

PLANNING COMMITTEE MEETING: 10 June 2010

**PLANNING APPLICATION FOR DETERMINATION BY THE
LTGDC**

REPORT OF THE DIRECTOR OF PLANNING

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| UDC CASE NUMBER: | LTGDC-10-038-REG3 LTGDC-10-039-REG3 LTGDC-10-040-REG3 LTGDC-10-043-LBC | DATE MADE VALID: | 23/03/2010 |
| APPLICATION NUMBER: | 10/00687/LBNM | TARGET DATE: | |

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| APPLICANT: | LTGDC/British Waterways/LDA/LB Newham |
| AGENT: | LTGDC |
| PROPOSAL: | Works to create a linear park along the River Lea and including the construction of a lift and stair structure to gain access from Bow Lock Island to Twelvetrees Crescent Bridge, stair and ramped access from Twelvetrees Crescent Bridge to the existing public footpath adjacent to the Prologis Industrial Estate, construction of a new bridge spanning the River Lea between the existing public footpath near Cody Dock (Newham) to the National Grid land adjacent to the Leven Road Gasholders (Tower Hamlets), new open space proposals to link the bridge with Oban Street, construction of a series of walkways suspended and cantilevered from below the A13 road bridges near Canning Town, associated hard and soft landscaping, way finding signage and access arrangements. |
| LOCATION: | Extending from Twelvetrees Crescent Bridge, along the public footpath on the eastern bank of the River Lea, across the river to the northernmost part of National Grid's landholding at the Leven Road gasholder site with access routes to the eastern and western edges, part of Transport for London's landholding along the northern side of the A13 off Lanrick Road, along the western bank of the River Lea below the A13 road bridges and part of the land to the south of the A13. |

1. SUMMARY

1.1 This report deals with four applications submitted by the Corporation that seek to deliver Phase 1 of the Lea River Park. The application sites are located along and across the River Lea and are within the London Boroughs of Newham and Tower Hamlets. Specifically, these are the Twelvetrees Crescent Bridge and part of the Prologis Estate, land adjacent to the Cody Dock, a strip of land along the northern

side of National Grid's landholding in Tower Hamlets at Level Road and two areas in Tower Hamlets either side of the A13 crossing of the River Lea.

- 1.2 The Twelvetrees Crescent proposal seeks both listed building consent and full planning permission for a lift and stair structure from the land between the River Lea and Limehouse Cut, known as Bow Island, to the road level of the bridge. Listed building consent is required as the bridge is a Grade II listed structure and the lift and stair structure constitute an alteration to the bridge which affect its character as a building of special architectural or historic interest. The second application seeks planning permission to connect the existing pedestrian and cycle path currently running from Three Mills to Bow Locks with the Prologis Estate paths along the Newham bank of the river.
- 1.3 Further south, the third application seeks full planning permission for a crossing of the River Lea from Cody Dock to the Tower Hamlets bank and seeks to provide an area of riverside park that eventually links with Oban Street. A secondary link extends from the bridge landing directly to Leven Road via the river's edge and an existing industrial estate road.
- 1.4 At the A13, a local park is proposed to link Lanrick Road with the River Lea. A suspended walkway provides access beneath the A13 road bridges to the southern side where the path connects to the existing pedestrian and cycle network.
- 1.5 The applicant has submitted detailed information in support of the scheme which has led officers to recommend to Members that all four applications be approved. Officers are satisfied that the direct impact upon the listed structure is minimal and reversible. The design of the built structures creates an industrial theme that sits well in the surrounding context. The landscaping proposals are also well considered and will be of aesthetic and ecological benefit to the wider area.
- 1.6 Ultimately, the schemes will bring an underutilised asset back into public enjoyment, will extend the Lea Valley Regional Park southward from rural Hertfordshire and Essex and will be an attraction to visitors in its own right. The applications before Members are recommended to be approved, subject to conditions.

2. SITE AND PROPOSAL

Site and the Surrounding Area

- 2.1 The applications relate to land along the River Lea from Twelvetrees Crescent in the north to the A13 crossing in the south. The application sites vary in its ownership, accessibility, state of repair and current land use. The River Lea marks the division between the London Borough of Newham to the east and the London Borough of Tower Hamlets to the west. The river itself comes under the control of British Waterways, while the Port of London Authority is tasked with controlling the use of the waterway.
- 2.2 From the north, the Twelvetrees Crescent Bridge is a Grade 2 listed structure that is the entry point to the Prologis Industrial Estate from the west. The bridge has capacity for two way HGV traffic and has separate pedestrian paths on both sides. Beneath the bridge separating the River Lea from the River Lea Navigation is 'Bow Lock Island', which has pedestrian and cycle paths linking Bow Locks 50 metres to the south with Three Mills 400 metres to the north. There is currently no access between Twelvetrees Bridge and the paths below.

- 2.3 At the base of the western inclined embankment onto Twelvetrees Bridge is the start of a public right of way that runs south along the western bank of the River Lea as far as Cody Dock. This section of pathway is a four metre wide paved surface with grassed areas between the river edge and the pathway. This section of the river features the large shed type industrial buildings of the Prologis Estate to the east and the various smaller waste related uses on the western bank of the Lea. At the southernmost end of the pathway the River Lea bends back on itself briefly before continuing on a south easterly course toward the A13 bridges. At this bend, a spit of land extends into the river which is now heavily vegetated with reeds and low lying scrub. The public pathway ends in a small area of open space at Cody Dock. This is not an operational Dock and is partly filled with silt.
- 2.4 On the southern side of the River Lea is the Leven Road Gasholder land owned by National Grid. This land is not publicly accessible and is predominantly open hard standing used for the storage of vehicles. Significantly, the site is also the landing point for a services bridge containing high voltage cables.
- 2.5 Beyond this site is the Aberfeldy Estate, a medium density residential area made up of Victorian terraces, post war social housing and more recent terrace housing.
- 2.6 Between the residential and the River Lea are warehousing units. These are accessed from both Oban Street and Larrick Road. The A13 crosses the River Lea to the south of these units on a raised multi-lane road bridge with two separate single lane road bridges either side. Directly to the south of the A13 crossing is an area of disused scrub land and beyond this lies pedestrian and cycle paths linking Canning Town with areas further to the south.

Proposals

- 2.7 The proposals seek planning permission for a linear park that links the existing pedestrian and cycle pathway near Bow Locks to the existing pathways further to the south near the A13 crossing of the River Lea. The proposal forms Phase 1 of a wider proposal to eventually extend the Lea River Regional Park from Hertfordshire, through the Olympic Park and on to the River Thames. Due to the disjointed and linear nature of the application site, it was necessary to lodge three applications for planning permission and one for listed building consent. Rather than dealing with each of the applications separately, this report analyses the four applications as one wider proposal. The individual red line boundaries of each application in their context within the wider area is provided in Appendix 1, and these applications are described as follows:

Twelvetrees Crescent Bridge (planning application LTGDC-10-040-REG3 and listed building consent LTGDC-10-043-LBC)

- 2.8 This application seeks permission to link the public right of way running beneath the bridge to the existing pathways on the eastern bank of the River Lea by using the bridge structure itself. This is proposed to be achieved by a combined lift and stair structure to be erected on Bow Locks Island providing access from the existing pathways beneath the bridge to the level of Twelvetrees Crescent above. This is to be located on the southern side of the bridge and is to be erected separately to minimise the amount of work required to the listed structure. In terms of changes to the bridge, the balustrade where the lift and stair structure meets the bridge will require removal to provide access. Some surface treatment works are also

proposed to the bridge.

- 2.9 The lift and stair structure has a total height of XXm, which rises XXm above the road level of Twelvetrees Crescent Bridge. The lift shaft is made of several elements that take their cue from the surrounding industrial landscape including cast concrete, galvanised steel beams and tensioned wire mesh. Similarly, the stair will also be a combination of steel and mesh on a concrete base.
- 2.10 On the eastern bank of the Lea, a set of stairs are proposed for direct access from bridge level, down the embankment to the public right of way. This route would effectively shortcut the existing route which requires the path user to walk down Twelvetrees Crescent until the end of the ramped embankment is reached.
- 2.11 At the end of the ramped embankment, DDA improvements are proposed to assist access to the pathways from street level. The existing route along this section is proposed to be re-landscaped to include tall marker trees.

