Street, 14 Western Gateway, 23 Ozolins Way, 6 Durham Road, 8 Kildare Road, 1 Chedworth Close and 10 Britannia Gate.

Comments	Response
<p>The roundabout is already congested and to replace it with a similar junction to East Ham/A13 will make things more congested. The existing traffic lights at the roundabout have increased traffic already. A pelican crossing at the exits would suffice.</p>	<p>The principle of the proposal is established under the approved, extant planning permission. The traffic modelling is accepted and indicates that the proposed network will operate satisfactorily in 2016 in both the AM and PM peak periods.</p>
<p>The application boundary crosses through 1 Chedworth Close and the proposed pedestrian footway utilises part of the garden of 1 Chedworth Close. The resident of 1 Chedworth Close had been advised that the Council would CPO the property, but has since received letters from the Council offering to purchase part of the front garden. There is a lack of clarity regarding the CPO process.</p>	<p>The red line has not changed from the previous scheme in terms of 1 Chedworth Close, although the highway is no longer being built out to this line as the highway has been reduced in width to make it easier for pedestrians to cross at junctions. The approved scheme showed the highway running through 1 Chedworth Close, which would have required demolition of the property. This has been amended and 1 Chedworth Close could now remain occupied although the back of the proposed footpath will cross the existing front garden of 1 Chedworth Close, which Newham Council has offered to purchase. Discussions between</p>

	Newham Council and the resident of 1 Chedworth Close are on-going regarding the purchase. The grant of planning permission will not / does not do away with the necessity to comply with other legislation.
The construction and operation of the proposal would impact on the standard of living within 1 Chedworth Close.	Construction would have some impact on the occupier of 1 Chedworth Close. Conditions are proposed to mitigate and control those impacts.
There is a lack of clarity in the submitted documents regarding parking on Rathbone Street.	No on street parking is proposed on Rathbone Street.
This area is used by a considerable number of people who live outside the borough, the vast majority of whom need to use motorised vehicles. 'Encouraging non-motorised traffic' is not the job of a Council when so many jobs and livelihoods in this area depend on just that.	Encouraging sustainable, non-motorised transport is established in government, regional and local policy.
Object to plans to introduce raised traffic tables as a means to reduce the speed of traffic. Measures such as these have been proven by various bodies, including London Ambulances and the London Fire Brigade to have a life-threatening impact on their ability to conduct their work. There has also been considerable evidence to suggest that measures such as these increase traffic noise for residents, pedestrians and businesses. The London Assembly conducted a study into the impact of speed humps which suggested that they may do more harm than good on for safety and environmental reasons, not to mention the damage and inconvenience for motorists and cyclists.	The principle of using traffic tables is acceptable in terms of the traffic calming necessary to provide a safe environment for pedestrians.
It is essential for residents to be able to continue to drive on to the A13 going West from the bottom of the Barking Road, and to be able to get back on to the Barking Road at the point where it joins the A13 when coming back East. Losing either lane completely would be totally unacceptable, and the benefits in terms of 'joining' the two halves of Canning Town would not be worth the loss of freedom to leave and return to	The proposal will facilitate the redevelopment of the town centre as envisaged in Newham's adopted SPD. This will have a significant benefit for the existing community. This needs to be balanced against the transportation impacts. The principle of the proposal is established under the approved,

<p>our homes and the ability to use the shops at Rathbone Market and the library, dentist etc.</p>	<p>extant planning permission.</p>
<p>Losing either slip road completely would severely jeopardise the regeneration because no one would want to move or work here under those circumstances - even if you use public transport, the increase in exhaust fumes from the A13 and the general impact of a road at an impasse for several hours a day would be off- putting and the shops etc would also lose many customers.</p>	<p>The proposal will facilitate the redevelopment of the town centre as envisaged in the SPD. This will have a significant benefit for the existing community. This needs to be balanced against the localised air quality impacts. The proposed amendments do not have any greater impact in terms of air quality standards in comparison to the extant planning permission.</p>
<p>The increased traffic flow on the Beckton Road will highly increase the noise level and no mitigation is proposed. Safer road crossings also need to be provided.</p>	<p>There will be a major adverse impact on noise levels as a result of the proposal. However no properties are expected to be subject to greater adverse noise impacts than those described in the original ES. A series of new and improved pedestrian crossings are proposed.</p>
<p>The A13 flyover should be extended eastwards to bridge over the newly constructed junction to allow traffic to join and leave the westbound slip road to access the Lower Lea Crossing.</p>	<p>This is not part of the proposal.</p>
<p>The proposed plans are a complete waste of taxpayers money. The regeneration will not improve the area and will instead lead to greater traffic problems in the area. At peak hours the driving conditions in this area are pretty awful and the proposed re-routing will not help the problem. The Council should be focussing on making road links better in the area, not throttling the traffic from/to the very busy A13.</p>	<p>The funding of the proposal is not a planning matter. It is considered that the proposal will facilitate the much-needed regeneration of Canning Town. The principle of the proposal is established under the approved planning permission. The traffic modelling is accepted and indicates that the proposed network will operate satisfactorily in 2016 in both the AM and PM peak periods.</p>

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

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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 (Quality of Development)
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 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)

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- EQ60 (Recycling)
- EQ62 (Protection of Flood Plain and Urban Washlands)
- EQ63 (Surface Water Disposal)
- SH5 (Canning Town District Centre)
- OS10 (Protection of Existing Facilities)
- 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.13 (Children and Young People's Play)
- 3D.14 (Biodiversity and Nature Conservation)
- 3D.15 (Trees and Woodland)
- 4A.1 (Tackling Climate Change)
- 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)

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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
PPS4: Planning for Sustainable Economic Growth
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 on 24th June 2008.
- 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
 - 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

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- Climate Change
 - Human Health
 - Sustainability
 - Policies and Plans
- 9.4 The previously approved application was accompanied by an Environmental Statement (ES) by Halcrow Group Limited dated December 2008. Chapter 5 of that ES regarding Land Use, was revised on 22nd April 2009.
- 9.5 An addendum to the previously approved ES, prepared by Ringway Jacobs, has been submitted with this application to reflect the proposed design revisions since publication of the original ES, to ensure continued compliance with the relevant environmental legislation and to assess any significant environmental effects that are likely to arise from the proposed development.
- 9.6 The majority of environmental impact issues described in the ES are unchanged in the context of the amended designs. The ES has been reviewed in the context of the amended design and no changes in the following impact topics have been identified. Consequently, it has been agreed that the following topics have been scoped out and are not considered further in the ES Addendum:
- Geology, Soils and Contaminated Land
 - Water Resources
 - Ecology
- 9.7 The following topics have been subject to further consideration due to the adoption of the amended design since publication of the ES:
- Land Use.
 - Landscape and Visual Issues.
 - Cultural Heritage.
 - Traffic Noise and Vibration.
 - Air Quality.
 - Pedestrians, Cyclists and Community Effects.
 - Vehicle Travellers.
 - Disruption due to Construction.
- 9.8 The cumulative impacts assessed throughout the approved ES have also been reviewed.
- 9.9 The application is considered to meet the EIA Regulations and provide satisfactory levels of information in order for a proper assessment to have been undertaken of the development proposals. The details in the ES ADDENDUM are considered to be sufficiently comprehensive to provide a robust EIA and allow for a comprehensive assessment of the environmental impacts of the proposed development.
- 9.10 The relevant chapters in the ES Addendum are summarised below.
- 9.11 Land Use
- 9.12 The ES Addendum identifies that one of the principal aims of the amended design

is to reduce the overall land take required for the scheme. The design delivers similar arrangements within a smaller footprint. Specific areas where land take is significantly reduced in the amended design include:

- Space required for eastbound bus stop on Barking Road is minimised.
- A reduction in land take for the proposed carriageway changes at Beckton / Barking Road.
- Reducing the width of the A13 off-slip and Rathbone Street to provide a three metre wide carriageway, with an additional three metre hard strip.
- Reduced land take along Rathbone Street.
- Alignment between Hallsville Road and Rathbone Street amended to minimise land take from garden of 1 Chedworth Close.
- Land take from the depot north of Hallsville Road is reduced.
- Moving traffic islands on Silvertown Way and Barking Road reduced land take required.
- Traffic island in middle of proposed service road in Workstream 3 is removed to reduce land take required from footways.
- Removing one south bound lane on Manor Road.
- The realignment of the A13 off-slip means that the realignment of the Maud Street subway entrance is no longer required and trees which would have been removed here are now retained.

9.13 The ES Addendum considers that the reduction in land take in all workstreams has enabled more space to be given over to the public realm, landscaping measures and wider footways, as well as preserving existing land uses such as the garden at Chedworth Close, part of the Hallsville Road depot, and trees at the Maud Street subway entrance, which will be retained where land was lost in the previously approved option. Savings in land take will also increase the potential space for redevelopment in the identified Masterplan development areas.

9.14 Although the amended design will reduce land take and optimise land use of the scheme, there will still be a loss of properties and land used by the community through implementation of the development and also the wider masterplan. The majority of this proposal would take place within the existing highway boundary, however, the scheme would result in localised impacts on land use, particularly demolition of property and land used by the community constituting a localised adverse impact.

