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1.0 INTRODUCTION

- 1.1 The Council's Unitary Development Plan (UDP) is the statutory planning framework for the future of the Borough. To help you when you apply for planning permission and give the background to both the UDP and other Council policies, the Environment and Regeneration Department has produced a number of Supplementary Planning Guidance Notes (SPGs).
- 1.2 Although not a part of the UDP, this guidance note will be taken into account as another material consideration when assessing major planning applications for development. The guidance is updated more frequently than the UDP itself and you are encouraged to discuss your proposals with the Council's Development Control or Forward Planning sections of the Local Planning Authority (LPA) before you submit a formal application for development.

WHAT IS SUSTAINABLE DEVELOPMENT?

- 1.3 It is now universally accepted that the natural environment, the world's resources and environmental stability are under threat from our demands upon them. Unless significant reduction in the depletion of natural resources and the pollution of our environment is effectively introduced, the quality of life enjoyed by many today will not be available for future generations.
- 1.4 Sustainable development has been defined by the Brundtland Commission (1987) as "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The concept of living within the capacity of supporting ecosystems has also been suggested as a basis for sustainable development. In the urban context, sustainable development has also been defined as "development which is non-damaging to the environment and which contributes to the city's ability to sustain its social and economic structure".
- 1.5 The world's leaders approached the problem on a global basis at the Rio, Kyoto and Johannesburg conferences and have set an agenda of objectives for change over future years to reduce the adverse effects of our lifestyle on the environment and create a sustainable future.
- 1.6 In recognition of this new agenda, the Government produced a strategic framework to promote sustainable development nationally ("A Better Quality of Life – a Strategy for Sustainable Development in the United Kingdom, May 1999")
- 1.7 The Government's strategy identifies the main aims of sustainable development at the national level which, in turn, will inform the various frameworks for delivering sustainable development and regeneration in Newham. These aims are:
 - Social progress which recognises the needs of everyone;
 - Effective protection of the environment;
 - Prudent use of natural resources; and

- Maintenance of high and stable levels of economic growth and employment.

PURPOSE OF THIS GUIDANCE

- 1.8 Sustainable development is at the very heart of all current planning policy, and is a major objective of the current planning system. Planning policies throughout the whole of the Unitary Development Plan are therefore likely to have major implications for sustainable development and have been written with the implications of sustainable development in mind.
- 1.9 However, the approach to sustainable development, as expressed through recent government planning guidance and the emerging pan-London framework for approaching these matters (such as the Mayor for London's draft London Plan and related strategies for energy, noise, air quality, open space and biodiversity amongst others), is undergoing constant change and refinement. This reflects the importance and urgency of achieving sustainable solutions to a wide range of very different issues, and is expressed in the rapid development of new ideas, new materials and new technologies.
- 1.10 The purpose of this Guidance note is to provide you with an environmental sustainability checklist of the supporting information that may be requested by the Council to assist it in assessing the overall environmental sustainability of your application for major development. For the purpose of this guidance, the request for the submission of specific supporting information may be triggered, unless otherwise indicated, if your proposal:
- i) is for 50 dwellings or more, or
 - ii) involves a development site of 5000m² (1/2 hectare) or above, or
 - iii) involves a development of gross floor area 3000m² or above
- 1.11 While this checklist can provide a broad indication of many of the topic areas that may need to be covered as part of a scoping report carried out under the Town and Country Planning (Environmental Impact Assessment) Regulations 1999, information contained with this Guidance is provided independently of, and without prejudice to, any specific legislative planning requirements/assessments that may need to be carried out within the scope of the Regulations. The checklist in this guidance applies to all major development as defined above, independent of any need for an Environmental Impact Assessment (EIA), although, of course, if any EIA is required, it may be appropriate to address many of these issues within the EIA.
- 1.12 This guidance's remit is not to provide a checklist of all possible planning issues which will arise in relation to major development. Indeed, given the very wide range of very different issues that the principles of sustainable development cover, it seeks only to outline in the broadest terms 15 key environmental sustainability issues that the Council is attempting to 'mainstream' within the land-use planning system of policy and development control. It does not go into any great detail about any single issue. However it does point out where further advice may be obtained. Socio-economic

sustainability issues are to be covered elsewhere in an emerging Council SPG on Section 106, Planning agreements, due for publication in early 2004.