Poplar Reach (planning application LTGDC-10-039)

- 2.12 This application seeks permission for a new bridge crossing over the River Lea and a new landscaped linear park to Oban Street and access to Leven Road.
- 2.13 The proposed bridge rises from the end of the public right of way near Cody Dock crosses the River Lea from Newham into Tower Hamlets and lands on the northern portion of the National Grid land, avoiding the existing cable bridge. The layout of the bridge is made up of three distinct straight sections at angles that reflect the different alignments of the river and site boundaries at this location. The bridge has ramped access to the main span and allows a five metre air draught at high water.
- 2.14 Like the lift and stair structure at Twelvetrees Crescent Bridge, the Poplar reach bridge takes its design lead from the surrounding industrial context. The design emulates a 'Bailey' bridge and is made of cross strengthened steel beams and steel mesh caging. The bridge deck is three metres in width in order to accommodate both pedestrians and cyclists.
- 2.15 Around the bridge landing on the Tower Hamlets bank of the river are a variety of landscaping proposals. These include a meadow of grasses and wildflowers between the new crossing and the utilities bridge. Other open areas along this section of the river are planted with Poplar trees to mark the pathway along the river.
- 2.16 The landscaped pathway extends along the river front to the Blackwall Trading Estate where a connection is made to Oban Street. A secondary access route to the path is made by a narrow length of river frontage extending south from the proposed bridge to Leven Road. This route creates a new pathway along the river to the existing site access to the National Grid land. The pathway then utilises the existing curbed pedestrian paths to Leven Road.

A13 Connector (planning application LTGDC-10-038-REG3)

- 2.17 The application seeks to connect Lanrick Road on the northern side of the A13 to the existing pedestrian and cycle paths to the south of the A13. The proposal seeks to achieve this by providing a pathway through a site known as Moody Wharf

that sits alongside the A13 between Lanrick Road and the River Lea, constructing a walkway through the trusses beneath the A13 bridge and connecting up to the existing pathways via stairs and ramps up from the river bank.

- 2.18 To the north of the A13, the pathway through the Moody Wharf site is intended to serve as a new park area while providing linkages to the river frontage. The park is proposed to include tall marker trees and street furniture.
- 2.19 The linkage suspended through the A13 bridge trusses is proposed to be constructed of steel and mesh and to provide both pedestrian and cycle access.
- 2.20 On the southern side of the A13, a grassed embankment will be straddled on one side by ramps and the other by stairs to complete the linkage to the existing pedestrian and cycle network.

3. MAIN ISSUES

- Principle of the Development
- Works to the Grade 2 listed Twelvetrees Bridge
- Crossing of the River Lea at Cody Dock
- Walkway through the A13 Bridge Trusses
- Landscaping and Ecology
- Security
- Access
- Maintenance

4. RELEVANT SITE HISTORY

- 4.1 The historic land uses of the sites relate to the industrial nature of the locations and have been mainly related to waste, utilities and manufacturing operations. More specifically, Moody Wharf, adjacent to the A13 crossing in the London Borough of Tower Hamlets, was previously a waste operation before being compulsorily acquired by Transport for London for use as a storage depot.
- 4.2 The National Grid site at Leven Road has been used for the storage of motor vehicles, but previously is known to have had manufacturing operations on site as well as the infrastructure uses associated with the gasholders.

5. CONSULTATIONS/NOTIFICATIONS

London Borough of Newham

- 5.1 The London Borough of Newham consultation response will relate to the applications for planning permission and listed building consent at the Twelvetrees Crescent bridge (LTGDC-10-040-REG3 and LTGDC-10-043-LBC respectively) and the part of the Poplar Reach application associated with the bridge crossing of the River Lea at Cody Dock (LTGDC-10-039-REG3). At the time of writing this report, Newham's formal representation had not been received. However, following email correspondence from the Borough case officer, it is understood that the formal representation is likely to be of support for the application. Further to this understanding, the following Borough internal representations have been received.

Design

5.2 General support for the proposals and recommended conditions to secure further details of the bridge decking and landscape details.

Landscape

5.3 The landscaping proposal are considered “excellent”, in particular the strong riverside edge, clear pathways and industrial appearance of the new bridge and lift structure.

Arboriculture

5.4 No objection to the proposal, despite the removal of four trees. The application sites are devoid of any vegetation worth mentioning and the overall proposal is considered to be a vast improvement to the ecology of the area.

Highways

5.5 The points related to areas of clarifications. In particular, the reference to “public footpath” for the pathway alongside the Prologis Estate should be referred to as a ‘permissive path’ to avoid any misunderstanding. The point has also been made that unless the developer dedicates the footpath for adoption for maintenance at public expense or it is declared a Public Right of Way, the only guarantee it will remain open for public use is via a planning condition. It is considered reasonable to impose an appropriately worded condition to each permission to secure public access.

Transportation

5.6 Although the proposal does not meet with Newham’s streetscape manual in terms of the three metre wide shared pedestrian/cycle pathways, the width accords with TfL’s standards and is therefore acceptable in this situation.

5.7 Overall, the proposals are welcomed as they considerably improve connectivity between the two Boroughs and lead to regenerative benefits.

Access

5.8 The Borough’s access advisor makes comments with regard to the lift and stair structure proposed for Twelvetrees Bridge. In this respect, there has been frequent dialogue between the application and the access advisor in clarifying aspects of the proposal and refining specific aspect of the design.

5.9 The most recent response received in this respect comments that while many of the original concerns have now been overcome, there are still issues relating to the safety of wheelchair users on the stair and ramp arrangement and it has been recommended that some guarding and handrails be provided in this location.

5.10 The use of waterbound gravel has been questioned, although it was noted that this type of surfacing had not been encountered previously and it was therefore difficult to determine whether the surfacing would be appropriate.

- 5.11 It has also been suggested that a form of separation should be provided between pedestrians and cyclists.

Environmental Health

- 5.12 The Borough's Environmental Health Officer has raised no objection in principle and has recommended a condition secure the remediation of contaminated land. Two informatives have been recommended relating to contaminated land and lifting operations.

London Borough of Tower Hamlets

- 5.13 As with Newham, the formal representation of the London Borough of Tower Hamlets was yet to be received at the time of writing. This consultation will relate to the Poplar Reach (LTGDC-10-039) and A13 Connector (LTGDC-10-038-REG3) planning applications. It is not known how Tower Hamlets is minded with regard to these two applications, however the following internal representations have been received.

Planning Policy

- 5.14 The proposals are considered to be 'synchronised' with the Tower Hamlets Green Grid Strategy.

Development Design and Conservation

- 5.15 The principle is supported as it is part of the wider connectivity and open space strategy. The overall design and landscaping appears to be acceptable. However, some concern has been expressed relating to the segment of the proposal under the A13, which is considered to have a 'cage like' appearance. The concerns are centred around pedestrian safety and crime due to a lack of overlooking, particularly outside of daylight hours.

Transportation and Highways

- 5.16 The bridge design has to take into account the possibility of criminal damage, rubbish dumping, arson etc. as a base for the design. CCTV and lighting are important where necessary.

Parks and Open Spaces

- 5.17 No objections due to adequate mitigation planting incorporated into the scheme.

Crime Prevention Officer

- 5.18 Some 'doubts' are expressed relating to the area under the A13 being a safe passage for the public. Reference is also made to vandal proof public equipment and good lighting where necessary.

Environment Agency

- 5.19 The EA had some initial concerns relating to the Poplar Reach and A13 Connector applications due to the potential risk of pollution to controlled waterways. After considering these concerns, the applicant commissioned an addendum to the

submitted risk assessment. The EA has now confirmed in writing that they are satisfied with the addendum and have stated that recommended planning conditions will be forthcoming. At the time of writing, these conditions were yet to be received.

- 5.20 The EA have commented separately to the proposed lift and stair structure at the Twelvetrees Crescent Bridge and advise no objection, subject to conditions to secure a scheme to deal with the risk associated with contamination, actions to deal with contamination not previously identified, prevention of piling or other foundation designs using penetrative measures without prior approval of the Local Planning Authority and no infiltration of surface water drainage into the ground. Three informatives have also been requested relating to contamination, flood risk and biodiversity.