9.15 The full list of properties to be demolished as a direct result of this application is:

- Kennedy Cox House Garages. This is LBN Housing land. The garages need demolishing for highways sightlines.
- Part of Rathbone Street Playground and part of planted area behind it. This is LBN Housing land. The playground has already been demolished and fenced off as part of Area 7 phase 1.
- Part of the front garden of 1 Chedworth Close is required although the property itself does not require demolition. This is a privately owned freehold property.
- Chedworth Close Car Park. This is LBN Housing land.
- Parts of rear gardens of 25-30 Chedworth Close are required. This is LBN Housing land. The property is currently being vacated by LBN Housing as part of Area 7.

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- Hallsville Road Depot. Need to encroach between 1-5m across the site.
 - Two small pockets of land on Rathbone Street which are not currently registered as LBN Highways (lay by's) but are owned by LBN.
 - A small pocket of land on the southern footpath of Barking Road outside Somerfield. This is unregistered land.
- 9.16 Both the extant planning permission and the amended proposal would result in the loss of the children's play area to the north of Rathbone Street. The principle of the loss of the children's play space was established under the approved scheme. The application does not provide an additional children's play area. However, the loss of children's play space is considered acceptable with regard to UDP Policy OS10 and Policy 3D.13 of the London Plan in light of the wider regeneration benefits envisaged in the SPD which will include new and improved open space and children's play areas.
- 9.17 The amended proposal will also take in land from residential properties, being a strip of the garden of 1 Chedworth Close and part of the gardens of 25-30 Chedworth Close. As per the approved planning permission, the residential units are all located on land identified as Area 7 in the SPD and were/are due to be demolished as part of the redevelopment of Area 7 in any event. The planned demolitions and land take have essentially been brought forward early by this application to remove the roundabout in order to free up land for the redevelopment of Area 7. The tenants of Rawlinson Point and 25-30 Chedworth Close are currently being decanted.
- 9.18 An objection has been received from the resident of 1 Chedworth Close. The red line has not changed from the previous scheme in terms 1 Chedworth Close, although the highway is no longer being built out to the red line as the highway has been reduced in width to make it easier for pedestrians to cross at junctions. The approved scheme showed the highway running through 1 Chedworth Close, which would have required demolition of that property. This has been amended and 1 Chedworth Close could now remain occupied although the back of the proposed footpath will cross the existing front garden of 1 Chedworth Close, which the Newham Council has offered to purchase. It should be noted that 1 Chedworth Close is within the land designated for redevelopment in the SPG as part of the Area 7 in any event. Discussions between Newham Council and the resident of 1 Chedworth Close are on-going regarding the purchase. Issues associated with the land purchase are not for consideration as part of this application.
- 9.19 Although there will be loss of residential dwellings as part of the roundabout scheme, Area 7 has been identified in the SPD as a site for a mixed used scheme which will deliver residential accommodation with a density of 140 – 145 u/ha. Newham's Canning Town & Custom House Regeneration Project has advised that tenants that have been relocated as part of the Canning Town Roundabout and Area 7 proposals will be afforded the choice to move back to the newly developed area at a later date. It is therefore considered that the loss of housing and associated land take is acceptable with regard to London Plan Policy 3A.15, UDP Policy H2 and the SPD.
- 9.20 An objection was received from Custom House and Canning Town Community Renewal Project raising concern about the impact on the Pitstop MOT centre on Hallsville Road. The Pitstop MOT garage provides training services to Newham Council's education department. Policy 3A.24 (Education Facilities) of the London

Plan generally supports the provision of community learning facilities. The previously approved scheme would have necessitated demolition of the property. Only part of the site is required in the amended scheme, not all of the site. The Newham Council is the freeholder and it is understood that negotiations are ongoing regarding the strip of land required to facilitate the amended roundabout proposal. The Canning Town and Custom House Regeneration Project has also advised that the whole of Hallsville Road depot site will be required for the Area 7 development and that it will be demolished in the future to make way for the new town centre development envisaged in the SPD in any event. Negotiations are ongoing with a view to relocating the Pitstop operation elsewhere, although this is not a matter for consideration as part of this planning application.

9.21 The key aim of the proposal is to facilitate regeneration by improving linkages between the northern and southern parts of Canning Town by reducing severance. The principle of the removal of the Canning Town roundabout and the construction of a signalised junction has already been accepted and granted planning permission and is supported by the adopted Canning Town and Custom House Supplementary Planning Document (SPD) (2008). The overall effect of the scheme will be to release land for redevelopment, to reduce severance and facilitate the wider regeneration of Canning Town, including the new town centre, in line with emerging local planning policy aspirations. The proposed amendments covered in this application reduce the land take impacts in comparison to the extant planning permission. Therefore officers concur that although there will be short term negative impacts in terms of the land take associated with the loss of existing residential properties, this is far outweighed by the overall long term benefits associated with the regeneration of Canning Town, which this application helps to facilitate. The proposal is considered to be acceptable with regard to land use issues and in accordance with the SPD, policies H2 and OS10 of the UDP and policies 3D.13, 3A.15 and 3A.24 of the London Plan.

9.22 Landscape and Visual Issues

9.23 Since publication of the ES, more detail on landscaping proposals for the scheme has been developed. This has been submitted for consideration and is summarised in the ES Addendum / DAS as follows. The General Landscape plan and associated detailed drawings are provided at appendix 8.

9.24 *General*

9.25 The proposed removal of the roundabout under the A13 flyover at Canning Town, and its replacement with a signal controlled junction will realign the highways to increase the areas of pedestrian accessible footway and associated landscape, and offer the opportunity to make fundamental improvements to the environmental quality and public realm of Canning Town centre. Further improvements are proposed in the areas of Barking Road at its junction with Beckton Road, and on Rathbone Street and Hallsville Road. Overall, the consistent use of limited palette of high quality streetscape materials and planting will establish a distinctive and coherent public realm treatment throughout the Canning Town centre.

9.26 *Barking Road /Beckton Road (Workstream 1)*

- The carriageway realignments have been designed to minimise impact on the pedestrian environment, and where possible to improve movement.

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- The junction design will accommodate straight across crossings.
- The streetscape will be de-cluttered through the removal pedestrian railings, signage will be minimised and lighting columns will be located towards the rear of the footway.
- Kerbs, channels and paving on footways will be granite in a variety of tones and modules. Granite has been chosen because of its robust properties, and longevity.
- The existing raised planters on the southern side of the junction will be reconfigured to simplify the walls and to accommodate additional tree planting.
- Trees will be native species, which will contribute to biodiversity.
- This will result in a safer, better overlooked public space, with attractive trees which will contribute to the improvement of the environment (through their ability to reduce air pollution and dust) and mark the town centre area.

9.27 Rathbone Street / Hallsville Road / Silvertown Way (Workstream 2)

- The streets are currently residential in character, and in the future will form the western edge of the extended Canning Town centre area.
- The streets have therefore been designed as pedestrian friendly routes which will encourage walking connections from the housing areas to the east, directly to the town centre and station.
- Through a combination of highway geometries, traffic calming measures and streetscape materials, these streets will appear as distinctly different from the A13, and residential in character.
- The combined effect should be to ensure that drivers behave cautiously, and proceed at low speed.
- The streetscape proposals show street trees in a new verge forming a boundary to the eastern side of Rathbone Street, with tables at junctions and 20 mph traffic speeds.
- Street trees will be native species, such as Birch.
- Paving materials will comprise granite kerbs and channels, with footways in coloured bitmac.
- Carriageway surfaces will also be finished in coloured bitmac with raised tables constructed from small unit granite setts in a number of colours and modules.

9.28 Canning Town Junction (Workstream 3)

- This junction is dominated by the flyover, which has in the past been a noisy, harsh and polluted environment for pedestrians. The proposals therefore set out to establish a pedestrian friendly walking route, connecting the major arrival point at the Station, with Canning Town at Barking Road.
- The crossing over Silvertown Way will be a straight across “supercrossing”, finished in granite paving to emphasise pedestrian priority. This surface will be continued in a wide band under the flyover, to form a light toned, attractive stone walkway which will lift the monotone dark character of the existing surfaces.

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- More peripheral areas, away from the main walking route, will be resurfaced in light bitmac materials, and road paint.
- Tree planting using mature native pine trees and London planes will be located to each side of the flyover and along Silvertown Way, to soften its impact, and create a boulevard feel along Silvertown Way.
- Low maintenance groundcover planting will provide porous surfaces for drainage.
- Lighting for the footpaths will be complemented by additional ornamental lighting, which will create an attractive, distinctive night-time environment.

9.29 The original ES identified two areas where there would be adverse landscape and visual impacts which are now negated in the amended design. The first impact was a loss of mature trees on Manor Road. Progress on the landscape design and marginal realignment of the carriageway proposals now means this impact is avoided and the trees will now be retained. The second impact was related to loss of mature trees, garages and a children's play area at the top of Rathbone Street to make way for the new exit from the Maud Street subway. Realignment of the A13 off-slip in the amended design means the mature trees to the east of the subway can now be retained.

9.30 Construction impacts on townscape and visual effects will be the same as described in the original ES and will be addressed as part of the Construction Environmental Management Plan (draft condition number 6), which requires detail to protect trees and vegetation during the construction phase. Temporary surfaces will be provided for pedestrians.

9.31 Newham Council's Landscape Architects supports the range and quality of surface materials proposed and considers that means of ensuring provision for the longer term maintenance of the surface materials should be considered to allow mandatory matching of materials. The applicant supports the idea of ordering an additional 10% of paving materials for future use as required.