- 1.13 If a major development proposal requires an Environmental Impact Assessment (EIA) under the 1999 regulations, it is likely that the applicant may be requested to provide various assessments of the impact in accordance with the current adopted Unitary Development Plan, policies and the Regulations themselves. For purposes of clarity, it would be beneficial if proactive measures to promote the overall sustainability benefits of the proposal are outlined and summarised in a separate 'Environmental Sustainability Framework' document (or, if preferred, a separate chapter in the EIA). This will be particularly relevant in addressing topics 3-6 and 11 of the Sustainability Checklist.
- 1.14 If an outline application does not require an EIA under the 1999 regulations, and essentially seeks to establish the principle of the development proposed, the Council may still request appropriate supporting and illustrative materials to assess the planning merits and acceptability of the proposal. However, it may be appropriate for the more detailed matters covered by this SPG, where these are mandatory requirements, to be addressed through the imposition of conditions on the outline planning permission.
- 1.15 Each application will be judged on its overall merits in terms of compliance with the Unitary Development Plan and any other material considerations. While an applicant may need to demonstrate that they have given serious consideration to all relevant individual checklist items, lack of compliance with its provisions will not necessarily mean that your application will be refused if a justification can be provided. For example, your application will not be refused, simply because you did not specify that non-toxic paints would be used or because you do not intend to use solar panels. The request of specific supporting information will be mandatory where it is supported by and relates directly to current Newham UDP policy, government guidance, the London Plan and, where relevant, the 1995 EIA Regulations. Where the submission of supporting information is mandatory, this is made clear in the 'Explanatory Notes' provide in this SPG. However, in certain topic areas, namely:
- 3) Water Supply and Conservation
 - 4) Sustainable Construction materials
 - 5) Sustainable waste management, and
 - 6) Energy
- the requirement for supporting information, while beneficial, is not currently mandatory, and the Council will seek to address these issues by discussion and through agreement with the applicant.
- 1.16 However, by giving serious consideration to the 15 topic items on the sustainability checklist and attempting to address them in a positive manner,

you are providing the Council with a clear indication of your commitment to making Newham a better place now and for future generations.

- 1.17 It is also important to recognise that the clients, customers or users of the proposed development should identify with any sustainability measures which may be included in that development. To a large extent therefore their demands and their aspirations will determine the way in which sustainability is to be built into the scheme. Environmental management proposals to ensure that key environmental objectives are implemented and sustained through the lifetime of the development are equally important.
- 1.18 Also, by providing necessary supporting information with your application, you will assist the development control case officer who deals with your application to do so more efficiently and may therefore speed up the length of time taken to consider the application. It may therefore lead to a quicker decision than otherwise would be the case. In any event, the Council will seek to provide a decision within 13 weeks, wherever possible, in accordance with Government targets.

CONTENTS OF THIS GUIDANCE

- 1.19 The following pages of this guidance provide a table with a sustainability checklist for major development. This is followed by an 'Explanatory Note' section which explains the 15 sustainability topic areas and associated planning requirements in more detail.

ENVIRONMENTAL SUSTAINABILITY CHECKLIST SUMMARY FOR MAJOR DEVELOPMENT

SUSTAINABILITY TOPIC	SUSTAINABILITY OBJECTIVE(S)	SUPPORTING INFORMATION REQUESTED	DEVELOPMENT THRESHOLD	FURTHER INFORMATION AND CONTACTS
1. ACCESS FOR ALL	<ul style="list-style-type: none"> - To create an environment that provides full accessibility for all - To contribute towards greater social equity and social inclusiveness 	<ul style="list-style-type: none"> - Proposals to be fully compliant with Council guidance as contained in the Newham SPGs "Sustainable Residential Design Guidelines" and the document "Access for All" - The application should be accompanied by a short supporting statement explaining how access issues have been addressed 	Any application potentially. No specific threshold.	<p>The Town and Country Planning Act 1990 (Section 76); the Disability Discrimination Act (1995); Planning and Access for Disabled People - A Good Practice Guide, March 2003 (ODPM); the draft London Plan, Policy 3A.4 Housing Choice; Newham UDP policies EQ25, H10 and H11; 'Accessible London – Achieving an inclusive Environment' (draft SPG), GLA, 2003; Council SPGs Access for All (to be updated) and 'Newham Sustainable Residential Design Guidelines' (due 2004), particularly subsection of Lifetime Homes. (currently being produced)</p>