British Waterways

- 5.21 British Waterways' comments centre on the stair and lift structure alongside Twelvetrees bridge. The advice is that they are still in discussions with the applicant regarding the maintenance of the lift and the associated infrastructure and expect that this will be secured by legal agreement. Following discussion with British Waterways, it is understood that they would be satisfied with a condition to secure details of maintenance.

- 5.22 A number of specific details have also been highlighted, including access to the lift machine room being difficult which may prevent efficient servicing. It has been suggested that a demountable section of flood wall could overcome this. The machine room should also be lit(?) and a power and water point provided to also assist with servicing.

- 5.23 The provision of a brown roof on top to the lift is supported, however British Waterways request further detail of the maintenance access.

- 5.24 Further details of the security measures proposed for the lift overnight have been requested, including details of lighting and CCTV. Wording for a condition to secure this information has been provided.

- 5.25 Other conditions sought relate to a Risk Assessment and Method Statement outlining all works adjacent to the water, full details of the proposed landscaping and a feasibility study into the potential for moving freight by water during the construction cycle.

- 5.26 British Waterways have no comments to make regarding the applications for Poplar Reach and the A13 Connector.

Natural England

- 5.27 It is Natural England's view that the proposals do not affect any priority interest areas for Natural England. The site is identified as an Area of Deficiency for access to green open spaces, therefore any proposal to provide additional green infrastructure is encouraged. The scheme has the potential to provide biodiversity and ecological enhancement to the area which is again encouraged.

Lee Valley Regional Park Authority

5.28 The Authority welcomes the proposals, but seeks that non-native plant species be reduced to 10% as is seen in the Olympic Park, the directional signage include reference to Regional Park sites at Three Mills Green and East India Dock Basin and also locates the proposals within the wider Lea Valley Pathway with reference to site along the River Lea into Hertfordshire. It is considered that these requested can be met with the imposition of an appropriately worded condition.

Port of London Authority

5.29 The Port of London Authority has no objection to the proposed developments but advises that any lighting should be designed to ensure that it does not cause a hazard to navigation. A condition has been requested to ensure that any lighting details are agreed.

5.30 With regard to the crossing of the River Lea at Poplar Reach, the PLA have requested a condition requiring full details concerning the construction of the bridge with particular emphasis on how it will be ensured that debris/material will not be deposited in the river.

English Heritage

5.31 With regard to the works to the Grade II listed Twelvetrees Bridge, English Heritage acknowledge that the proposed structure will have a big impact on the setting of the bridge and have highlighted the importance of the proposed structure being visually permeable as suggested in the submitted elevations. Of equal importance to English Heritage is that the proposed structure is robustly detailed so that it is capable of withstanding high levels of unsupervised use. The comment has also been made that the foundations of the proposed structure do not impinge on the foundation of the central bridge pier. A condition has been requested that secures the safe keeping of the removed parapet elements.

5.32 English Heritage has also commented on the application for the crossing of the River Lea near Cody Dock, as this is situated near the Three Mills Conservation Area and the listed Twelvetrees Crescent Bridge and Twelvetrees gasometers. In this respect, English Heritage consider the proposed bridge at Poplar Reach to be *"...a visually hard edged structure which cleverly reflects aspects of the surrounding industrial landscape."* The comments go on to state the importance of suitably robust, hard wearing and maintainable details in the materials of the bridge.

Thames Water

5.33 Thames Water has no objection to the proposals insofar as they relate to water and sewerage infrastructure.

6. APPLICATION PUBLICITY

6.1 The applications falling within the London Borough of Newham had the following key consultation dates:

Neighbour consultation expiry: 29/04/2010

Statutory consultation expiry: 19/05/2010

Advertised in local press: 14/04/2010

6.2 The applications falling within the London Borough of Tower Hamlets had the following key consultation dates

Consultation end date: 11/05/2010

7. REPRESENTATIONS

7.1 Five objections have been received to the proposals. One objection relates to the Twelvetrees Crescent Bridge application and four relate to the Poplar Reach application.

7.2 The objection to the Twelvetrees Crescent Bridge application has been lodged on behalf of the current owners of the structure. The company has “serious concerns” over whether the bridge structure will be compromised by the lift and stair structure in terms of the structural integrity and the resulting increased usage of the structure. Additionally, the objection raises concerns over the future maintenance of the new structures and the implications for the listed bridge. Concerns are also raised regarding the visual impact of the new structure on the listed bridge.

7.3 The first of the four Poplar Reach objections raises site security concerns of a local storage business. The business stores vehicles, plant and equipment on the open land near where the proposed crossing of the River Lea lands on the Tower Hamlets side of the river. It is considered by the objector that the presence of the bridge in this location will result in the site losing its land locked secure environment and that the general public will have direct access to the site perimeter.

7.4 Representations have been lodged on behalf of Royal Mail, who’s London East Mail Centre is located within the Prologis Estate and to the north of the proposed crossing of the River Lea. While Royal Mail is not opposed to the principle of the development, the concerns raised broadly relate to potential security risks from dusk until dawn, the impact on Royal Mail’s site during construction and the impact of flooding on the Royal Mail’s site. To alleviate these concerns, Royal Mail has asked that, should the application be approved, conditions be imposed to secure a scheme of security measures, various construction method statements to include management, traffic, environmental and site waste and the implementation of flood risk mitigation measures(?). Royal Mail emphasise the point that the Mail Centre is a 24 hour operation and it is of the utmost importance that the operations are protected and maintained.

7.5 An objection has been lodged on behalf of National Grid, which owns the Leven Road gasholder site. The basis for this objection stems from concerns that the proposed branch of the proposal that extends south from the new crossing of the River Lea to Leven Road crosses the site entrance to their land. It is considered by the objector that the proposed public right of way across the site entrance will result in pedestrian conflict with heavy goods vehicles and may leave National Grid liable should any accidents occur.

7.6 A final, more general comment has been raised by a member of the public that questions the disabled access of the scheme.

| Individual Comment | Response to Comment |
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| Structural integrity of the listed bridge may be compromised by the new structure and increased usage. | The applicant's design team includes structural engineers who have considered the structural design of the lift and stair structure. |
| The new structure adjacent to the listed bridge may inhibit maintenance of the listed bridge. | Access to the listed bridge will available at all times. The lift and stair structure connects to the bridge at one point only. |
| The new structure adjacent to the listed bridge may result in a negative visual impact. | It is considered by officers and by English Heritage that this is not the case. This is discussed in greater detail in section 9 of this report, while English Heritage's comments are summarised in paragraphs 5.23 and 5.24. |
| Site security | Various security measures are intended to be implemented throughout the Lea River Park. This is discussed in greater detail in section 9 of this report. |
| Public right of way across the site entrance to National Grid's land holdings may be dangerous. | This concerns can be resolved through the imposition of a Grampian condition which restricts the opening of this section to the public until safety measure have been installed to the satisfaction of the Local Planning Authority. |
| Disabled access standards are not to standard | Disabled access forms an integral part of the scheme. This is discussed in greater detail in section 9 of this report. |

8. RELEVANT PLANNING POLICY

8.1 Central Government Policy and Guidance

PPS1 Delivering Sustainable Development
 PPS1 Supplement: Planning and Climate Change
 PPS5 Planning for the Historic Environment
 PPS9 Biodiversity and Geological Conservation
 PPG17 Planning for Open Space, Sport and Recreation
 PPS25 Development and Flood Risk

8.2 The London Plan: consolidated with alterations since 2004 (2008)

2A.1 Sustainability Criteria
 3C.21 Improving Conditions for Walking
 3C.22 Improving Conditions for Cycling
 3D.7 Visitor Accommodation and Facilities
 3D.8 Realising the Value of Open Space and Green Infrastructure
 3D.14 Biodiversity and Geodiversity
 4A.11 Living Roofs and Walls
 4A.12 Flooding
 4A.13 Flood Risk Management
 4A.14 Sustainable Drainage
 4B.12 Heritage Conservation

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4B.13 Historic Conservation-Led Regeneration
4C.1 The Strategic Importance of the Blue Ribbon Network
4C.3 The Natural Value of the Blue Ribbon Network
4C.4 Natural Landscape
4C.6 Sustainable Growth Priorities for the Blue Ribbon Network
4C.11 Increasing Access Alongside and to the Blue Ribbon Network
4C.12 Support Facilities and Activities in the Blue Ribbon Network
4C.14 Structures Over and Into the Blue Ribbon Network
8.3 LB Newham UDP & LDF