9.32 In general, officers hold that the amended design and progress on the landscape plan has created more space for landscape measures, public realm and tree planting compared to the previously approved design. The current application also provides additional landscaping detail. This is considered an additional benefit of the amended scheme. In the original ES, the impacts of the approved scheme on townscape character and visual effects were assessed as being slightly beneficial. Taking into account the improvements in the amended design related to creation of more landscape/public realm space, the retention of mature trees and progress made on the landscape plan for the scheme, the impact on townscape character and visual effects is now considered in the ES Addendum to be moderately beneficial.

9.33 On balance the amended application is considered to be acceptable, subject to conditions, in terms of landscaping and visual issues with regard UDP Policies EQ19 and EQ21, London Plan Policy 4B.1 and PPS1.

9.34 Cultural Heritage

9.35 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on local planning authorities when considering applications which

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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.

- 9.36 In considering the proposed 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
 - Former Royal Oak Public House
 - St. Luke's Church
- 9.37 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.
- 9.38 There are no listed buildings within the application site.
- 9.39 The ES Addendum considers that all impacts on cultural heritage remain consistent with the original ES, with one exception. The amended design now avoids any direct impacts on the former Holy Trinity churchyard due to realignment of Barking Road.
- 9.40 English Heritage Historic Buildings Advisor welcomes the proposal which would enhance the setting of the key group of historic buildings along the north side of Barking Road including the listed former Royal Oak Public House.
- 9.41 The assessment details that the works will be replacing 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 during the construction period.
- 9.42 The Scheme lies within an Archaeological Priority Area. In terms of archaeology, the ES Addendum identifies that the detailed design process has confirmed that the depth of excavations will only extend a maximum 500mm and not two metres below OD or more to warrant a watching brief or further mitigation measures. English Heritage (GLAAS) previously raised no objection and advised that they do not recommend any conditions.
- 9.43 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 in accordance with Newham UDP Policies EQ38 and EQ43 and London Plan Policies 4B.12 and 4B.15.

9.44 Traffic Noise and Vibration

9.45 The ES Addendum identifies the following key issues associated with the amended proposal:

- The amended design alters the road alignment slightly at the proposed new A13 off-slip into Rathbone Road. The off-slip is now moved further to the west with a tighter turning curve. This would result in traffic being moved further away from retained properties on Burke Street, reducing the potential noise impact of the proposed scheme marginally at these properties.
- The new alignment would also slow traffic, further reducing road traffic noise.
- The proposed new slip road alignment would not result in any properties experiencing higher noise levels compared to the approved scheme, as existing properties to the west of the slip road which would be brought closer to road traffic, are assumed to be demolished as part of the Area 7 redevelopment. The Area 7 properties were also assumed to be demolished in the ES and impacts on these properties were therefore only considered qualitatively.
- In addition, the section of Rathbone Street between Clarkson Road and Tant Avenue becomes one way in the amended design. This is not considered significant as the northbound flow is for access only into Clarkson Road, which is now stopped up except for access to the substation, which can be accessed through a right-in right-out junction.
- One of the justifications for the change in alignment of the A13 off-slip is to avoid Rawlinson Point which is not yet fully vacated by residents. In the ES it was assumed that all residents would have vacated in advance of works and this building was therefore only assessed qualitatively in the approved noise assessment. It has been confirmed that residents may remain after the commencement of construction of the scheme but they will have vacated before completion of the scheme. Residents will therefore only be exposed to potential construction noise impacts and operational noise impacts on Rawlinson Point have therefore not been considered further in the ES Addendum.
- The proposed road resurfacing west of the main junction at Canning Town would also reduce generation of road traffic noise.
- It is predicted that all other elements of the scheme would result in the same noise and vibration impacts as the approved scheme assessed in the ES. However, there may be some noise benefits obtained from the introduction of additional traffic calming measures including raised table junctions, streetscape improvements and change in highways geometries in the amended scheme, which would reduce speeds and therefore traffic noise.
- There is the potential for noise impacts caused by vehicle accelerations and decelerations or from body rattle, particularly from heavy vehicles and adverse vibration impacts as a result of traffic calming measures. Potential noise and vibration impacts resulting from proposed traffic calming measures

are likely to be marginal and it is not considered that any properties would be significantly affected.

- The ES identified that some properties would become eligible for noise insulation as a result of the scheme; this remains the case with the amended design. Further detailed modelling under the Noise Insulation Regulations will be undertaken prior to construction to accurately identify those properties eligible for noise insulation. Properties subject to compulsory purchase order would not be eligible for noise insulation. The Noise Insulation Regulations assessment will be submitted as a separate assessment report as part of the planning conditions for the scheme.
- A construction noise assessment will be carried out prior to construction once construction methods and the programme are confirmed; the generic construction noise best practice measures described in the approved ES remain unchanged and will be implemented.

9.46 Newham Council's Environmental Health officer has confirmed that the previous assessment and recommended conditions associated with the previously-approved application remain valid. The original noise assessment indicated that 5,289 properties would have an increase in noise levels compared with 1,828 properties that will experience a decrease in noise levels. It is also noted that 198 properties will have an increase of 3 to 5 dB and 24 properties a greater than 5dB increase. The significant effects are along Rathbone Street and Hallsville Road where 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 (Area 7). 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.

9.47 The ES addendum has indicated that there is potential for the impact in some dwellings to trigger the requirements for the provision of noise insulation under 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 20 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.

9.48 The ES addendum states that there is no change in the baseline environment, and that the qualitative noise assessments for Areas 1a and 7 remain unchanged. The ES 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.

9.49 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.

- 9.50 LTGDC officers concur that there will only be a major adverse impact on noise levels at 7 dwellings as a result of the proposal.
- 9.51 On balance officers accept that the noise and vibration impact assessment and scores in the approved ES chapter remain valid in light of the changes to the scheme design. This is because overall traffic flows and speeds along a particular link are not expected to change significantly as a result of the new proposals, despite marginal changes to some of the carriageway arrangements. There may be some marginal noise benefits resulting from the amended design due to realignment of the A13 off-slip, incorporation of traffic calming measures and road resurfacing. No properties are expected to be subject to greater adverse noise impacts than those described in the original ES. However there will still be a major adverse impact on noise levels as a result of the proposal as demonstrated in the original ES. In accordance with the approved scheme officers have recommend a condition requiring the applicant to submit a further noise report identifying the appropriate noise mitigation methods including the use of compensation to appropriate residential properties should the need arise. Further conditions have also been recommended in relation to impact piling and hours of work to minimise detrimental impact to residential amenity during construction.
- 9.52 Subject to the proposed conditions set out at section 12.1 of this report and when considered in relation to the planning benefits of the proposal and the general compliance with the SPD, it is not considered that the impacts on noise warrant a refusal of planning permission when assessed in relation to UDP Policies EQ47 and EQ48, London Plan Policy 4A.20 and PPG24.
- 9.53 Air Quality
- 9.54 The ES Addendum states that the overall traffic flows and speeds are not expected to change significantly in the amended design compared to the approved design, despite some marginal changes to the carriageway arrangements. The air quality impacts resulting from the amended design would therefore not be significantly different from the impacts described in the approved ES. There may be some marginal localised benefits from planting of trees, which can assist in improving local air quality and reducing dust, as detailed in the preliminary landscape plans.
- 9.55 Newham Council's Environmental Health officer has confirmed that the previous assessment and recommended conditions associated with the approved application remain valid. The original ES assessment indicated that under the approved scheme air quality improves at 2765 premises and deteriorates at 10,030 properties. Two principle areas experience deterioration in air quality as a result of the proposal, those being Rathbone Street and Barking Road. The changes do not however lead to an increase in properties exceeding air quality standards.
- 9.56 When considered 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 a refusal of planning permission when assessed in relation to UDP Policies T1, EQ45 and EQ46 and London Plan Policies 3C.16 and 4A.19.
- 9.57 Pedestrians, Cyclists and Community Effects

9.58 The ES Addendum identifies that one of the main aims of the amended design is to improve the quality of the pedestrian environment and associated public realm. The new design therefore includes a variety of additional measures to encourage journeys by foot and cycle, improve the pleasantness of these journeys and facilitate access to community facilities. The ES Addendum highlights the following issues:

- In the approved design the majority of pedestrian crossings were a staggered design; these are replaced by straight-across crossings, optimised to provide better traffic stacking and improved pedestrian desire lines. The majority of these would be located in the approximately the same positions as the approved scheme staggered crossings. However one crossing, on Silvertown Way south of Hallsville Road junction, is removed and the location of the approved scheme Rathbone Street crossing is relocated to the A13.
- Provision of a 'super' pedestrian and cycle crossing at the bus station will minimise pedestrian and cycle journey times between the station and the Area 7 redevelopment site and encourage these modes of transport. In some areas there will be a reduction in carriageway width compared with the approved design allowing for wider footways. The westbound bus stop on Barking Road is also retained in the new design facilitating access to public transport. All of these features of the amended design would constitute an improvement on the approved design in terms of pedestrians, cyclists and access to community facilities.
- The approved ES identified an adverse impact on the existing pedestrian and cycle route westbound along the A13 Newham Way which was due to the loss of the route and diversion to the south through Area 7. The new alignment of the A13 off-slip will now enable this existing westbound pedestrian and cycle link along the A13 to be maintained. Additionally, the cycle and pedestrian route to the new public realm area has been relocated along the decommissioned A13 off-slip. With the amended scheme in place, the route which was previously assessed as experiencing an adverse impact would therefore now be subject to a slight beneficial impact.
- The impacts on the remaining key routes assessed would remain the same as that described in the approved ES. New cycle and pedestrian routes proposed as part of the Area 7 redevelopment would be progressed as part of the amended scheme as described in the ES. Some of these new routes would link in and/or replace the existing routes provided in the current scheme, and journey times and ambience for pedestrians and cyclists are therefore likely to be improved.
- The provision of raised table junctions at Clark Road, Tant Avenue, Wouldham Road, Shirley Street and Ruscoe Road in the amended design would facilitate traffic calming along these routes. Changes in highways geometries and strategic use of streetscape materials in the landscape plans would also assist in slowing traffic along Rathbone Street and making areas more 'pedestrian friendly'. These are considered additional benefits to pedestrians and cyclists in terms of road safety and journey ambience compared to the approved scheme which did not include these measures.
- Advanced cycle stop lines at Silvertown Way and Barking Road/Beckton

Road junctions have also been added in the amended design; this is considered an additional benefit for cyclists.