Environmental Sustainability Checklist

<p>2. FLOOD RISK AND SUSTAINABLE DRAINAGE</p>	<ul style="list-style-type: none"> - Reducing the risk of flooding - Providing appropriate flood protection and storage - Reducing pollution risk to surface and ground waters - Improve water quality - Enhance amenity and biodiversity 	<ul style="list-style-type: none"> - Flood Risk Assessment . - Sustainable Drainage Systems Assessment 	<ul style="list-style-type: none"> - Any application potentially. No specific threshold 	<p>PPG 25 (July 2001); UDP policies EQ62 – 64; Appendix 1 of this SPG; Sustainable Urban Drainage Systems – an Introduction (Environment Agency); Environment Agency 01707 632 300</p>
<p>3. WATER SUPPLY AND CONSERVATION</p>	<ul style="list-style-type: none"> - Reducing consumption of drinkable water and energy associated with the transport, treatment and delivery of potable water, and the subsequent treatment and disposal of wastewater. 	<p>Evidence of application of a 'Water Hierarchy', including:</p> <ul style="list-style-type: none"> - water economy measures to reduce demand for all water - match 'grey' water supply to grey water demand - measures to supply water from on-site sources 	<p>Major development as defined in this SPG (Introduction)</p>	<p>See Explanatory Notes, Topic 3, of this SPG</p>

<p>4. SUSTAINABLE CONSTRUCTION MATERIALS</p>	<ul style="list-style-type: none"> - Reducing consumption of irreplaceable material assets - Promoting reuse and minimising waste - Promoting prudent use of sustainably managed natural and semi natural resources - Promoting recycling in demolition and deconstruction - Effective protection of the environment 	<p>Materials Use and Purchasing Strategy</p>	<p>Major development as defined in this SPG (introduction)</p>	<p>L.B. Newham SPG "Sustainable Residential Design Guidelines" (due 2004); BRE Construction and demolition waste GB57; CIRIA Waste minimisation and recycling in construction: design manual. Special publication 134, 1998; BRE Digest 448: Waste Minimisation on construction sites; GLA's forthcoming SPG on Sustainable Construction; UDP Policy EQ60.</p>
<p>5. SUSTAINABLE WASTE MANAGEMENT</p>	<p>See Topic 4 (Sustainable Construction Materials) above</p>	<p>Sustainable Waste Management Strategy</p>	<p>Major development as defined in this SPG (introduction)</p>	<p>Government's Waste Strategy 2000; London Mayor's Municipal Waste Management Strategy; LB Newham waste collection authority; LB Newham's emerging waste minimisation strategy; East London Waste Authority and sub-contractor (Shanks); Council UDP policies EQ60 – EQ61; LB Newham SPG "Sustainable Residential Design Guidelines." (due 2004)</p>

Environmental Sustainability Checklist

6. ENERGY USE	<ul style="list-style-type: none"> - Conserving non-renewable natural resources and minimising the impact of global warming - Reduce environmental impacts associated with energy production 	<ul style="list-style-type: none"> - A BREEAM (Building Research Establishment Method) Energy Use Assessment - An EcoHomes assessment for major residential development - A Wider Energy Strategy (see also related rating and renewable energy targets) 	Major development as defined in this SPG (Introduction)	<p>Energy Efficiency Best Practice Programme; The Mayor's Draft Energy Strategy (January 2003, GLA); Council SPG 'Sustainable Residential Design Guidelines' (due 2004); CHPQA – A Quality Assured Programme for Combined Heat and Power (2000); LB Newham UDP, Policy EQ24.</p>
7. MICROCLIMATE	<ul style="list-style-type: none"> - Protecting and enhancing public amenity - Maximising the energy efficiency of buildings 	<ul style="list-style-type: none"> - A Wind Tunnel Analysis - Development to be designed in accordance with criteria outlined in the 'Explanatory Notes' of the SPG, Topic 7 	Major development as defined in this SPG (Introduction)	<p>Council SPG 'Sustainable Residential Design Guidelines' (due 2004)</p>
8. NOISE	<ul style="list-style-type: none"> - Protecting and enhancing public amenity and local quality of life - Protecting human health 	<ul style="list-style-type: none"> - Environmental Code of Construction - Noise Action Statement 	Major development as defined in this SPG (Introduction)	<p>Planning Policy Guidance (PPG24); GLA Draft Ambient Noise Strategy (2003); LB Newham UDP Policies EQ47-48; Council SPG 'Sustainable Residential Design Guidelines' (due 2004); BS 5288: Noise Control on Construction and Open Sites</p>