8.4 The London Borough of Newham Unitary Development Plan 2001(adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State)

EQ1 Waterway Improvements
EQ2 Waterside Access
EQ5 Waterway Structures
EQ16 Green Corridors
EQ49 Contaminated Land: Assessment, Remediation and Monitoring
T19 Improvement of Conditions for Pedestrians
T23 Cycle Network
T24 Access by Cycle and Cycle Parking
OS5 Lea Valley Regional Park Proposals
OS9 Improvements to Parks and Public Open Spaces

8.5 The London Borough of Tower Hamlets Unitary Development Plan 1998

T19 Priorities for Pedestrian Initiatives
T20 Strategic Pedestrian Route
T22 Strategic Cycle Network
T23 Safety of Cyclists
OS15 Lea Valley Regional Park

8.6 Other Relevant Policy Documents

The East London Green Grid (2006)
The Lower Lea Valley Opportunity Development Framework (2007)

9. ASSESSMENT OF MAIN ISSUES

Principle of the Development

- 9.1 The principle of establishing a linear park along the River Lea linking the Olympic Park with the River Thames has strong support at all levels of planning policy.
- 9.2 The central Government guidance and policy contained within PPS1 Delivering Sustainable Development, PPS9 Biodiversity and Geological Conservation, PPS5 Planning for the Historic Environment, PPG17 Planning for Open Space, Sport and Recreation and PPS25 Development and Flood Risk establishes the basis for the proposal in general overarching policy terms. The proposal is considered to be in line with the guiding principles set out in these documents.
- 9.3 At a regional level, two primary documents support the establishment of a park

along this section of the River Lea. These are the East London Green Grid and the Lower Lea Valley Opportunity Area Planning Framework.

9.4 The proposal falls within Area 1 of the East London Green Grid. The vision of this Area Strategy is to “...create a continuous and accessible spine of space from the River Thames to rural Hertfordshire and Essex.” This document identifies specific areas that require intervention and the constraints these face. The Lea River Park and the Fatwalk are specifically identified within this document as being early delivery projects.

9.5 More specific to the proposal is the Lower Lea Valley Opportunity Area Planning Framework (OAPF). Adopted in January 2007, this document is intended to provide a mechanism by which London Plan policies are implemented in the Lower Lea Valley, particularly the ‘Blue Ribbon Network’ policies regarding development and recreation on or near London’s waterways. The establishment of a linear park along the River Lea is a key priority of the document, which is evident in the first of seven development themes stating:

“The environmental transformation of the Valley to create a Water City through the enhancement and extension of the existing waterway network and associated development of a linear park and ecological corridor along the waterways linking the Lea Valley Regional Park to the Thames and the East London Green Grid.”

9.6 The document goes on to state that the improvements and extensions to the waterway infrastructure will play a crucial role in upgrading and transforming the physical environment of the valley and will ultimately create a city scale park and open space network of international significance and quality.

9.7 The OAPF goes into greater detail when discussing the establishment of a green grid in the Lower Lea Valley. The strategic objectives identified for this green grid that are relevant to the proposal are as follows:

- To provide a multi-function landscape with provision for access, recreation, flood-risk management, biodiversity and food production
- To create a diverse recreational landscape with opportunities for formal and informal recreation with strong river character and river related activities
- To create high quality multi-function open spaces which have particular regard to waterway and the surrounding context
- To improve access to the Thames and links across watercourses in the Lower Lea
- To retain references to the industrial heritage of the Lower Lea Valley
- To address the areas of identified deficiency in access to nature

9.8 In addition to these green grid principles, the OAPF identifies a number of physical barriers to movement, which are mainly attributed to waterway and major transport corridors. Figure 2.8 depicting the illustrative local movement network, and specifically identifies the Twelvetrees Crescent Bridge as having the potential for a new and upgraded pedestrian and cycle crossing and shows the bend in the river at Cody Dock as being a potential site for a pedestrian/cycle crossing. The A13 is also identified as a significant barrier to movement and is shown as a location where new pedestrian/cycle improvements and crossings could occur.

9.9 The proposals fall under the Cody Road and Poplar Riverside sub-sections of the

OAPF. These sub-sections specifically identify the route of pedestrian and cycle pathways extending along the banks of the River Lea. They also seek enhancement of the river edge and an increase in open space.

- 9.10 At a local level, both the London Boroughs of Tower Hamlets and Newham have Local Development Frameworks at early stages of adoption.
- 9.11 Tower Hamlets Core Strategy is under examination. The Poplar Reach and A13 Connector application are found within the Poplar Riverside sub-area which supports the Lea River Park priorities of connecting the area to the Olympic Park along the River Lea.
- 9.12 Newham are preparing the Preferred Options that stemmed from the Issues and Option stage of the LDF process.
- 9.13 All of the proposals before Members are consistent with the strategic policy for the Lower Lea Valley and the emerging policy at local level. Importantly, where major structures are proposed with these applications, the prevailing policy for the area provides the basis for the location and type of intervention. The enhancement and addition of open space along the river's edge is generally sought at all levels of policy, but again is specifically required by the Lower Lea Valley OAPF. Therefore, the principle of the development proposals is acceptable.

Works to Twelvetrees Crescent Bridge

- 9.14 Twelvetrees Crescent Bridge is a Grade II listed structure and as such requires Listed Building Consent for any alterations or extensions that may affect its character as a structure of special architectural merit and historical interest. The bridge dates back to 1871 and was built around the same time as the Limehouse Cut (1870) and the Twelvetrees Crescent Gasholders (1871). The Historic Building Report that accompanies the application records that the bridge is a mixture of wrought and cast iron and is completely intact. The bridge is comprised of two arched spans of wrought iron plate girder construction, each spanning 34 metres. One central pier supports the arches from the island land between the Limehouse Cut and the River Lea Navigation and is constructed of brick with stone facing. The roadway has a cast iron balustrade on either side with interlacing arches. Pedestals at each end of the bridge and over the central pier were once fitted with gas lamps, however these are believed to have been removed during the bridge restoration in 1962.
- 9.15 The bridge was designed by Peter Barlow who was renowned at the time as a builder of railway bridges and is best known for his design of Lambeth Bridge. Twelvetrees Crescent Bridge was one of Barlow's last projects before his retirement.
- 9.16 Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities when considering planning applications affecting listed buildings or their setting to "have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses". PPS5 states that there should be a presumption in favour of the conservation of 'designated heritage assets' (which term includes listed structures) and that the significance of such assets can be harmed or lost through their alteration or destruction. PPS5 also states that local planning authorities should take into account the desirability of new development

making a positive contribution to the historic environment, paying particular consideration to the new development's scale, height, massing, alignment, materials and use. The document goes on to suggest that local planning authorities should require the developer to record the loss of the material part of the heritage asset lost through planning condition.

- 9.17 The lift and stair structure proposed to sit adjacent to Twelvetrees Crescent Bridge aims to integrate the practical aims of providing access from the Bow Locks to Twelvetrees Crescent with the historic sensitivities of the bridge structure itself. The lift and stair structure are intended to be as visually unobtrusive as practicable while relating back to the historic industrial context. The lift structure has been offset from the central pier of the bridge so as not to inhibit the views of this part of the structure from Bow Locks, but would block views of the central pier from the eastern bank of the Lea. The structure is kept as slender as the lift equipment will allow and aims to be as transparent as possible with the use of glass and steel mesh in the main structure. This use of material is also intended to reflect an industrial design that reflects the nature of the surrounding industrial context and as part of a theme of structures throughout the new Lea River Park. The industrial themed design is also sought in policy through the Lower Lea Valley OAPF. The specific details of this lift and stair structure can be found in Appendix 3.
- 9.18 While it is acknowledged that the design of the lift and stair structure does not reflect the slender arched lines of the bridge, this does not necessarily detract from the setting of the listed bridge. As the lift and stair structure is set to one side of the central pier, the main span of the eastern arch is largely uninterrupted. This is in contrast to the northern side of the bridge, where gas pipelines and utilities bridges block the main views of the listed bridge when approaching from Three Mills. The restriction of the structure to the central island pier has meant that the bridge itself remains the dominant feature when looking upstream.
- 9.19 The use of materials and the attention to the transparency of the structure also assist in diminishing the impact of the new against the old. However, the materials chosen for the new structure sit comfortably in the context of the wider industrial setting.
- 9.20 The structure itself connects to the bridge at the road level and will require the removal of a section of the cast iron balustrade. This section of balustrade is to be stored safely and can be reinstated at later date if required. This is the only direct impact upon the listed structure and can be reversed with the proper storage of the removed sections.
- 9.21 Overall, while the works to the bridge will be an obvious change to the downstream setting of Twelvetrees Crescent Bridge, this is not considered by officers have any negative implications for the listed bridge. The structure itself is consistent with the context of the surrounding historic industrial nature of the area, despite being an obvious addition to the River Lea. English Heritage do not object to the proposal and have requested a condition to secure the safe storage of the removed sections of balustrade, which is considered a reasonable request. The application documentation, coupled with the comments from English Heritage, support the view that the removal of this small section of the Grade II listed structure meets PPS5 requirements, subject to the imposition of a condition.