- Improved lighting is being developed as part of the landscape plans and would improve journey ambience and personal safety for pedestrians and cyclists.
- Changes in traffic flow will have an impact on the journey time for pedestrian and cyclists. As with the approved scheme, the amended design would result in changes in traffic flow along a number of routes which could adversely affect some pedestrian and cycle routes.
- The proposed generic mitigation measures described in the ES are recommended for the amended scheme and therefore still stand.
- Construction impacts are envisaged to be limited, and may involve temporary diversion or closure of routes during certain periods. These diversions/closures would be agreed with the Local Planning Authority in advance of construction works. This would have a temporary adverse impact on pedestrians and cyclists.

9.59 Officers consider that the amendments would represent a significant improvement for pedestrians, cyclists and access to community facilities in comparison to the approved scheme. We agree with the ES conclusion that the provision of traffic calming measures involving raised table junctions, strategic use of streetscape materials detailed in the landscape plans and altered highways geometries would provide a benefit to pedestrians and cyclists by enhancing road safety and journey ambience. One of the key areas of improvement is that the new alignment of the A13 off-slip will now enable this existing westbound pedestrian and cycle link along the A13 to be maintained. This addresses many of the concerns raised in the previous application on this issue. The amended application is considered to be acceptable with regard to the SPD, UDP Policies S37, T19 and T23 and London Plan Policies 3C.21 and 3C.22.

9.60 Vehicle Travellers

9.61 The assessment concerns the impacts on vehicle travellers in terms of views gained of the surrounding townscape from the road and driver stress levels.

9.62 The ES Addendum raises the following issues:

- Views from the road are likely to be similar with the amended scheme as routes are generally unchanged compared to the approved design. However, there may be some marginal benefits to views from the road in relation to the progressed landscape and public realm proposals and from improved lighting and resurfacing east of the Canning Town Junction.
- Driver stress levels are calculated to be the same as in the approved scheme due to the same traffic flows along a particular link. However, there may be some marginal qualitative benefits resulting from the amended design from improved and simplified road layouts and pedestrian crossings, provision of traffic islands and traffic calming measures. These measures would improve pleasantness of journeys by car or reduce fear of accidents.

9.63 Officers concur with the ES addendum and assessment in that the development

will result in temporary adverse impact during construction, however, will have no adverse impact following construction. The mitigation measures identified are considered to be appropriate regard to UDP Policy EQ129 and London plans Policy 4B.1 and have will be secured through the recommended drafted condition relating to the production of a Construction Environmental Management Plan.

9.64 Disruption due to Construction

9.65 The ES Addendum identifies that a review of the preliminary construction proposals has been undertaken in collaboration with the design engineers for the amended scheme. It is envisaged that the amended scheme would be consistent with the original ES in terms of the construction assessment, working hours, quantities of materials and associated traffic movements, phasing and programme of the scheme construction. A Construction Environmental Management Plan (CEMP) will continue to be developed by the contractor prior to construction which will be used to manage environmental issues on site during this phase.

9.66 Officers are satisfied that the impacts of the amended scheme will be largely consistent with the approved scheme in that there will be short term adverse impacts as a result of the construction. The amended proposal is considered to be acceptable with regard to UIDP Policy EQ45 and London Plan Policy 4A.3, subject to the proposed mitigation measures secured by conditions regarding a Construction Environmental Management Plan, a construction phase Travel Plan, construction working hours and adherence to all the practices and targets set out in the ES and the approved workstream plan.

9.67 Principle of development

9.68 Acceptance of the principle of the removal of the roundabout was established when planning permission 08/02439/LTGDC/LBNM was approved, and also 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).

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

9.70 Regeneration

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

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- 9.72 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”.
- 9.73 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.
- 9.74 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), to assist regeneration. 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.
- 9.75 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;.....”*
- 9.76 UDP policy S4 (Sustainable Development) identifies Canning Town as being located in a Priority Development Node within which early regeneration gains and environmental improvements will be sought. Newham Council will promote these Nodes, where possible 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.
- 9.77 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 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'.

- 9.78 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.
- 9.79 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.
- 9.80 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.
- 9.81 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 also has serious consequences for the safety of those who do. In addition, the physical environment in this area contributes to the fear of crime.
- 9.82 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.
- 9.83 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.
- 9.84 The representation made by ECf relates to the proposed servicing arrangement under the A13 to the Rathbone Market proposal and the existing Somerfield and Post Office site. ECf are concerned that the treatment and operation of the service route could have adverse implications for the environment of Rathbone Market and

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would not accord with the SPD vision for the space under the A13. The Rathbone Market scheme (which has a resolution to approve subject to completion of a S106) includes retail on the southern façade of the development in an effort to accord with the SPD vision for active uses and public realm under the A13 linking the Barking Road with the station and new town centre.

- 9.85 Officers acknowledge the concerns raised by ECf and agree that the final solution for the space beneath the A13 flyover should be used to improve connectivity within the new town centre in accordance with the SPD. It should not be dominated by vehicular servicing. The Canning Town Regeneration Project has provided assurances that, although there is no fixed scheme, proposals for Areas 7 and 1c will need to ensure strong connections and linkages between the north and south and that the space under the A13 will be of a high quality and be successfully activated. Officers also note that there is a need for an interim solution to allow servicing to the existing developments. The shared surface proposed in this application is considered to be an appropriate interim response, which enhances pedestrian connectivity but also acknowledges the existing servicing requirements of Rathbone Market, Somerfield and the Post Office.
- 9.86 Officers propose the imposition of a condition requiring submission of a Shared Surface Vehicle Management Strategy to agree a set of restrictions for servicing vehicles and clear management/enforcement responsibilities to ensure that the space beneath the A13 flyover and the surface that is presently the A13 eastbound on-slip, operates successfully as a shared surface which prioritises pedestrian movements, until such time as the future of this space is defined in the future Area 7 proposals.
- 9.87 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 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).

9.88 **Traffic and Transport Implications**

- 9.89 A Transport Assessment Addendum has been submitted. The objective of the report is to identify and quantify aspects within the original TA that have changed due to the amendments to the proposed scheme. The following key issues are identified:
- The scheme objectives remain unchanged with the road network and junction improvements proposed to facilitate the Masterplan, its benefits and objectives.
 - The junction improvements at Manor Road for the current scheme proposals correspond to the short-term option recommended in the original TA, due to existing land assembly constraints.
 - Pedestrian and cycle facilities are provided at key locations throughout the proposed network. These include a 10 metre wide straight across 'super

crossing' outside the Canning Town public transport interchange, providing a more direct link to the town centre, and a new Toucan crossing on the A13 westbound diverge in conjunction with a more direct westbound cycle route parallel to the A13.

- The SATURN model has not been revisited in order to determine if the changes to the approved scheme resulted in changes to the forecast traffic impacts, the traffic design volumes, the A13 Design Build Fund & Operate (DBFO) contract and associated impacts on local area traffic.
- The detailed TRANSYT analysis for 2016 for the current proposed network indicates that the junction performances of the affected junctions are not significantly different than those reported in the original TA. The network operates with satisfactory levels of capacity in 2016 in both the AM and PM peak periods.
- According to the TRANSYT analysis for the proposed scheme in 2016, the amendments to the approved scheme have not resulted in adverse operational differences compared to the original scheme proposals that received conditional Planning Approval.

9.90 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.

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

9.92 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.

9.93 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

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

9.94 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.

9.95 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).

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

9.97 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.

9.98 Saved UDP Policy T11 (New Roads) states that Newham 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.

9.99 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).

9.100 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.