<p>9. TRANSPORT</p>	<ul style="list-style-type: none"> - To encourage a modal switch away from private car-use to more energy-efficient, less polluting modes of transport - To reduce traffic congestion and improve local quality of life - To protect human health - To reduce the environmental impacts associated with traffic - Conserving non-renewable natural resources and minimising the impact of global warming 	<ul style="list-style-type: none"> - Transport Assessment - Green Travel Plan - School Travel Plan - Retail or Leisure Impact Assessment 	<p>Major Development of 1000m² (gross floor area) and over</p>	<p>PPG13, the London Plan; the GLA Transport Strategy; the London Cycle Network design manual; LB Newham UDP, particularly the Transport Chapter, and related policies in the Shopping and Town Centres chapter.</p>
<p>10. AIR QUALITY</p>	<ul style="list-style-type: none"> - Reduce the risks of harm to human health - Minimise the threats to the global climatic systems of global warming - Reduce damage to ecosystems 	<ul style="list-style-type: none"> - Air Quality Assessment; - Green Travel Plan - Environmental Code of Construction 	<ul style="list-style-type: none"> - Major development as defined in this SPG (Introduction); - All sites within the Newham Air Quality Management Area (AQMA) (see Map 2 attached for further information) - Please ascertain with the Council's Pollution Control Unit (Env. Health Service) whether the development site lies within a designated AQMA. 	<p>National Air Quality Strategy for England and Wales (2000); Newham UDP policies EQ45-46; GLA Air Quality Strategy; Newham Air Quality Action Plan (Consultation Draft 2003); ALG Air Quality Assessments for Planning Applications, Technical Guidance Note BRE Control of Dust from Construction and Demolition Waste</p>

Environmental Sustainability Checklist

<p>11. NATURE CONSERVATION / BIODIVERSITY</p>	<p>- Encouraging biodiversity in urban areas, through the protection / enhancement of existing sites of nature conservation importance, the creation of new habitats and general wildlife diffusion. This has aesthetic, recreational and sustainability objectives.</p>	<p>- Ecological Statement and related Action / Management Plan</p>	<p>- All sites listed in Appendix EQ2 of the Newham UDP; - Major development as defined in this SPG (introduction), regardless of location</p>	<p>PPG9; Wildlife and Countryside Act 1981, Schedule 1, 5 and 8 (as amended); the GLA's Biodiversity Strategy (2003); London Ecology Handbook 17 (London Ecology Unit 1991); LB Newham Habitat Survey (2001/2002) (Newham Leisure Services Department); Lea Valley Regional Park Biodiversity Action Plan 2000; Lower Lea To Thameside Arc of Opportunity SPG 2001; Council SPG 'Sustainable Residential Design Guidelines' (due 2004); Newham UDP policies EQ9-11.</p>
<p>12. TREES AND WOODLAND</p>	<p>- To enhance landscape character, open space, and urban environmental quality - To enhance local quality of life - To aid environmental protection - To promote carbon dioxide fixing and the absorption of greenhouse gases threatening the global climate.</p>	<p>- Green Corridor 10 metre depth 'buffer strip' of shrubs and trees to be provided on site if development site adjoins a transport corridor, UDP designated greenspace or UDP designated Site of Nature Conservation Importance.</p>	<p>- Major development as defined in this SPG (introduction)</p>	<p>Green Gateway Strategy (Green Gateway / Thames Chase 2001); Newham UDP policies EQ15-17</p>

<p>13. CONTAMINATED LAND</p>	<ul style="list-style-type: none"> - Brownfield sites, including those affected by contaminated, should be recycled for new uses - To combat urban sprawl, and the unsustainable travel patterns associated with the above - To minimise the use of finite non-renewable resources and reduce air pollution 	<p>Contamination Assessment with investigation report, risk assessment and, as appropriate, remediation plan and verification statement.</p>	<p>All sites regardless of size, that are known or suspected of being contaminated. Please seek confirmation of requirements with the Council's Environment Health Service (Pollution Central Unit)</p>	<p>Environmental Protection Act (EPA) 1990, Part IIA; PPG23; GLA's draft London Plan (2002); Newham UDP (2001), Policy EQ49; DETR Circular 02/00, The Contaminated Land (England) Regulations 2000</p>
<p>14. LIGHT POLLUTION</p>	<ul style="list-style-type: none"> - Protecting local amenity - Protecting public safety (see also SPG on 'London City Airport Safeguarding') (2003) 	<p>Lighting Impact Assessment</p>	<p>Any application, potentially. No specific threshold</p>	<p>Institution of Lighting Engineers Guidance Notes for the Reduction of Light Pollution 2000; Urban Lighting Guide: A Guide to Good Urban Lighting, National Society for Clean Air and Environmental Protection (NSCA) Light Pollution 2000. Campaign to Protect Rural England Night Blight 2003; Department of Transport, Road Lighting and Environment BS5489 Road Lighting.</p>