Crossing near Cody Dock

- 9.22 The largest structure forming part of these proposals is the crossing of the River Lea from Newham to Tower Hamlets near Cody Dock. This structure comes under the Poplar Reach application and is the only part of the proposal that crosses Borough boundaries. The specific details of the bridge can be found in Appendix 4.
- 9.23 The structure is characterised as a long span open truss bridge which takes its design inspiration from the portable readymade 'Bailey' bridges used by military engineers to span rivers of this size. The design continues the theme of the robust industrial style of architecture seen in the Twelvetreets Crescent Bridge proposals and is an appropriate addition to the backdrop of the Leven Road Gasholders.
- 9.24 The odd angles of the bridge are determined by the site boundary constraints, but work well in functionality and design. The ramps up to the main span provide for the height required to meet the Port of London Authority air draughts for vessels using the River Lea, allow for the maintenance vehicle access routes to be maintained on the northern (Newham) bank and provide adequate clearance from the EDF utilities bridge on the southern (Tower Hamlets) bank.
- 9.25 The bridge provides a three metre wide route across the River Lea, which is an adequate width for both pedestrians and cyclists. The bridge is considered to be an appropriate solution to the crossing of the Lea both in terms of functionality and design.

Walkway through the A13 Bridge Trusses

- 9.26 Perhaps the most significant constraint to the north-south connectivity of the Lea River Park proposals is the multi-lane A13 crossing of the Lea from Poplar to Canning Town. The solution put forward in the proposal is contained within the A13 Connector application and involves the provision of a walkway beneath this bridge but utilising the bridge trusses as a form of support. Full details of the proposals are contained in Appendix 5.
- 9.27 The existing A13 crossing of the River Lea is made up of one large central bridge (referred to as the 'Iron Bridge') supported by a series of arched trusses and two slender slip road bridges either side of concrete construction. This has meant that the approach to the suspended walkway takes two forms. From the slip road crossings, the walkway is suspended below each of the northern and southern bridges. These walkways provide a three metre wide deck constructed on galvanised steel and mesh.
- 9.28 The central section of walkway is threaded through the largest eye of the main spanning trusses and is enclosed in steel mesh. Due to the size constraint of the trusses, the width of the walkway at this location is reduced down to two metres in width.
- 9.29 Although the walkway is less visible than the other structures proposed, the industrial theme of steel and mesh is continued along this section of pathway. However, the design at this location does not attempt to compete with the much larger A13 crossings and provides for a lightweight steel ribbon that passes beneath each of the structures. The connecting walkway is a practical and intelligent solution to this major physical constraint which helps to improve the legibility of the wider area.

Landscape and Ecology

- 9.30 One of the principal aims of the proposal and of the wider area policy is to provide for an upgraded landscape along the River Lea. These proposals achieve these aims with each of the landscaping proposals along the length of the Lea River Park area. An Ecological Impact Assessment of the proposals has been undertaken and submitted as part of each of the applications. The assessments concluded that while there is some loss of landscaped areas, these are re-provided for and in all cases enhanced over the existing situation. The Ecological Impact Assessment also found that the protected species likely to be affected by the proposals are limited to birds and bats. The largest disturbance is likely to occur during nesting season and to a lesser extent once the pathways are opened due to increased footfall in the area. However, these impacts were not deemed to have any medium to long term implications.
- 9.31 Like the built structures, a consistent theme runs through each of the proposals. The paving is consistent throughout the proposal and is made up of long stretches of new paving or inlays into existing paving. These are concrete slabs that provide a hard, stable surface suitable for walking and cycling. Each slab is one metre by 250mm and they are laid in pairs perpendicular to the direction of travel to provide a minimum two metre wide surface. At various important stages along the pathway, pavers will be imprinted with directional signage or location names.
- 9.32 In addition to the hard paving, the proposals feature water-bound (or self binding) gravel surface treatment as a method by which the pathways can be widened from the hard surfaced pavers. This material is made of a variety of recycled and crushed building material and provides variations in the colour and texture of the surface, leading to a more natural finish. This crushed material also contains a mix of seeds which can grow out of the least trafficked parts of the pathway, providing a variation in vegetation along the length of the path. This aspect also provides a degree of self maintenance. Details of the surface treatments and sections of the park can be found in Appendix 6.
- 9.33 The edge treatment between the pathway and the River Lea is proposed to be simple railings and hand rails. Where the boundary marks the edge of the park with a property boundary, 2.5 metre high non-climb steel mesh fencing will be provided.
- 9.34 Seating is proposed to be provided the length of the pathway and again will have a consistent theme. These are to be arranged in greater numbers at places where there is a view or at greater intensity of park users.
- 9.35 At various points along the length of the proposals, 'beacon towers' are provided that are intended to act as wayfinding structures and also as ecological enhancement measures. Each of the structures is 12 metres in height and of steel and mesh construction. Climbing plants are to be grown on these structures and bird and bat box located either within or high on the outside of the structure. These structures can be found at Moody Wharf at the entrance to the A13 Connector link, and part way along the Tower Hamlets bank of the Poplar Reach proposal. The boundary treatments, use of outdoor furniture and the beacon towers can be found in Appendix 7.
- 9.36 Various specific landscape themes are introduced in each of the proposals. At Twelvetreeces Crescent, the landscaping proposals mostly involve improvements to the existing public right of way. The most prominent improvement is the planting of tall Poplar Trees along the existing access to the riverside pathway, between the

ramped embankment and the industrial building, and act as a natural markers to signify the entrance to the riverside walkway at this location. The embankment itself is proposed to be the subject of landscaping improvements in the form of more tree planting and hedgerows. Although the addition of the stairs on this eastern embankment will result in the loss of some sloping amenity landscaping, this loss is not considered to be significant given the gain in landscaping improvement. Similarly, while the lift and stair structure adjacent to the central bridge pier will result in the loss of some rough grassland, an area of brown roof on top of the lift structure is considered to counterbalance this loss.

- 9.37 The Poplar Reach application has the greatest extent of landscaping proposals, as this application effectively converts the land on the Tower Hamlets bank of the river from inaccessible industrial land to open linear parkland. At the bridge landing, a wildflower meadow will replace the existing dense overgrown groundcover with a low, colourful and accessible green space along the route. Just downstream of the meadow is proposed a grove of Foxglove Trees which are fast growing deciduous trees known for their spectacular and fragrant flowers. At the entrance to the pathway, linking the river to Oban Street, a row of 30 metre tall Poplar Trees will mark the access to the park, much the same as the marker trees at Twelvetrees Crescent.
- 9.38 The Poplar Reach application also features a narrow ribbon of land dedicated to providing a secondary access to the park from Leven Road via the site access point to the National Grid land. This route uses an existing pedestrian pathway provided along the site entrance road and crosses the site entrance to allow access to the park. As stated earlier in the consultation section of this report, National Grid raised concerns that the number of HGVs entering the site may result in an unsafe environment for pedestrians. While this concern is acknowledged, officers consider that a Grampian style condition is sufficient to ensure that the appropriate safety measures are installed prior to this element of the park being opened to the public.
- 9.39 The landscaping proposals for the A13 Connector application are centred around the northern approach to the suspended pathway structures between Lanrick Road and the River Lea. This northern approach, located on Moody Wharf, employs the same landscape themes as seen in the other site, including the use of pavers and bounded gravel, tall Poplar Trees used as a beacon tower, benches, boundary fencing and other low level planting. Generally, the northern approach land is intended to act as a local park as well as providing a link to the suspended walkway.
- 9.40 On the southern side of the suspended walkway, the link up to the existing pedestrian and cycle pathways is characterised by a new wildflower meadow over the regarded embankment and hedgerows in water bounded gravel.
- 9.41 The landscaping proposals offer a marked improvement over the existing situation and achieve the policy requirements for the enhancement of the river edge. While the details provided have shown how the landscaping improvements can be delivered, it is considered reasonable, given the size and extent of the landscaping proposal, to impose a condition to each of the application that requires specific details of the landscaping to be agreed in writing by the Local Planning Authority.