9.101 *Traffic/Highway Impacts*

9.102 Newham Council's Transportation officer has raised the following issues:

- The main theme of the overall scheme has not changed with the amendments proposed. It was therefore accepted that such a scheme would reduce capacity at the junction with longer travel paths and result in displaced traffic on the wider network.
- Since the SATURN Model has not been revisited the forecast traffic impacts are still the same as were with the original TA.
- Hence Transportation's main concern, as highlighted previously, is that the scheme design, even with current amendments, would still result in an alteration in journey times, the re-routing of traffic and traffic displacement onto alternative routes.
- The SATURN model identified that traffic will be displaced onto local environmentally sensitive streets which are predominantly residential. Displaced traffic will be from the main junction onto residential streets between Manor Road and Barking Road – Beckton Road and traffic rat-running (through Star Lane and other residential streets) to access the A13 eastbound on-slip Beckton Road.
- In terms of the submitted TRANSYT analysis, for AM peak hour in 2016 indicate that the network generally operates within reasonable levels of capacity.
- The PM peak hour in 2016 does indicate queuing leading to some congestion at some points in the network. It is recommended that this aspect is considered further and robust sustainability measures are investigated to counter the problem of congestion on the network, such as improved Public Transport Accessibility of the area as a whole and low car parking provision policies adopted for future developments in the area, such as extension to existing CPZ and formation of new ones etc.
- The amendments to the Barking Road/Beckton Road junction, which now include desired pedestrian facilities being straight crossings and two right turn lanes from Barking Road west into Beckton Road are welcomed. This formation does improve the assignment of vehicles in the easterly direction.
- Other amendments proposed generally do not reduce junction capacity and performance and therefore considered acceptable in line with previous approval.

9.103 LBN Transportation has also re-iterated the following concerns previously raised with regard to the approved scheme, as they remain valid as far as the amendments are concerned.

9.104 The scheme proposals significantly reduce the capacity for U-turn movements for eastbound traffic wishing to return westbound and traffic exiting Bidder Street/Stephenson Street to travel westbound on the A13. The TRANSYT models show the proposed junction layout only has capacity to cater for the current level of U-turn movements. This situation will have an impact on future development proposals for the Bidder Street/Stephenson Street area. However, there is scope within the wider area to deal with traffic re-routing. The proposals investigated for widening/upgrading the Stephenson Street/Manor Road bridge and the opening up of a through route through Cody Road should be investigated. Members are advised that these options are not covered in this planning application, but could be taken forward separately by Newham Council as Highway Authority in the future should the need arise.

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- 9.105 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. LBN Transportation suggesting that, to prevent a total 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. 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.
- 9.106 Alternatively LBN Transportation has advised that more highway capacity can be provided by further widening of some affected roads i.e. 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.
- 9.107 Officers agree that a restraint-based approach to parking provision within the masterplan area is necessary. It is also a requirement of London Plan policy. As such it is realistic that parking can be limited for the majority of the masterplan development sites due to the good levels of public transport and proximity to the town centre, which will be significantly improved through the masterplan process.
- 9.108 LBN Transportation and LBN Highways also raised concern about the one-way northbound only proposal on Hermit Road proposal. The control/management of southbound traffic in Hermit Road is a concern. Vehicles will encounter "No Entry" signs approximately 30m from the junction, with no provision for making an about turn it is anticipated many southbound vehicles will continue through the restriction. 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 under the original application 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. In order to ameliorate some of these concerns the original modelling identifies the introduction of 20mph zones, together with traffic calming measures in the local area to mitigate against 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. This was accepted under the previously approved scheme and is also considered acceptable regarding the amended application.
- 9.109 Planning Committee Members are also advised that traffic calming options can be reviewed and amended separately by Newham Council as Highway Authority in the future, should the need arise.
- 9.110 TfL has welcomed the updated proposals for a tighter curve from the A13 into Rathbone Street, the relocation of the toucan crossing and the reinstatement of the footway cycleway on its existing line along the A13 westbound off slip.

9.111 The proposal to introduce traffic calming measures in the form of raised tables and a 20 mph zone on Rathbone Street is however a major concern to TfL, for the following reasons:

- The A13 off-slip currently carries a large quantity of traffic including significant numbers of HGVs. The existing A13 off slip is also used as a diversion route during accidents/incidents on Canning Town flyover and during maintenance works. Previous modeling prepared by the applicant showed either no change or only minor change to traffic volumes using the new slip into Rathbone Street.
- The effect of the traffic calming measures in Rathbone Street on A13 traffic flows is likely to be two-fold:
 - Increased congestion, possibly resulting in tail-backs extending onto the A13 and creating a safety hazard; and
 - Secondly, reassignment of traffic to other (equally unsuitable) routes for example via Prince Regent's Lane or Freemasons Road, resulting in congestion and traffic problems elsewhere.

9.112 TfL's acceptance of the scheme is based on the principle that the replacement routes of Rathbone Street/Hallsville Road and Barking Road/Beckton Road will in future carry out the function of those slip roads. In order to do so, these routes should have a capacity that is equivalent to or close to that of the slip roads they replace so as not to compromise the operation of the A13. In TfL's view Rathbone Street, as currently proposed, is not suitable as a replacement for the A13 westbound off slip road. The application on the one hand seeks to demonstrate that Rathbone Street can replace the A13 westbound off slip and on the other seeks to appease the understandable concerns of the residents. The current proposal achieves neither. TfL's view is that this route should not be subject to traffic calming measures or speed restrictions, which make it unsuitable for the volumes and type of traffic that will need to use it in place of the slips roads.

9.113 In response the applicant has raised the following issues:

- The detailed modeling, which was based on TfL's Saturn model, has shown that traffic will not back up onto the A13 under normal AM/PM peak conditions as a result of the new Rathbone Street alignment, traffic calming or reduced speed limit (20mph). Traffic would only find alternative routes if traffic were to back up, but this has shown not to be the case.
- Discussions are on-going with TfL and DBFO (RMS) regarding the point raised relating to the maintenance of the A13.
- It is not normal practice to design highways for abnormal occurrence (i.e. accidents and incidents).
- The public realm aspects of Rathbone Street have significantly improved since the original application and include tree planting and verges. These steps, together with speed limit reduction have improved the Rathbone Street environment.
- It has been a difficult balance to avoid making Rathbone Street a new source of severance whilst maintaining the normal operating capacity of the existing slip road. However, it is felt this has been achieved with the revised scheme.

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9.114 Officers have considered the issues raised by TfL and do have some concerns that the proposed traffic calming measures could impact on traffic queuing back along the new Rathbone Street / A13 slip. However, LBN's Transportation officer has advised that the methodology for computing the trip generation, traffic flows and the extent/detail of traffic modelling is satisfactory and that the modelling suggests that the proposed measures would not result in traffic backing up to the slip road. On this basis officers consider that, looked at in the round, the proposed design would suitably balance the A13 slip traffic requirements with the desire to provide improved pedestrian linkages between the masterplan development sites and ensure that the new road does not result in further severance. It also needs to be considered that the traffic calming / pedestrian crossing measures will be subject to review by the Highway Authority as the impacts of the proposal and the masterplan are realised. This planning permission would not prevent future changes under the Highways Act to address issues that may arise upon implementation.

9.115 *Public Transport & Pedestrians & Cyclists*

9.116 LBN's Transportation officer has advised that impacts on public transport, pedestrians and cyclists are largely unchanged from the original scheme. The proposed changes will not have an adverse impact on bus operations, although some services are predicted to experience minor reductions in journey times. Improved pedestrian and cycle facilities are provided at key locations compared to the previous scheme and these are welcomed.

9.117 TfL has advised that they can see the benefits of having a wide straight across pedestrian crossing outside Canning Town Station as it is consistent with the Mayor's proposals for a cycle superhighway along the A13 route. The proposal still to give buses priority at the signalised junction is also welcomed. However, TfL is concerned at the lack of storage capacity at the signals on the northbound side of the proposed pedestrian crossing. The traffic would on average queue back onto the crossing in both AM and PM peaks.

9.118 The applicant has responded and advised that the TRANSYT modelling will be submitted to DTO for review and approval and also that submitted VISSIM model shows that up to three buses can be accommodated in the right turn lane (towards Barking Road) north of the pedestrian crossing. Further, buses can be accommodated in the middle and left lanes. This is greater capacity than currently exists between the crossing and roundabout. Officers agree that this represents an improvement.

9.119 To conclude on traffic and transportation issues. This amended application needs to be considered in the context of the approved planning permission which accepted that the overall scheme would have a negative impact on traffic levels to Barking Road, Beckton Road, Silvertown Way, Manor Road and Hallsville Road and result in potential displacement of traffic on the surrounding routes. The amendments proposed are generally positive, particularly in terms of improved pedestrian and cycle facilities. The modelling is also accepted and indicates that the proposed network will operate satisfactorily in 2016 in both the AM and PM peak periods. As with the approved scheme, this application needs to be balanced against the benefits that the proposal would bring in terms of the regeneration of Canning Town. On balance, subject to the proposed conditions and when assessed in relation to the planning benefits of the proposal, the traffic and

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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, 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).

9.120 Sustainable drainage and flood risk management

9.121 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.

9.122 The site falls within Flood Zone 3A.

9.123 The Environment Agency confirmed (email dated 18th December 2008) that a Flood Risk Assessment is not required as there are no new structures proposed and no land raising.

9.124 The Agency have assessed the ES and addendum 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 the ES are carried out together with the imposition of the suggested conditions.

9.125 Officers have considered the content of the ES with regard to drainage and flooding in association with representations made by the Environment Agency and are satisfied that the proposal accords with PPG25: Development and Flood Risk and the provisions of policies 4A.13 (Flood Risk Assessment), 4A.2 (Mitigating Climate Change), 4A.3 (Sustainable Design and Construction), 4A.4 (Energy Assessment), 4A.13 (Flood Risk Assessment), 4A.14 (Sustainable Drainage) and 4A.17 (Water Quality) of the London Plan consolidated with alterations since 2004 (February 2008) and policies EQ62 (Protection of Flood Plain and Urban Washlands) and EQ63 (Surface Water Disposal) of the Newham Unitary Development Plan (Adopted June 2001, Saved from 27 September 2007 in accordance with the direction from the Secretary of State).