Environmental Sustainability Checklist

<p>15. QUALITY OF WATERSIDE DEVELOPMENT</p>	<ul style="list-style-type: none"> - Promoting urban environmental quality - Promoting use of the river for sustainable transport and leisure - To protect and enhance the biodiversity of the Thames, its tributaries and adjoining habitats 	<ul style="list-style-type: none"> - Waterside Design Statement (for Thames Policy / Blue Ribbon Network sites) 	<ul style="list-style-type: none"> - Major development as defined in this SPG (Introduction) 	<p>Draft London Plan (GLA June 2002) particularly policies BR23 – BR27, part 4B; Newham UDP; Policy EQ4; Newham 'Sustainable Residential Design Guidelines' SPG (due 2004); Riverbank Design Guidance for the Tidal Thames (Environment Agency); Standards for Canalside Development, London Canals Committee, L.B. Hackney, 1993</p>
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NEWHAM ENVIRONMENTAL SUSTAINABILITY CHECKLIST OF SUPPORTING INFORMATION REQUIRED FOR MAJOR APPLICATIONS – EXPLANATORY NOTES

1. ACCESS FOR ALL

All people need to be able to get around a site. People with restricted mobility can be socially excluded from facilities such as jobs and services and even the enjoyment of visiting friends and family. Under the Disability Discrimination Act (1995) all service providers are now required to ensure that buildings are designed to provide access to everyone.

The Council requires an Access Statement in order that the applicant or other relevant party can clearly demonstrate their commitment to take issue of inclusive design seriously at the earliest stages. In many cases the Access Statement will simply pull together the various elements of the development proposal into a single section and should identify:

- the philosophy and approach to inclusive design
- the key issues of the particular scheme
- the sources of advice and guidance used

In the case of existing buildings, such a statement would enable a designer/developer to identify the constraints posed by existing structure and its immediate environment and to explain how these have been overcome. The contents of the Access Statement will vary to a certain extent according to the nature of the proposal but the Council would normally expect to see the following issues covered:

- Housing; including the number of dwellings, by tenure and size, built to Lifetime Homes standards and wheelchair user standards
- Public Open Space; including children's play areas, parks and plazas
- Street furniture; including seats, bollards, vegetation, lighting and display boards
- Highways; including parking for blue badge holders and accessible road crossings
- Internal building design
- Public transport infrastructure; including stations and bus stops
- Public facilities; including toilets, information systems and public art

2. FLOOD RISK AND SUSTAINABLE DRAINAGE

Requirement for a Flood Risk Assessment (FRA)

In accordance with PPG 25 'Development Control and Flood Risk (July 2001), all major development (as defined by Government) within the

Newham floodplain will normally need to be accompanied by a Flood Risk Assessment, following the particular methodology outlined in Appendix F of PPG 25.

It is the applicant's responsibility to contact the Environment Agency prior to the submission of an application and liaise with them on the context of the FRA and the issues that should be addressed.

Please see Map 1 attached for an indication of the extent of the Newham floodplain.

Requirement for Sustainable Drainage Systems

Applications for all major development in the Newham floodplain should also include sustainable drainage systems incorporating appropriate and sustainable solutions to urban drainage as an integral part of the basic design and layout of development. Large underground structures constructed below the water table may act as an obstruction to ground water flows. Any drainage system proposed for such structures should be capable of allowing ground water flows to bypass the structure without unacceptable changes to ground water levels, or flows to ground-fed streams, ditches or springs. Sustainable drainage is making use of measures to avoid wastage of water and avoid overloading the drainage systems. They are alternatives to conventional storage for the control of surface water run-off. These techniques not only cater for flood peak attenuation, but may also improve water quality and the environment. In particular, all external surfaces should normally be permeable (allowing water to percolate into the ground rather than runoff) and include, where ground conditions permit, the use of infiltration systems such as soakaways, grassed swales, infiltration trenches, ponds, reedbeds and wetlands to mimic natural drainage. **A summary statement describing how Sustainable Drainage Systems (SDS) have been integrated into the development should accompany any major application.** There are possible multi-functional potential roles of SDS areas, for instance, the creation of new nature conservation areas, particularly reedbeds, amenity open space or as part of a landscape framework for the proposal. These should be addressed as part of this process.