Security

- 9.42 The proposals, taken together, are intended to create a continuous riverside park that will be open to the public 24 hours a day and all year. Having the pathway open permanently presents several issues of security. These relate to the safety of those using the park, the potential for vandalism of the park facilities and the potential for the park to be used by criminals to access adjacent sites.
- 9.43 In terms of safety of the park users, the open nature of the route provides for long views of natural passive surveillance. This is particularly the case for the Twelvetrees Crescent and Poplar Reach proposals. The A13 Connector is less obviously overlooked, but has provided long straight views through the bridges and wide splays and the pathway entrances and exits.
- 9.44 As with all public open spaces, night will be the most dangerous time for persons using the route. At each feature point and bend in the pathway, lighting will be integrated in the path or structure. This lighting aims to strike a balance between overcoming security concerns and not harming the night ecology. Areas that are to be particularly well lit include the suspended bridge under the A13, the entrances and exits to the path, the new crossing of the River Lea and the lift and stair structure at Twelvetrees Crescent.
- 9.45 In terms of vandalism, all structures, fittings and furniture are designed to a robust standard to withstand damage. This is evident in the industrial nature of the larger structures and the design and materials of smaller fittings.
- 9.46 Some concern has been raised regarding the potential for persons to access sites where they were previously unable to do so. The 2.5 metres high fencing provided is intended to act as a barrier to such incursion.
- 9.47 It is understood that discussions are ongoing between the applicant and the local CCTV operators and that CCTV will be installed on the Twelvetrees Crescent Bridge lift and stair structure and beneath the A13 bridge crossings. Details of security measures will be secured by condition.

Other Matters

- 9.48 The Environment Agency has requested a condition be imposed upon the Poplar Reach and A13 Connector applications that states the following:

“No development approved by this planning permission shall be commenced until an assessment to identify the condition and residual life of the flood defences and river wall, compared to the life of the development, is submitted to and approved in writing by the Local Planning Authority. If the assessment identifies that the life of the flood defences and river wall is not commensurate with the life of the development, then a scheme of remedial measures shall be submitted to and approved in writing by the Local Planning Authority before development commences. Development shall proceed only in accordance with the approved remedial measures.

“Reason: To safeguard the development and area from the risk of flooding for the lifetime of the development.”

- 9.49 Officers consider that this condition is unreasonable and does not meet three of the six tests within Circular 11/95. Firstly, the condition is not considered to be necessary in this instance as the development is an area of open space rather than

a built development that is more susceptible to flood damage. The wider area is also at no greater risk to flooding than if the development were not to be implemented. Secondly, the condition is difficult to enforce given the requirement to establish the life of the development. Again, as the development is effectively an area of open space, the life of the development is not possible to determine. This knowledge is in the hands of the authorities who wish to take on the completed development, rather than being a tangible lifespan as with built development. Finally, the condition is not considered to be 'reasonable in all other respects', as the condition seeks to secure remedial measures against open space, which in itself is not intensive development that would lead to remedial works to be undertaken and does not increase the permanent population exposed to the risk of flooding.

- 9.50 The Environment Agency has also proposed two further conditions to the these applications which seek a scheme for accessing and maintaining the flood defences and proposals to raise the flood defence crest by 600mm above the current flood defence level if needed in the future to address climate change. These conditions are considered reasonable by officers and are recommended to be imposed.
- 9.51 Both the Twelvetrees Crescent Bridge and Poplar Reach applications are in the vicinity of large gasholders. The applications do not fall within consultation zones around these hazardous installation that would warrant HSE referral should Members approve the application.
- 9.52 For the information of Members, the applicant has been in discussions with British Waterways and Tower Hamlets in terms of the future maintenance of the parks and structures. A condition for the park to be maintained by the developer is not considered to be reasonable under these circumstances, as the Development Corporation is a limited life organisation. However, a condition to secure a strategy by which the future maintenance of the park is achieved is considered to be appropriate, given that these matters are already being discussed.

10. CONCLUSION

- 10.1 The four applications before Members are key to securing a link from the Olympic Park through to the River Thames. While each application has been considered on its own merits, the combination of the four achieves a strategically important objective that has been a priority since before the inception of the Corporation and before the Olympic Games were awarded to London. The grant of planning permission would be an important milestone for the Lower Lea Valley and would make available the river asset to local communities, would draw from a wider catchment extending into Greater London, Hertfordshire and Essex and would be a tourist attraction in its own right. Various parts of the route are already secured as Public Rights of Way and the Corporation has commenced CPO proceedings to deliver the remainder.
- 10.2 The application have successfully considered and dealt with the direct impact upon the Grade II listed Twelvetrees Crescent Bridge. The built structures within the park have established a consistent industrial theme that sits comfortably within the surrounding context while the landscaping improvements introduce an imaginative and ecologically responsible feature to the Lower Lea Valley. These combined will contribute to the enjoyment of the River Lea and will assist in providing a catalyst for investment south of the Olympic Park. The objections received do not raise

issues which cannot be satisfactorily addressed by conditions and do not justify refusal.

- 10.3 All four applications are before Members recommended for approval subject to the conditions listed in section 11 of this report. None of the four schemes require a Section 106 legal agreement to make them acceptable in planning terms. There is also no further statutory consultation required in order to issue a decision.

11. CONDITIONS AND REASONS

Twelvetreets Crescent Bridge Listed Building Consent LTGDC-10-043-LBC

1. The works hereby permitted shall 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 (as amended).

2. This listed building consent applies to the following plan numbers:

LRP-LP-TTC-PA-107 Overview
LRP-5TH-BL-12TB-PL-101A Proposed Location Plan
LRP-5TH-BL-12TB-PL-102B Long South Elevation
LRP-5TH-BL-12TB-PL-103A Long North Elevation
LRP-5TH-BL-12TB-PL-104A Long West Elevation
LRP-5TH-BL-12TB-PL-111D Ground Floor Plan
LRP-5TH-BL-12TB-PL-112D Upper Level Plan
LRP-5TH-BL-12TB-PL-121D West Elevation
LRP-5TH-BL-12TB-PL-122D East Elevation
LRP-5TH-BL-12TB-PL-123D South Elevation
LRP-5TH-BL-12TB-PL-124D North Elevation
LRP-5TH-BL-12TB-PL-125B North Elevation/Section Through Bridge
LRP-5TH-BL-12TB-PL-131A North South Section
LRP-5TH-BL-12TB-PL-132A East West Elevation

The works shall be constructed in accordance with the above approved plans thereafter.

Reason: To ensure that the development is constructed in accordance with the approved plans

3. Prior to the commencement the works hereby permitted, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall include the following information:
 - A Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water
 - A Construction Traffic Management Plan
 - A Site Waste Management Plan
 - Details of site compounds
 - Display of 'Considerate Constructors' telephone number

Reason: To ensure that the works do not adversely impact on adjoining occupiers in accordance with Policies EQ20, EQ45, EQ46 and EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and policies 4A.3, 4A.19 and 4A.20 of the London Plan consolidated with alternations since 2004 (2008).

4. The part of the Grade II listed structure to be removed shall be recorded, appropriately stored on site and preserved for any potential reinstatement at a future date. Documentary records of the section of removed structure shall be archived with the Local Planning Authority and also deposited at a local museum, library or other depository willing to accept and make available the record to the public.

Reason: In the interests of preserving the section of the Grade II listed structure and in accordance with Policies EQ19 and EQ36 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policies 4B.1, 4B.11, 4B.12 and 4B.13 of the London Plan consolidated with alternations since 2004 (2008).

