

Appendices

AA Planning Policies

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Planning Policy Responses

| Policy | How the proposed Scheme design would meet policy |
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| National | |
| National Policy Statement for National Networks (NN NPS) (December 2014) | |
| 3.17 The Government expects applicants to use reasonable endeavours to address the needs of cyclists and pedestrians in the design of new schemes. The Government also expects applicants to identify opportunities to invest in infrastructure in locations where the national road network severs communities and acts as a barrier to cycling and walking, by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions. | TfL would meet this policy by designing with safety in mind ensuring sufficient visibility splays for road users and for cyclists. Additionally TfL would provide better links between existing cycle routes at the southern portal where the bridge across A102 A102 Blackwall Tunnel Southern Approach at Boord Street is being renewed. |
| 3.19 The Government is committed to creating a more accessible and inclusive transport network that provides a range of opportunities and choices for people to connect with jobs, services and friends and family. | TfL would meet this policy by providing greater road connectivity between the two sides of the River Thames, allowing better connectivity between homes and jobs. |
| 3.20 The Government expects applicants to improve access, wherever possible, on and around the national networks by designing and delivering schemes that take account of the accessibility requirements of all those who use, or are affected by, national networks infrastructure, including disabled users. All reasonable opportunities to deliver improvements in accessibility on and to the existing national road network should also be taken wherever appropriate. | TfL would meet this policy by increasing controlled, signalised road crossings, and would introduce ramps compliant with relevant standards on the replacement foot and cycle bridge over the A102 Blackwall Tunnel Southern Approach at Boord Street. |
| 3.21 Applicants are reminded of their duty to promote equality and to consider the needs of disabled people as part of their normal practice. Applicants are expected to comply with any obligations under the Equalities Act 2010. | |
| 3.22 Severance can be a problem in some locations. Where appropriate applicants should seek to deliver improvements that reduce community severance and improve accessibility. | The design would improve connectivity across the tunnel approach road for cyclists and pedestrians by replacing the bridge over the A102 Blackwall Tunnel Southern Approach. |
| 4.29 Visual appearance should be a key factor in considering the design of new infrastructure, as well as functionality, fitness for purpose, sustainability and cost. Applying “good design” to national network projects should therefore produce sustainable infrastructure sensitive to place, efficient in the use of natural resources and energy used in their construction, matched by an appearance that demonstrates good aesthetics as far as possible. | TfL would meet this policy by designing with a sense of place and integrating new landscape with existing features and cycle routes, guided by the requirements of the road and the need for a safe environment with suitable visibility splays for traffic. This overall design principle meets the requirement of the NPS which acknowledges that the physical appearance of some national networks may be limited due to functionality but there are still opportunities to demonstrate good design. |
| 4.30 It is acknowledged however, that given the nature of much national network infrastructure development, there may be a limit on the extent to which it can contribute to the enhancement of the quality of the area. | |
| 4.31 A good design should meet the principal objectives of the scheme by eliminating or substantially mitigating the identified problems by improving operational conditions and simultaneously minimising adverse impacts. It should also mitigate any existing adverse impacts wherever possible, for example, in relation to safety or the environment. A good design will also be one that sustains the improvements to operational efficiency for as many years as is practicable, taking into account capital cost, economics and environmental impacts. | The proposed Scheme would provide additional capacity through a new crossing of the River Thames in east London. The design would create a sense of place and integrate new landscape within the requirements of the relevant standards for a new road tunnel. |