9.126 Equalities

9.127 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.

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

9.129 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.

9.130 In determining this planning application LTGDC have had regard to its equalities

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obligations including its obligations under section 71 of the Race Relations Act. For the purpose of this application there are no adverse equalities issues.

9.131 **Human Rights Act 1998**

9.132 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 amended 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.
- 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.
- 10.3 The principle of the removal of the roundabout was established when planning permission 08/02439/LTGDC/LBNM was approved, and also in the Canning Town and Custom House Supplementary Planning Document (SPD) dated July 2008.
- 10.4 This planning application needs to be considered in the context of the approved planning permission, which concluded that on balance the localised impacts on increase traffic movements, noise and air quality would not outweigh the significant regeneration benefits of the proposal in relation to the delivery of the Canning Town and Custom House masterplan and SPD.
- 10.5 The removal of the roundabout would reconnect communities that 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.
- 10.6 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.
- 10.7 As before, there would be a negative impact in terms of traffic in 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. 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.

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- 10.8 Similarly, 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 and much improved connectivity for pedestrians and cyclists. 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.
- 10.9 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.
- 10.10 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.
- 10.11 The proposed scheme would result in less land take from residential units than the previously approved, extant planning permission and the loss of children's play area, the demolition of residential units and part of the land currently occupied by 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.
- 10.12 Officers consider that the amended application represents an improvement in comparison to the approved, extant planning permission, particularly in terms of pedestrian linkages, landscaping and land take.
- 10.13 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 amended 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. The proposal is found to accord with the provisions of the Development Plan. 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 conditions and informatives listed at section 12 of 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 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. CONDITIONS AND REASONS

- 12.1 LTGDC Officers consider that the following condition 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: Volume 2 Main Report, Issue 01 Rev 01, dated 04/11/08, by Halcrow Group Limited, and Environmental Statement Addendum Ref: B1218300-EN-ADD-006 Rev 1, dated 12/10/2009, by Ringway Jacobs;
 - (ii) Design and Access Statement Ref: 125882/RP.010, dated November 2009, by ARUP;
 - (iii) Transport Assessment dated December 2008, by Halcrow Group Limited;
 - (iv) Transport Assessment Review Addendum Report dated October 2009 Ref: B1218300-TR-ADD-007 Rev 01, by Ringway Jacobs;
 - (v) Sustainability Statement dated November 2009 Ref: 125881/RP013 Rev 01, by ARUP.
 - (vi) Tree Survey Report, dated December 2008, by Halcrow Group Limited, and Tree Survey Report Addendum dated November 2009 Ref: 125881/RP012 Rev 01, by ARUP.
 - (vii) Stage 1 Road Safety Audit, dated November 2008 Ref TH348, by Halcrow Group Limited.
 - (viii) Designer's Response to Road Safety Audit 1, dated 21 November 2008 Ref.

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- THXPSA/DR/01 (v2), by Halcrow Group Limited.
- (ix) VISSIM Model, submitted 6th January 2010.
- (x) Ringway Jacobs drawing numbers:
- B1218300/A13/GEN/0100/004 Rev P0 (Canning Town Junction Workstream Boundaries)
 - B1218300/A13/AW/0100/001 Rev P1 (General Arrangement Barking Road)
 - B1218300/A13/AW/0500/001 Rev P1 (Drainage Barking Road)
 - B1218300/A13/AW/0500/002 Rev P1 (Service Ducts Barking Road)
 - B1218300/A13/AW/0700/001 Rev P1 (Pavement Layout Barking Road)
 - B1218300/A13/AW/1100/001 Rev P1 (Kerbs, Footways and paved Areas Barking Road)
 - B1218300/A13/AW/1200/001 Rev P1 (Road Markings Barking Road)
 - B1218300/A13/AW/1200/002 Rev P1 (Traffic Signs Barking Road)
 - B1218300/A13/BR/100/001 Rev P3 (General Arrangement Barking Road East, Beckton Road)
 - B1218300/A13/BR/100/005 Rev P5 (Scheme Comparison Plan Barking Road East, Beckton Road)
 - B1218300/A13/BR/100/010 Rev P1 (Summary of principal amendments to the previously approved scheme Workstream 1)
 - B1218300/A13/BR/0100/011 Rev P1 (Cross Sections Barking Road Workstream 1)
 - B1218300/A13/BR/0500/001 Rev P2 (Drainage Barking Road East, Beckton Road Sheet 1 of 2)
 - B1218300/A13/BR/0500/002 Rev P2 (Drainage Barking Road East, Beckton Road Sheet 2 of 2)
 - B1218300/A13/BR/0500/003 Rev P2 (Service Ducts Barking Road East, Beckton Road Sheet 1 of 2)
 - B1218300/A13/BR/0500/004 Rev P2 (Service Ducts Barking Road East, Beckton Road Sheet 2 of 2)
 - B1218300/A13/BR/700/001 Rev P3 (Road Pavement Layout Barking Road East, Beckton Road Sheet 1 of 2)
 - B1218300/A13/BR/0700/002 Rev P3 (Pavement Layout barking Road East, Beckton Road Sheet 2 of 2)
 - B1218300/A13/BR/700/003 Rev P3 (High Friction Surfacing Barking Road East, Beckton Road Sheet 1 of 2)
 - B1218300/A13/BR/0700/004 Rev P3 (Pavement Layout Barking Road East, Beckton Road Sheet 2 of 2)
 - B1218300/A13/BR/1100/001 Rev P2 (Kerbs, Footways and Paved Areas Barking Road East, Beckton Road Sheet 1 of 2)
 - B1218300/A13/BR/1100/002 Rev P2 (Kerbs, Footways and Paved Areas Barking Road East, Beckton Road Sheet 2 of 2)
 - B1218300/A13/BR/1200/001 Rev P3 (Road Markings Barking Road East, Beckton Road Sheet 1 of 2)
 - B1218300/A13/BR/1200/002 Rev P3 (Road Markings Barking Road East, Beckton Road Sheet 2 of 2)
 - B1218300/A13/BR/1200/003 Rev P3 (Traffic signs Barking Road East, Beckton Road Sheet 1 of 2)
 - B1218300/A13/BR/1200/004 Rev P3 (Traffic Signs Barking Road East, Beckton Road Sheet 2 of 2)
 - B1218300/A13/BR/1200/005 Rev P3 (Signage Faces Barking Road East, Beckton Road)

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- B1218300/A13/BR/1300&1400/001 Rev P2 (Road Lighting Columns & Electrical Works Barking Road East, Beckton Road Sheet 1 of 4)
- B1218300/A13/BR/1300&1400/002 Rev P2 (Road Lighting Columns & Electrical Works Barking Road East, Beckton Road Sheet 2 of 4)
- B1218300/A13/BR/1300&1400/003 Rev P2 (Road Lighting Columns & Electrical Works Barking Road East, Beckton Road Sheet 3 of 4)
- B1218300/A13/BR/1300&1400/004 Rev P2 (Road Lighting Columns & Electrical Works Barking Road East, Beckton Road Sheet 4 of 4)
- B1218300/A13/BR/1300 & 1400/005 Rev P2 (Road Lighting Columns & Electrical Works Barking Road East, Beckton Road Sheet 5 of 5)
- B1218300/A13/BR/1300 &1400/006 Rev P1 (Traffic Signals Barking Road East, Beckton Road Sheet 1 of 2)
- B1218300/A13/BR/1300 &1400/007 Rev P1 (Traffic Signals Barking Road East, Beckton Road Sheet 2 of 2)
- B1218300/A13/GEN/0100/001 Rev P1 (Cycleways Canning Town Junction)
- B1218300/A13/GEN/0100/002 Rev P0 (Canning Town Junction Key Plan)
- B1218300/A13/RS/0100/001 Rev P7 (General Arrangement Plan Rathbone Street, Newham Way)
- B1218300/A13/RS/0100/002 Rev P7 (General Arrangement Plan Hallsville Road, Rathbone Street)
- B1218300/A13/RS/0100/006 Rev P4 (Scheme Comparison Plan Rathbone Street, Newham Way)
- B1218300/A13/RS/0100/007 Rev P4 (Scheme Comparison Plan Hallsville Road, Rathbone Street)
- B1218300/A13/RS/0100/008 Rev P1 (Summary of principal amendments to the previously approved scheme Workstream 2)
- B1218300/A13/RS/0100/009 Rev P1 (Summary of principal amendments to the previously approved scheme Workstream 2)
- B1218300/A13/RS/0100/018 Rev P1 (Cross Sections Rathbone Street / Hallsville Road Workstream 2)
- B1218300/A13/RS/0200/005 Rev P2 (Tree Locations Existing, Retained and Removed)
- B1218300/A13/RS/0500/001 Rev P3 (Drainage Rathbone Street, Newham Way Sheet 1 of 4)
- B1218300/A13/RS/0500/002 Rev P3 (Drainage Rathbone Street, Newham Way Sheet 2 of 4)
- B1218300/A13/RS/0500/003 Rev P3 (Drainage Rathbone Street, Newham Way Sheet 3 of 4)
- B1218300/A13/RS/0500/004 Rev P3 (Drainage Rathbone Street, Newham Way Sheet 4 of 4)
- B1218300/A13/RS/0700/001 Rev P3 (Road Pavement Layout Rathbone Street, Newham Way Sheet 1 of 4)
- B1218300/A13/RS/0700/002 Rev P3 (Road Pavement Layout Rathbone Street, Newham Way Sheet 2 of 4)
- B1218300/A13/RS/0700/003 Rev P3 (Road Pavement Layout Rathbone Street, Newham Way Sheet 3 of 4)
- B1218300/A13/RS/0700/004 Rev P3 (Road Pavement Layout Rathbone Street, Newham Way Sheet 4 of 4)
- B1218300/A13/RS/0700/005 Rev P0 (High Friction Surfacing Rathbone Street, Newham Way Sheet 1 of 2)
- B1218300/A13/RS/0700/006 Rev P0 (High Friction Surfacing Rathbone Street, Newham Way Sheet 2 of 2)
- B1218300/A13/RS/1100/001 Rev P3 (Kerbs, Footways and Paved Areas)