Twelvetimes Crescent Bridge Full Planning Permission LTGDC-10-040-REG3

1. The development hereby permitted shall 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 (as amended).

2. This planning permission applies to the following plan numbers:

LRP-LP-TTC-PA-107 Overview
LRP-5TH-BL-12TB-PL-101A Proposed Location Plan
LRP-5TH-BL-12TB-PL-102B Long South Elevation
LRP-5TH-BL-12TB-PL-103A Long North Elevation
LRP-5TH-BL-12TB-PL-104A Long West Elevation
LRP-5TH-BL-12TB-PL-111D Ground Floor Plan
LRP-5TH-BL-12TB-PL-112D Upper Level Plan
LRP-5TH-BL-12TB-PL-121D West Elevation
LRP-5TH-BL-12TB-PL-122D East Elevation
LRP-5TH-BL-12TB-PL-123D South Elevation
LRP-5TH-BL-12TB-PL-124D North Elevation
LRP-5TH-BL-12TB-PL-125B North Elevation/Section Through Bridge
LRP-5TH-BL-12TB-PL-131A North South Section
LRP-5TH-BL-12TB-PL-132A East West Elevation

The development shall be constructed in accordance with the above approved plans thereafter.

Reason: To ensure that the development is constructed in accordance with the approved plans

3. Prior to the commencement of the development hereby permitted, full details of the proposed landscaping scheme shall be submitted to and approved in writing

by the Local Planning Authority. The landscaping scheme shall include reference to plant species types, surface treatments, fences, walls, signage and information boards together with the means of on-going maintenance for a five year period. The approved landscaping scheme shall be implemented by the first planting season after the implementation of the development.

Reason: In the interest of preserving open views to and from the canal, the living environment for future residents, ecology and the canal setting, in accordance with Policies EQ2, EQ3, EQ4, EQ19, EQ21, EQ25, EQ26 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 4B.1, 4B.2, 4B.3, 4C.4 and 4C.11 and 4C.15 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

4. Prior to the development being made available for use by the public, full details of the proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting and CCTV scheme shall be implemented prior to the public opening of the development.

Reason: In the interests of crime prevention, ecology, visual amenity and the canal setting and in accordance with Policies EQ2, EQ3, EQ19, EQ21, EQ25, EQ26 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 4B.1, 4B.2, 4B.3, 4B.6, 4C.11 and 4C.15 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

5. Prior to the commencement the development hereby permitted, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall include the following information:

- A Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water
- A Construction Traffic Management Plan
- A Site Waste Management Plan
- Details of site compounds
- Display of 'Considerate Constructors' telephone number

Reason: To ensure that the works do not adversely impact on adjoining occupiers in accordance with Policies EQ20, EQ45, EQ46 and EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and policies 4A.3, 4A.19 and 4A.20 of the London Plan consolidated with alternations since 2004 (2008).

6. All areas of the development hereby permitted shall be made available to the public at all times following completion of the development.

Reason: In order to make available to continuous link that the proposal creates, thereby establishing improved linkages throughout the area, in accordance with Policy OS5 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State)

7. Prior to the development being made available for public use, a strategy for the ongoing future maintenance of the lift and associated Fatwalk infrastructure shall be submitted to and approved in writing by the Local Planning Authority. The approved details and strategy shall be adhered to thereafter to the satisfaction of the Local Planning Authority.

Reasons: In the interest of maintaining waterway health and safety and to protect and conserve the natural features of importance for biodiversity of the foreshore, in accordance with Policies EQ4, EQ9, EQ10, EQ11, EQ12, EQ18, EQ19 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 Policies 3D.14, 4A.3, 4B.1, 4C.3 and 4C.4 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

8. Prior to the commencement of the development hereby permitted, the following components of a scheme to deal with the risks associated with contamination should be submitted to and approved in writing by the Local Planning Authority:
 - a. A preliminary risk assessment which identifies:
 - i. All previous uses
 - ii. Potential contaminants associated with this uses
 - iii. A conceptual model of the site indicating sources, pathways and receptors
 - iv. Potentially unacceptable risk arising from contamination at the site
 - b. A site investigation scheme, based on (a.) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those offsite.
 - c. The site investigation results and the detailed risk assessment (b.) 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 (c.) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority.

Reason: An intrusive site investigation as described in (b.) above is required to assess whether the site is contaminated and to ensure that the groundwater and the river are protected from pollution.

9. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure that any contamination that is not identified during the site investigation is dealt with appropriately in order to protect the groundwater and

the river from pollution.

10. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure that any piling or foundation excavations that are undertaken do not pose an unacceptable risk of polluting the groundwater or the river.

11. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, 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. The development shall be carried out in accordance with the approval details.

Reason: SUDs are proposed as a means of disposing of surface water at the site. Some forms of SUDs (primarily infiltration techniques) can result in groundwater pollution if a site is contaminated. Therefore, details of the proposed drainage regime at the site are required to ensure that the groundwater and the adjacent river remain free from pollution.

Poplar Reach Full Planning Permission LTGDC-10-039-REG3

1. The development hereby permitted shall 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 (as amended).

2. This planning permission applies to the following plan numbers:

LRP-LP-PR-PA-108 Overview
LRP-5TH-PR-PL-111 Plan at Ground Level
LRP-5TH-PR-PL-112 Plan at Bridge Level
LRP-5TH-PR-PL-121 Main Span Long Section AA
LRP-5TH-PR-PL-122 North Ramp Long Section BB
LRP-5TH-PR-PL-123 South Ramp Long Section CC
LRP-5TH-PR-PL-124 Main Span North Elevation DD
LRP-5TH-PR-PL-126 Section Through South Ramp FF
LRP-5TH-PR-PL-127 Section Through South Ramp GG
LRP-5TH-PR-PL-128 Cross Section Through Main Span HH
LRP-5TH-PR-PL-131 Section Through Main Span
LRP-5TH-PR-PL-132 Section Through South Ramp Belvedere
LRP-5TH-PR-PL-133 Section Through South Ramp Fill Section
LRP-5TH-PR-PL-141 Speed Control Plan and Elevations

The development shall be constructed in accordance with the above approved plans thereafter.

Reason: To ensure that the development is constructed in accordance with the approved plans

3. Prior to the commencement of the development hereby permitted, full details of the proposed landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include reference to plant species types, surface treatments, fences, walls, signage and information boards together with the means of on-going maintenance for a five year period. The approved landscaping scheme shall be implemented by the first planting season after the implementation of the development.

Reason: In the interest of preserving open views to and from the canal, the living environment for future residents, ecology and the canal setting, in accordance with Policies EQ2, EQ3, EQ4, EQ19, EQ21, EQ25, EQ26 of the London Borough of Newham Unitary Development Plan (adopted June 2001, saved from 27th September 2007 by direction from the Secretary of State), Policies DEV13, DEV17 and DEV66 of the London Borough of Tower Hamlets Unitary Development Plan 1998 and Policies 4B.1, 4B.2, 4B.3, 4C.4 and 4C.11 and 4C.15 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

4. Prior to the commencement the development hereby permitted, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall include the following information:
 - A Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water
 - A Construction Traffic Management Plan
 - A Site Waste Management Plan
 - Details of site compounds
 - Display of 'Considerate Constructors' telephone number

Reason: To ensure that the works do not adversely impact on adjoining occupiers in accordance with Policies EQ20, EQ45, EQ46 and EQ47 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and policies 4A.3, 4A.19 and 4A.20 of the London Plan consolidated with alternations since 2004 (2008).

5. All areas of the development hereby permitted shall be made available to the public at all times following completion of the development.

Reason: In order to make available to continuous link that the proposal creates, thereby establishing improved linkages throughout the area, in accordance with Policy OS5 of the London Borough of Newham Unitary Development Plan (adopted June 2001 and saved from the 27th of September 2007 by direction of the Secretary of State) and Policy OS15 of the London Borough of Tower Hamlets Unitary Development Plan 1998.

6. The part of the development hereby approved extending from the new bridge crossing of the River Lea to Leven Road and described as the 'Leven Road Link' within the submitted Design and Access Statement shall not be open to the public until such a time as road safety measures have been carried out in full at the pedestrian crossing point of the industrial access road to the reasonable satisfaction of the Local Planning Authority to ensure the safety of

persons crossing the access road.

Reason: In the interests of pedestrian safety and in accordance with policies T18, T19, T20 and T21 of the London Borough of Tower Hamlets Unitary Development Plan 1998.