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| 4.32 Scheme design will be a material consideration in decision making. The Secretary of State needs to be satisfied that national networks infrastructure projects are sustainable and as aesthetically sensitive, durable, adaptable and resilient as they can reasonably be (having regard to regulatory and other constraints and including accounting for natural hazards such as flooding) | TfL would meet this policy by incorporating resilience through minimising the drainage requirements, and incorporating sustainable drainage techniques (SUDS) where possible. These ease surface runoff water pressure on the drainage network, while also providing new landscaped area integrated with the existing surroundings. |
| 4.33 The applicant should therefore take into account, as far as possible, both functionality (including fitness for purpose and sustainability) and aesthetics (including the scheme's contribution to the quality of the area in which it would be located). | TfL would meet this policy by designing with a sense of place and integrating new landscape with existing features and cycle routes, guided by the functionality of the road and the need for a safe environment with suitable visibility splays for traffic. This overall design principle meets the requirement of the NPS which acknowledges that the physical appearance of some national networks may be limited due to functionality but there are still opportunities to demonstrate good design. |
| 4.34 Whilst the applicant may only have limited choice in the physical appearance of some national networks infrastructure, there may be opportunities for the applicant to demonstrate good design in terms of siting and design measures relative to existing landscape and historical character and function, landscape permeability, landform and vegetation. | TfL would meet this policy by considering existing landscape and materials and using matching and complementary materials to create a sense of community. The proposed Scheme would create a sense of place, integrating with existing landscape features and cycle routes and at the northern portal would provide seating opportunities. |
| 4.35 Applicants should be able to demonstrate in their application how the design process was conducted and how the proposed design evolved. Where a number of different designs were considered, applicants should set out the reasons why the favoured choice has been selected. The Examining Authority and Secretary of State should take into account the ultimate purpose of the infrastructure and bear in mind the operational, safety and security requirements which the design has to satisfy. | The design development of the proposed Scheme would be considered and demonstrated elsewhere in this DAS. |
| 5.205 ...the applicant should provide evidence that as part of the project they have used reasonable endeavours to address any existing severance issues that act as a barrier to non-motorised users. | The proposed Scheme would provide additional capacity for motorised users through a new crossing of the River Thames at in east London. Access for non- motorised users would be improved via new signalised crossings, the provision of better links between existing formal cycle routes, and the replacement of the existing bridge over the A102 Blackwall Tunnel Southern Approach at Boord Street, as provision within the tunnel would be expensive and little used due to the nature of the enclosed environment. |
| 5.216 Where development would worsen accessibility such impacts should be mitigated so far as reasonably possible. There is a very strong expectation that impacts on accessibility for non-motorised users should be mitigated. | |
| National Planning Policy Framework (March 2012) | |
| <p>Policy 7 Requiring good design.</p> <p>Paragraph 56 to 66 of the NPPF establishes the importance of achieving high quality design that has a positive effect on the environment. It states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. Local planning authorities should not refuse planning permission for building or infrastructure that promotes high levels of sustainability because of concerns about incompatibility with an existing townscape.</p> | TfL would meet this policy by designing with a sense of place and integrating new landscape with existing features and cycle routes, guided by the functionality of the road and the need for a safe environment with suitable visibility splays for traffic. This overall design principle meets the requirement of the NPS which acknowledges that the physical appearance of some national networks may be limited due to functionality but there are still opportunities to demonstrate good design. |

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| Regional | |
| London Plan (2011) consolidated with revised minor alterations (2013) and further alterations (2014) | |
| <p>Policy 5.3 Sustainable Design and Construction: this policy requires all new developments to achieve the highest standards of sustainable design and construction to improve the environmental performance and to adapt to the effects of climate change over their lifetime.</p> | <p>TfL would meet this policy by incorporating sustainable design through choice of materials, within the applicable standards and project requirements. The proposed Scheme is considering climate change by including SUDS and through using planting which would be able to adapt to changing climate conditions.</p> |
| <p>5.10 Urban Greening: states that development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening, including the public realm. Elements that can contribute to this include tree planting, green roofs and walls, and soft landscaping.</p> | <p>TfL would meet this policy by taking into account the local character and introducing landscape which integrates with the existing landscape features. The proposed Scheme respects the form of the local area and responds to the natural environment.</p> |
| <p>5.11 Green Roofs and Development Site Environs states that major development proposals should be designed to include roof, wall and site planting where feasible.</p> | <p>TfL would meet this policy by introducing landscape which integrates with the existing landscape features. The proposed Scheme respects the form of the local area and responds to the natural environment. The design of the operational buildings would also make use of green roofs where possible.</p> |
| <p>7.2 An inclusive design: the policy states that the mayor requires all new development in London to achieve the highest standards of accessible and inclusive design, which can be used safely and easily by all. Design and Access Statements submitted with proposals should explain, following engagement with relevant user groups, the principles of inclusive design including the needs for older and disabled people.</p> | <p>TfL would meet this policy by designing with safety in mind ensuring sufficient visibility splays for road users and for cyclists.</p> |
| <p>7.4 Local Character: states that development should have regard to the form, function and structure of an area, place or street and the scale mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. Buildings, streets and open spaces should provide high quality design that has regard to existing spaces and streets and contribute to a positive relationship between natural landscape features and urban structure</p> | <p>TfL would meet this policy by considering existing landscape and materials and using matching and complementary materials to create a sense of community. The proposed Scheme would create a sense of place, integrating with existing landscape features and cycle routes and at the northern portal would provide seating opportunities.</p> |
| <p>7.5 Public Realm: sets out the need for London's public space to incorporate the highest design quality and be secure, accessible, inclusive, connected, and easy to understand. Public realm should relate to local context and use gateways, focal points and landmarks as appropriate. Landscape treatment, street furniture and infrastructure should be of the highest quality and opportunities for soft landscaping should be maximised.</p> | <p>TfL would meet this policy by taking into account the local character and introducing landscape which integrates with the existing landscape features. The proposed Scheme respects the form of the local area and responds to the natural environment.</p> <p>The proposed Scheme would integrate existing cycle routes and accommodate new cycle routes, encouraging the shared space principle and creating uncluttered clearly defined cycle and pedestrian paths. In addition to movement corridors, the landscaping area at the northern portal would provide seating for pedestrian travelling to their destinations. These seating areas are integrated into the landscaping and provide character to the area, with high quality street furniture which creates an attractive high quality public realm.</p> |