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- Rathbone Street, Newham Way Sheet 1 of 4)
- B1218300/A13/RS/1100/002 Rev P3 (Kerbs, Footways and Paved Areas Rathbone Street, Newham Way Sheet 2 of 4)
- B1218300/A13/RS/1100/003 Rev P3 (Kerbs, Footways and Paved Areas Rathbone Street, Newham Way Sheet 3 of 4)
- B1218300/A13/RS/1100/004 Rev P3 (Kerbs, Footways and Paved Areas Rathbone Street, Newham Way Sheet 4 of 4)
- B1218300/A13/RS/1200/001 Rev P3 (Road markings Rathbone Street, Newham Way Sheet 1 of 4)
- B1218300/A13/RS/1200/002 Rev P3 (Road markings Rathbone Street, Newham Way Sheet 2 of 4)
- B1218300/A13/RS/1200/003 Rev P3 (Road markings Rathbone Street, Newham Way Sheet 3 of 4)
- B1218300/A13/RS/1200/004 Rev P3 (Road markings Rathbone Street, Newham Way Sheet 4 of 4)
- B1218300/A13/RS/1200/005 Rev P3 (Traffic Signs Rathbone Street, Newham Way Sheet 1 of 4)
- B1218300/A13/RS/1200/006 Rev P3 (Traffic Signs Rathbone Street, Newham Way Sheet 2 of 4)
- B1218300/A13/RS/1200/007 Rev P3 (Traffic Signs Rathbone Street, Newham Way Sheet 3 of 4)
- B1218300/A13/RS/1200/008 Rev P3 (Traffic Signs Rathbone Street, Newham Way Sheet 4 of 4)
- B1218300/A13/RS/1200/009 Rev P3 (Signage Faces Rathbone Street, Newham Way)
- B1218300/A13/RS/1300&1400/001 Rev P3 (Road Lighting Columns & Brackets Rathbone Street, Hallsville Road Sheet 1 of 4)
- B1218300/A13/RS/1300&1400/002 Rev P3 (Road Lighting Columns & Brackets Rathbone Street, Hallsville Road Sheet 2 of 4)
- B1218300/A13/RS/1300&1400/003 Rev P3 (Road Lighting Columns & Brackets Rathbone Street, Hallsville Road Sheet 3 of 4)
- B1218300/A13/RS/1300&1400/004 Rev P3 (Road Lighting Columns & Brackets Rathbone Street, Hallsville Road Sheet 4 of 4)
- B1218300/A13/RS/1300&1400/005 Rev P1 (Traffic Signals Rathbone Street, Hallsville Road Sheet 1 of 2)
- B1218300/A13/RS/1300&1400/006 Rev P1 (Traffic Signals Rathbone Street, Hallsville Road Sheet 2 of 2)
- B1218300/A13/CT/0100/001 Rev P7 (General Arrangement Plan Canning Town Junction)
- B1218300/A13/CT/0100/002 Rev P7 (General Arrangement Plan Silvertown Way)
- B1218300/A13/CT/0100/005A Rev P4 (Scheme Comparison with OS Canning Town Roundabout)
- B1218300/A13/CT/0100/021A Rev P1 (Summary of principal amendments to previously approved scheme Workstream 3)
- B1218300/A13/CT/0100/022 Rev P1 (Cross Sections Silvertown Way / Barking Road Workstream 3)
- B1218300/A13/CT/0100/023 Rev P1 (Cross Sections Manor Road Workstream 3)
- B1218300/A13/CT/0500/001 Rev P1 (Drainage Canning Town Junction Sheet 1 of 5)
- B1218300/A13/CT/0500/002 Rev P1 (Drainage Canning Town Junction Sheet 2 of 5)

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- B1218300/A13/CT/0500/003 Rev P1 (Drainage Canning Town Junction Sheet 3 of 5)
- B1218300/A13/CT/0500/004 Rev P1 (Drainage Canning Town Junction Sheet 4 of 5)
- B1218300/A13/CT/0500/005 Rev P1 (Drainage Canning Town Junction Sheet 5 of 5)
- B1218300/A13/CT/0500/006 Rev P2 (Traffic Signals Ducting Canning Town Junction Sheet 1 of 4)
- B1218300/A13/CT/0500/007 Rev P2 (Traffic Signals Ducting Canning Town Junction Sheet 2 of 4)
- B1218300/A13/CT/0500/008 Rev P2 (Traffic Signals Ducting Canning Town Junction Sheet 3 of 4)
- B1218300/A13/CT/0500/009 Rev P2 (Traffic Signals Ducting Canning Town Junction Sheet 4 of 4)
- B1218300/A13/CT/0700/001 Rev P3 (Road Pavement Layout Canning Town Junction Sheet 1 of 5)
- B1218300/A13/CT/0700/002 Rev P3 (Road Pavement Layout Canning Town Junction Sheet 2 of 5)
- B1218300/A13/CT/0700/003 Rev P3 (Road Pavement Layout Canning Town Junction Sheet 3 of 5)
- B1218300/A13/CT/0700/004 Rev P3 (Road Pavement Layout Canning Town Junction Sheet 4 of 5)
- B1218300/A13/CT/0700/005 Rev P3 (Road Pavement Layout Canning Town Junction Sheet 5 of 5)
- B1218300/A13/CT/0700/006 Rev P0 (High Friction Surfacing Canning Town Junction Sheet 1 of 5)
- B1218300/A13/CT/0700/007 Rev P0 (High Friction Surfacing Canning Town Junction Sheet 2 of 5)
- B1218300/A13/CT/0700/008 Rev P0 (High Friction Surfacing Canning Town Junction Sheet 3 of 5)
- B1218300/A13/CT/0700/009 Rev P0 (High Friction Surfacing Canning Town Junction Sheet 4 of 5)
- B1218300/A13/CT/0700/010 Rev P0 (High Friction Surfacing Canning Town Junction Sheet 5 of 5)
- B1218300/A13/CT/1100/001 Rev P3 (Kerbs, Footways and Paved Areas Canning Town Junction Sheet 1 of 5)
- B1218300/A13/CT/1100/002 Rev P3 (Kerbs, Footways and Paved Areas Canning Town Junction Sheet 2 of 5)
- B1218300/A13/CT/1100/003 Rev P3 (Kerbs, Footways and Paved Areas Canning Town Junction Sheet 3 of 5)
- B1218300/A13/CT/1100/004 Rev P3 (Kerbs, Footways and Paved Areas Canning Town Junction Sheet 4 of 5)
- B1218300/A13/CT/1100/005 Rev P3 (Kerbs, Footways and Paved Areas Canning Town Junction Sheet 5 of 5)
- B1218300/A13/CT/1100/006 Rev P2 (Kerbs, Footways and Paved Areas Canning Town Junction)
- B1218300/A13/CT/1200/001 Rev P3 (Road Markings Canning Town Junction Sheet 1 of 5)
- B1218300/A13/CT/1200/002 Rev P3 (Road Markings Canning Town Junction Sheet 2 of 5)
- B1218300/A13/CT/1200/003 Rev P3 (Road Markings Canning Town Junction Sheet 3 of 5)
- B1218300/A13/CT/1200/004 Rev P3 (Road Markings Canning Town Junction