7. Prior to the commencement of the development hereby permitted, a scheme for the access and maintenance of the flood defences shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details and calculations outlining how access and maintenance would be carried out and how the structure could support the necessary plant.

Reason: To maintain the flood defences whilst works are carried out and ensure the flood defences can be maintained in the future.

8. Prior to the commencement of the development hereby permitted, details of the work to raise the flood defence crest by 600mm above the current flood defence level, if needed in the future to address climate change, shall be submitted to and approved by the Local Planning Authority.

Reason: To safeguard the development and area from the risk of flooding for the lifetime of the development.

9. Prior to the commencement of the development hereby permitted, the following components of a scheme to deal with the risks associated with contamination should be submitted to and approved in writing by the Local Planning Authority:
 - a. A preliminary risk assessment which identifies:
 - i. All previous uses
 - ii. Potential contaminants associated with this uses
 - iii. A conceptual model of the site indicating sources, pathways and receptors
 - iv. Potentially unacceptable risk arising from contamination at the site
 - b. A site investigation scheme, based on (a.) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those offsite.
 - c. The site investigation results and the detailed risk assessment (b.) 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 (c.) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority.

Reason: An intrusive site investigation as described in (b.) above is required to assess whether the site is contaminated and to ensure that the groundwater and the river are protected from pollution.

10. If, during development, contamination not previously identified is found to be

present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure that any contamination that is not identified during the site investigation is dealt with appropriately in order to protect the groundwater and the river from pollution.

11. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure that any piling or foundation excavations that are undertaken do not pose an unacceptable risk of polluting the groundwater or the river.

12. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, 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. The development shall be carried out in accordance with the approval details.

Reason: SUDs are proposed as a means of disposing of surface water at the site. Some forms of SUDs (primarily infiltration techniques) can result in groundwater pollution if a site is contaminated. Therefore, details of the proposed drainage regime at the site are required to ensure that the groundwater and the adjacent river remain free from pollution.

13. Prior to the commencement of the development of the bridge structure, full details regarding the bridge construction with particular emphasis on how it will be ensured that debris and material will not be deposited into the river has been submitted to and approved in writing by the Local Planning Authority. The approved details and strategy shall be adhered to thereafter to the satisfaction of the Local Planning Authority.

Reasons: In the interest of maintaining waterway health and safety and to protect and conserve the natural features of importance for biodiversity of the foreshore, in accordance with Policies EQ4, EQ9, EQ10, EQ11, EQ12, EQ18, EQ19 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 Policies 3D.14, 4A.3, 4B.1, 4C.3 and 4C.4 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

A13 Connector Full Planning Permission LTGDC-10-038-REG3

1. The development hereby permitted shall 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 (as amended).

2. This planning permission applies to the following plan numbers:

LRP-LP-A13-PA-109 Overview
LRP-5TH-A13-PL-101 Proposed Site Plan
LRP-5TH-A13-PL-102 Proposed Long Section
LRP-5TH-A13-PL-103 Proposed Site Section AA
LRP-5TH-A13-PL-104 Proposed Site Section BB
LRP-5TH-A13-PL-112 North Walkway Plan
LRP-5TH-A13-PL-113 Ironbridge Walkway Plan
LRP-5TH-A13-PL-114 South Approach Plan
LRP-5TH-A13-PL-115 South Walkway Section AA
LRP-5TH-A13-PL-116 Iron Bridge Walkway Section BB
LRP-5TH-A13-PL-117 North Walkway Section CC
LRP-5TH-A13-PL-118 Typical Walkway Section DD
LRP-5TH-A13-PL-119 Iron Bridge Walkway Typical Section EE
LRP-5TH-A13-PL-120 South Walkway East Elevation
LRP-5TH-A13-PL-121 North Walkway East Elevation
LRP-5TH-A13-PL-131 South End Plan, Section and Elevation
LRP-5TH-A13-PL-133 North End Plan, Section and Elevation

The development shall be constructed in accordance with the above approved plans thereafter.

Reason: To ensure that the development is constructed in accordance with the approved plans

3. Prior to the commencement of the development hereby permitted, full details of the proposed landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include reference to plant species types, surface treatments, fences, walls, signage and information boards together with the means of on-going maintenance for a five year period. The approved landscaping scheme shall be implemented by the first planting season after the implementation of the development.

Reason: In the interest of preserving open views to and from the canal, the living environment for future residents, ecology and the canal setting, in accordance with Policies DEV13, DEV17 and DEV66 of the London Borough of Tower Hamlets Unitary Development Plan 1998 and Policies 4B.1, 4B.2, 4B.3, 4C.4 and 4C.11 and 4C.15 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

4. Prior to the development being made available for use by the public, full details of the proposed lighting and CCTV scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting and CCTV scheme shall be implemented prior to the public opening of the development.

Reason: In the interests of crime prevention, ecology, visual amenity and the canal setting and in accordance with and Policies 4B.1, 4B.2, 4B.3, 4B.6, 4C.11 and 4C.15 of the London Plan (Feb 2008, Consolidated with Alterations Since 2004).

5. Prior to the commencement the development hereby permitted, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Statement shall include the following information:

- A Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water
- A Construction Traffic Management Plan
- A Site Waste Management Plan
- Details of site compounds
- Display of 'Considerate Constructors' telephone number

Reason: To ensure that the works do not adversely impact on adjoining occupiers in accordance with policies 4A.3, 4A.19 and 4A.20 of the London Plan consolidated with alternations since 2004 (2008).

6. All areas of the development hereby permitted shall be made available to the public at all times following completions of works.

Reason: In order to make available to continuous link that the proposal creates, thereby establishing improved linkages throughout the area, in accordance with Policy OS15 of the London Borough of Tower Hamlets Unitary Development Plan 1998.

7. Prior to the commencement of the development hereby permitted, a scheme for the access and maintenance of the flood defences shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall provide details and calculations outlining how access and maintenance would be carried out and how the structure could support the necessary plant.

Reason: To maintain the flood defences whilst works are carried out and ensure the flood defences can be maintained in the future.

8. Prior to the commencement of the development hereby permitted, details of the work to raise the flood defence crest by 600mm above the current flood defence level, if needed in the future to address climate change, shall be submitted to and approved by the Local Planning Authority.

Reason: To safeguard the development and area from the risk of flooding for the lifetime of the development.

9. Prior to the commencement of the development hereby permitted, the following components of a scheme to deal with the risks associated with contamination should be submitted to and approved in writing by the Local Planning Authority:

- e. A preliminary risk assessment which identifies:
 - i. All previous uses
 - ii. Potential contaminants associated with this uses
 - iii. A conceptual model of the site indicating sources, pathways and receptors
 - iv. Potentially unacceptable risk arising from contamination at the site
- f. A site investigation scheme, based on (a.) to provide information for a detailed assessment of the risk to all receptors that may be affected,

- including those offsite.
- g. The site investigation results and the detailed risk assessment (b.) 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.
 - h. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c.) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority.

Reason: An intrusive site investigation as described in (b.) above is required to assess whether the site is contaminated and to ensure that the groundwater and the river are protected from pollution.

14. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To ensure that any contamination that is not identified during the site investigation is dealt with appropriately in order to protect the groundwater and the river from pollution.

15. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To ensure that any piling or foundation excavations that are undertaken do not pose an unacceptable risk of polluting the groundwater or the river.

16. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, 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. The development shall be carried out in accordance with the approval details.

Reason: SUDs are proposed as a means of disposing of surface water at the site. Some forms of SUDs (primarily infiltration techniques) can result in groundwater pollution if a site is contaminated. Therefore, details of the proposed drainage regime at the site are required to ensure that the groundwater and the adjacent river remain free from pollution.

CASE OFFICER: Stephen Allen

Meeting: 10 June 2010
Agenda Item: 5
Report No: LTGDC/10/PC30

- Appendix 1:** Site Location Plans
- Appendix 2:** Individual Layout Plans
- Appendix 3:** Twelvetrees Crescent Bridge Lift and Stair Structure
- Appendix 4:** Poplar Reach Bridge
- Appendix 5:** A13 Walkway
- Appendix 6:** Surface Treatments and Sections
- Appendix 7:** Furniture, Boundary Treatments and Beacon Towers