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| <p>7.13 Safety, Security and Resilience to Energy: Development proposals should contribute to the minimisation of potential physical risks, including those arising as a result of fire, flood and related hazards. Development should include measures to design out crime that, in proportion to the risk, deter terrorism, assist in the detection of terrorist activity and help defer its effects.</p> | <p>TfL would meet this policy by designing with safety in mind ensuring sufficient visibility splays for road users and for cyclists, including the large swathes of hardened verge at the southern portal.</p> |
| <p>Mayor's Transport Strategy</p> | |
| <p>Policy 19 The mayor, through TfL with work with London boroughs, Highways Agency and other stakeholders to make the most of open spaces across the transport system, for example green spaces alongside roads, to improve the quality and diversity of London's natural environment.</p> | <p>TfL would meet this policy by designing movement corridors, green spaces alongside roads, and a landscaped area at the northern portal with seating for pedestrian travelling to their destinations. These seating areas are integrated into the landscaping and provide character to the area, with high quality street furniture which creates an attractive high quality public realm.</p> |
| <p>Sub-Regional</p> | |
| <p>East London Sub-regional Transport Plan</p> | |
| <p>Challenge 2 considers physical characteristics of the sub region which form barriers to movement, such as the River Thames and the need to increase and improve existing river crossings in the east.</p> | <p>The proposed Scheme would provide additional capacity for motorised users through a new crossing the River Thames at in East London. Further details would be provided in the Statement of Case.</p> |
| <p>Local</p> | |
| <p>Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014)</p> | |
| <p>Policy IM1 Infrastructure Policy IM1 relates to offsetting planning loss from development through the use of conditions and planning obligations. However it also states that 'Developments incorporating a significant amount of infrastructure, public realm and open space should reach a Civil Engineering Environmental Quality Assessment rating of Excellent'.</p> | <p>A CEEQUAL Pre-Assessment is underway, and the full assessment would be undertaken ahead of the CPO submission in March 2016. The Scheme would be targeting an assessment rating of 'Excellent'.</p> |
| <p>Policy IM (b) Walking and Cycling Policy IM (b) puts emphasis on the need to both protect and enhance footpaths and cycle ways and new development should provide for the needs of their users by integrating existing footpaths and cycle networks encouraging the principles of shared space and promoting walking and cycling with well lit, signed and maintained routes.</p> | <p>TfL would meet this policy by integrating cycle routes and accommodating new cycle routes, encouraging the shared space principle and creating uncluttered clearly defined cycle and pedestrian paths.</p> |