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- Sheet 4 of 5)
- B1218300/A13/CT/1200/005 Rev P3 (Road Markings Canning Town Junction Sheet 5 of 5)
- B1218300/A13/CT/1200/006 Rev P3 (Traffic Signs Canning Town Junction Sheet 1 of 5)
- B1218300/A13/CT/1200/007 Rev P3 (Traffic Signs Canning Town Junction Sheet 2 of 5)
- B1218300/A13/CT/1200/008 Rev P3 (Traffic Signs Canning Town Junction Sheet 3 of 5)
- B1218300/A13/CT/1200/009 Rev P3 (Traffic Signs Canning Town Junction Sheet 4 of 5)
- B1218300/A13/CT/1200/010 Rev P3 (Traffic Signs Canning Town Junction Sheet 5 of 5)
- B1218300/A13/CT/1200/011 Rev P3 (Signage Faces Silvertown Way)
- B1218300/A13/CT/1300&1400/001 Rev P2 (Road Lighting Columns & Brackets Canning Town Junction Sheet 1 of 5)
- B1218300/A13/CT/1300&1400/002 Rev P2 (Road Lighting Columns & Brackets Canning Town Junction Sheet 2 of 5)
- B1218300/A13/CT/1300&1400/003 Rev P2 (Road Lighting Columns & Brackets Canning Town Junction Sheet 3 of 5)
- B1218300/A13/CT/1300&1400/004 Rev P2 (Road Lighting Columns & Brackets Canning Town Junction Sheet 4 of 5)
- B1218300/A13/CT/1300&1400/005 Rev P2 (Road Lighting Columns & Brackets Canning Town Junction Sheet 5 of 5)
- B1218300/A13/CT/1300&1400/006 Rev P1 (Traffic Signals Canning Town Junction Sheet 1 of 4)
- B1218300/A13/CT/1300&1400/007 Rev P1 (Traffic Signals Canning Town Junction Sheet 2 of 4)
- B1218300/A13/CT/1300&1400/008 Rev P1 (Traffic Signals Canning Town Junction Sheet 3 of 4)
- B1218300/A13/CT/1300&1400/009 Rev P1 (Traffic Signals Canning Town Junction Sheet 4 of 4)
- B1218300/A13/GEN/0100/003 Rev P0 (Canning Town Junction Planning Application Boundary)
- B1218300/A13/SD/0700/001 Rev P2 (Standard Detail Carriage way Widening: widening less than 2m)
- B1218300/A13/SD/0700/002 Rev P1 (Road Pavement Typical Details)
- B1218300/A13/SD/1100/004 Rev P2 (Standard Details Dropped Kerb with Blister Paving)
- B1218300/A13/SD/1100/005 Rev P2 (Standard Detail Sideroad Entry Treatment CONSTRUCTION TYPE G)
- B1218300/A13/SD/1100/007 Rev P2 (Standard Detail Footway Construction CONSTRUCTION TYPE F)
- B1218300/A13/SD/1100/006 Rev P2 (Standard Detail Traffic Island)
- B1218300/A13/SD/1100/008 Rev P1 (Standard Detail Footway Construction CONSTRUCTION TYPE A, B, C, E)
- B1218300/A13/SD/1100/0010 Rev P2 (Standard Detail Sideroad Entry Treatment CONSTRUCTION TYPE D)
- B1218300/A13/SK/0100/046 Rev 1 (A13 Newham Way Autotrak Swept path Analysis Proposed A13 Offslip)
- B1218300/A13/SK/0100/047 Rev 1 (Rathbone Street / Hallsville Road Autotrak Swept path Analysis Proposed Alignment)
- B1218300/A13/SK/0100/048 Rev 1 (Hallsville Road / Silvertown Way Autotrak

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Swept path Analysis Proposed Alignment)

(xi) Landscape Architecture & Design drawing numbers:

- 361.100 Rev f (General Arrangement Plan)
- 361.301 Rev e (Zone 1 Plan)
- 361.303 Rev g (Zone 2 Plan)
- 361.305 Rev d (Zone 3 Plan)
- 361.307 Rev d (Zone 4 Plan)
- 361.309 Rev d (Zone 5 Plan)
- 361.311 Rev d (Zone 6 Plan)
- 361.313 Rev d (Zone 7 Plan)
- 361.315 Rev d (Zone 8 Plan)
- 361.317 Rev d (Zone 9 Plan)
- 361.319 Rev d (Zone 10 Plan)
- 361.321 Rev f (Zone 11 Plan)
- 361.323 Rev f (Zone 12 Plan)
- 361.325 Rev h (Zone 13 Plan)
- 361.410 Rev * (Granite Paving Mixes Mix Type 1)
- 361.411 Rev - (Granite Paving Mixes Mix Type 2)
- 361.412 Rev * (Granite Paving Mixes Mix Type 3)
- 361.413 Rev * (Granite Paving Mixes Mix Type 4)
- 361.414 Rev * (Granite Paving Mixes Mix Type 5)
- 361.415 Rev * (Granite Paving Mixes Mix Type 6)
- LP361.420 Rev a (Planter Detail)
- LP361.421 Rev a (Planter Detail Short Section and Elevation)
- LP361.431 Rev a (Bench and Plinth Details)
- 361.440 Rev a (GA Sections Section Bb)
- 361.441 Rev b (GA Sections Section Bb 1 of 2)
- 361.442 Rev b (GA Sections Section Bb 2 of 2)
- 361.450 Rev / (Vehicle Barrier)
- 361.601 Rev c (Gas Converter Plan)
- 361.602 Rev b (Gas Converter Section Dd)
- 361.603 Rev b (Gas Converter Section Ee)
- 361.604 Rev a (Gas converter Section Ff)
- LP361.605 Rev (Gas Converter Section Gg)
- LP361.606 Rev (Gas Converter Section Ee, Hh, Jj)
- LP361.607 Rev (Gas Converter Details of Bench and Railing)
- Document LP361.D010

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 (Promoting Urban Quality) 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 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.

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3. 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) and the Environmental Statement Addendum (dated October 2009) 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).

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. All planting, seeding or turfing as illustrated in the landscape drawings hereby approved 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).

6. Notwithstanding the provisions of section 8 of the submitted Design and Access Statement produced by ARUP dated November 2009, no workstream (as illustrated on approved drawing number B1218300/A13/GEN/0100/004 Rev P0) 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 workstream.

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), EQ46 (Air Quality Management), EQ48 (Noise – Sensitive Development) 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), 4A.19 (Improving air quality) and 4A.20 (Reducing noise and enhancing soundscapes) of the London Plan (published February 2008).

7. The pedestrian and cycle routes identified on the drawings hereby approved shall be constructed prior to the relevant workstream 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).

8. 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).

9. 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:

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- 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).

10. If during development, contamination not previously identified is found to be present at the site, then no further development within that workstream (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).

11. The development hereby permitted shall not be made available for public use 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

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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).

12. 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 first being available for public use.

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).

13. 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).

14. Unless otherwise agreed in writing by the Local Planning Authority, all existing trees on site identified for retention in the Tree Survey Report Addendum dated November 2009 Ref: 125881/RP012 Rev 01, by ARUP hereby approved 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).

15. 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 14 of this planning permission has been submitted to and

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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).

16. 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.

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).

17. 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).

18. The development hereby authorised shall be carried out along Manor Road in strict accordance with drawing number B1218300/A13/CT/0100/001 Rev P7 (General Arrangement Plan Canning Town Junction) 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.

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19. 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).

20. No workstream (as illustrated on approved drawing number B1218300/A13/GEN/0100/004 Rev P0) of the development shall be made available for public use 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 workstream 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).

21. The development hereby permitted shall not be commenced until such time as a scheme to improve the existing surface water disposal system have been submitted to, and approved in writing by, the Local Planning Authority.

Reason: 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).

22. 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).

23. 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

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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).

24. a) Prior to the first public use of the shared surface identified on the drawings hereby approved, a Shared Surface Vehicle Management Strategy shall be submitted to and approved in writing by the Local planning Authority.
- b) The Shared Surface Vehicle Management Strategy shall specifically include details of:
- the body responsible for the management and enforcement of the shared surface;
 - service vehicle control measures;
 - parking restriction measures; and
 - associated signage and road markings.
- c) Thereafter the approved Shared Surface Vehicle Management Strategy shall be permanently implemented to the satisfaction of the Local planning Authority.

Reason: To ensure the shared surface is managed for the benefit of pedestrians, servicing requirements and users of the public realm with regard to Policy EQ19 (Urban Design Considerations) and T14 (Design to Minimise Road Accidents in New Development) 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), Policy 4B.1 of the adopted London Plan consolidated with alterations since 2004 (February 2008) and the Canning town and Custom House SPD (July 2008).

13. INFORMATIVES

1. The developer is advised that approval of this planning permission does not override your responsibilities under other legislation and in particular your attention is drawn to the provisions of the Traffic Management Act 2004 and Highways Act 1980. Formal notifications and approvals are required for both the permanent highway scheme and for the temporary highway works required during the construction phase of the development. Approval for the proposed signal work must be obtained from the Directorate of Traffic Operations (DTO).
2. 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.
3. 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.
4. 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

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Unit has produced a leaflet 'The development of contaminated sites' which can be downloaded free from www.newham.gov.uk. The developer shall notify Newham 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 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.

5. 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 requires 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.
6. 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.
7. Thames Water advises 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.

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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, guardrailling 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 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: Drawing number B1218300/A13/GEN/0100/003 Rev P0 (Canning Town Junction Planning Application Boundary)

Appendix 2: Drawing number B1218300/A13/GEN/0100/004 Rev P0 (Canning Town Junction Workstream Boundaries)

Appendix 3: Drawing number B1218300/A13/CT/0100/001 Rev P7 (General Arrangement Plan Canning Town Junction)

Appendix 4: Drawing number B1218300/A13/BR/100/010 Rev P1 (Summary of principal amendments to the previously approved scheme Workstream 1)

Appendix 5: Drawing number B1218300/A13/RS/0100/008 Rev P1 (Summary of principal amendments to the previously approved scheme Workstream 2)

Appendix 6: Drawing number B1218300/A13/RS/0100/009 Rev P1 (Summary of principal amendments to the previously approved scheme Workstream 2)

Appendix 7: Drawing number B1218300/A13/CT/0100/021A Rev P1 (Summary of principal amendments to previously approved scheme Workstream 3)

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Appendix 8: General Landscape plan and associated detailed drawings

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.