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| <p>Policy DH1 Design</p> <ul style="list-style-type: none"> Requires all development to be of high quality design and be able to demonstrate that they positively contribute to the improvement of both the built and natural environments. As guidance, all development are expected to: Provide a positive relationship between the proposed and existing urban context by taking account of topography, landscape setting, ridges and natural features, existing townscapes, local landmarks, views and skylines; Promote local distinctiveness by providing site specific design solutions; Demonstrate that the development contributes to a safe and secure environment; Achieve accessible and inclusive environments for all; Create attractive, manageable well-functioning spaces within the site; Maximise energy conservations , through effective layout, orientation, use of appropriate materials, detailing and landscape design (also see Policy E1); benefit Royal Greenwich by helping mitigate and adapt to climate change; enhance biodiversity consistent with the Greenwich Biodiversity Action Plan; Incorporate living roofs and/or walls in line with Policy E(f); Demonstrate on-site waste management including evidence of waste reduction, use of recycled materials and dedicated recyclable waste storage space; Demonstrate water efficiency and demand management measures; wherever possible, ensure building materials are responsibly sourced and minimise environmental impact; and Demonstrate measures that reduce surface water flood risk and landscape the environment in a way that provides for permeable surfaces; meet the requirements of Policy H5 for residential schemes; integrate with existing path and circulation networks and patterns of activity particularly for pedestrians and cyclists | <p>TfL would meet this policy by taking into account the local character and introducing landscape which integrates with the existing landscape features. The proposed Scheme respects the form of the local area and responds to the natural environment.</p> <p>The proposed Scheme and associated landscaping has been designed with safety in mind to ensure sufficient visibility splays for road users and for cyclists.</p> <p>In addition to movement corridors, the landscaping area at the northern portal would provide seating for pedestrian travelling to their destinations. These seating areas are integrated into the landscaping and provide character to the area, with high quality street furniture which creates an attractive high quality public realm.</p> |
| <p>Newham 2027 Newham’s Local Plan – The Core Strategy (Adopted 2012)</p> | |
| <p>SP1 Borough-wide Place-making: this policy sets an overarching policy to provide high quality development across the borough. Development proposals are required to respond numerous criteria in relation to the natural and urban landscape and heritage and infrastructure assets</p> | <p>TfL would meet this policy by designing movement corridors, green spaces alongside roads, and a landscaped area at the northern portal with seating for pedestrians travelling to their destinations. These seating areas are integrated into the landscaping and provide character to the area, with high quality street furniture which creates an attractive high quality public realm.</p> |

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| <p>SP3 Quality Urban Design within Places</p> <p>Policy SP3 requires all development proposals to realise a high quality of urban design in spaces they create, helping to engender safe, sociable and inclusive mixed and balance community. Proposals will be supported which contribute to mixed use inclusive areas and taking into account local character and specific attributers of sites to create positive local areas, which securing integration with local character.</p> | <p>TfL would meet this policy by taking into account the local character and introducing landscape which integrates with the existing landscape features. The proposed Scheme respects the form of the local area and responds to the natural and urban environment.</p> <p>The proposed Scheme and associated landscaping has been designed with safety in mind to ensure sufficient visibility splays for road users and for cyclists.</p> <p>In addition to movement corridors, the landscaping area at the northern portal would provide seating for pedestrian travelling to their destinations. These seating areas are integrated into the landscaping and provide character to the area, with high quality street furniture which creates an attractive high quality public realm.</p> |
| <p>SP5 Heritage and other Successful Place-making Assets</p> <p>SP5 identified the value of heritage and other cultural, natural, infrastructural and architectural assets, which contribute to local character and states development proposals should take an approach to urban design which recognises the strengths and weaknesses of local character and seeks to contribute positively to the townscape, achieving better integration of new and old infrastructure and built environment. The policy also emphasises the need to conserve ad enhance designated and non-designated heritage assets.</p> | <p>TfL would meet this policy by introducing landscape which integrates with the existing landscape features. The proposed Scheme respects the form of the local area and responds to the natural and urban environment.</p> |
| <p>SP7 Quality Movement Corridors and Linear Gateways</p> <p>This policy lists several streets in the borough that will be subject to public realm and regenerative improvements. Silvertown Way is identified as a key movement corridor / linear gateway which means any development here should significant raise and easily maintain the quality of public realm, with particular attention to de-cluttering, inclusive access, continuity of footways and material and the value of tree planting and desirability of introducing public art into appropriate locations.</p> | <p>The proposed Scheme would integrate existing cycle routes and accommodate new cycle routes, encouraging the shared space principle and creating uncluttered clearly defined cycle and pedestrian paths. In addition to movement corridors, the landscaping area at the northern portal would provide seating for pedestrian travelling to their destinations. These seating areas are integrated into the landscaping and provide character to the area, with high quality street furniture which creates an attractive high quality public realm.</p> |
| <p>Newham Saved Unitary Development Plan policies (February 2012)</p> | |
| <p>Policy EQ14</p> <p>Tree Loss and Retention: Permission will be resisted for development proposals which would cause unacceptable loss of tree, or which do not allow for the retention of existing trees of amenity value.</p> | <p>The nature of the proposed Scheme would require some removal of trees and hedgerows which would be resisted by policy EQ14 of the Saved Policies of the Newham UDP, however additional planting is being introduced in line with Policy EQ15 and the planting to be removed is of low quality.</p> |
| <p>Policy EQ15 Inclusion of Tree Planting in New Development:</p> <p>Where appropriate, the inclusion of a Landscaping scheme, including tree planting, would be required in new developments and made a condition of any planning permission granted. In areas of deficiency in tree coverage, a higher density of tree cover may be required.</p> | |