In the disposal of surface water, Thames Water requires the separation of foul and surface water sewerage on new developments. It is the responsibility of the developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contribution to sewer flooding. For further information, please refer to Appendix 1 of this SPG [Link with Topics 11, 12 and 15 below]

3. WATER SUPPLY AND CONSERVATION

The transport, treatment and delivery of potable water involves the consumption of energy and resources. A water hierarchy should be implemented to:

- reduce demand for all water

- match non-potable supply to non-potable demand
- supply water from on-site sources.

Applicants for major development are requested to demonstrate within their design proposals that specific measures and water economy features have been included to enable potable water consumption to be reduced. Targets for overall water consumption reduction should be 30% and 20% below typical useage for residential and commercial/retail premises respectively.

A wide variety of measures can be included in a development to reduce water consumption. These include installation of a shower, reduced capacity for WC flush, use of 'grey water' for toilet flushing, use of flow restricters to taps, use of low-water use appliances, the selection of drought tolerant plant species in planting schemes, the incorporation of rainwater collectors for roofs and impermeable surfaces and the installation of water metering. Please refer to the draft London Plan's (2002) policies on the 'Blue Ribbon Network' for further information.

Any applicant proposing dewatering will need to locate near domestic and licensed groundwater sources, and reach an agreement for their protection during dewatering (with Thames Water).

4. SUSTAINABLE CONSTRUCTION MATERIALS

Major development proposals should ideally be accompanied by a site-wide Materials Use and Purchasing Strategy that covers all construction and management activities. This should include specification clauses and targets for all designers, contractors and suppliers.

When demolition is planned, major development proposals should include a reclamation audit and a plan for the reuse and recycling of materials, fixtures and fittings.

As part of a site-wide Environmental Management System, the environmental design management and review process should ensure that materials are a fundamental consideration in design and long-term use, using recognised environmental impact assessment methodologies, to aim to achieve:

- reduction in volume of materials used;
- use of recycled materials – target 15% by volume in buildings and exterior landscape;
- minimisation of waste;
- effective segregation of construction waste;
- designing for durability and low maintenance;
- use of materials that grow;
- use of local materials;
- avoidance of materials harmful to environment and health;

A target should be set to use materials with no worse than a B-rating in the Building Research Establishment's 'Green Guide to Specification: An Environmental Profiling System for Building Materials and Components (1998)' unless it can be demonstrated that there is no viable alternative.

The Materials Use and Purchasing Strategy should involve engaging contractors for design, construction, and management to aim to achieve:

- sourcing between 40% and 60% recycled aggregates for hardcore and in appropriate circumstances, aiming to increase this to over 60%, in support of the Mayor of London's aggregate recycling targets for 2011;
- maximising use of secondary aggregates, alternative counts and alternative constituents of concrete according to application;
- ensuring aggregates come from sources that adopt the highest environmental standards;
- recycling of waste concrete and brick present on the site into aggregates for hardcore via an onsite facility, if sufficient quantities exist;
- minimising the movement of aggregates and other construction material, by road by using alternatives such as rail and waterways;
- best practice for waste minimisation during construction to be adopted (including appropriate contractual agreements, storage, waste segregation, take-back of packaging, etc.);
- use of independently accredited timber;
- reuse and recycling of materials;
- on-site concrete production and batching plant;
- integration of waste production and disposal activities with a site 'Sustainable Waste Strategy' (see Topic 5 below)

For further information, please refer to the Council's SPG 'Sustainable Residential Design Guidelines' (due 2004).

5. SUSTAINABLE WASTE MANAGEMENT

Proposals for major development may be requested to be accompanied by a Sustainable Waste Management Strategy, produced in liaison with the Council and its waste contractors. The strategy should accord with targets and principles contained within the Government's Waste Strategy 2000, the London Mayor's Municipal Waste Management Strategy and the London Borough of Newham's forthcoming waste minimisation strategy, particularly the waste hierarchy, with priority being placed in waste reduction, then reuse, recycling and composting, disposal with energy recovery, and disposal to landfill. The Management Strategy should include systems for:

- the provision of suitable waste and recycling storage facilities in all new development;
 - kerbside collection of separated household and trade wastes from all residences and businesses: metals, plastics, paper and non-recyclable materials; and hazardous waste, furniture, textiles, electrical waste and other non-household wastes where appropriate, in collaboration with the Council's waste collection service;
 - delivery of organic wastes from households and gardens to designated Council collection points;
 - development of local composting schemes where appropriate in consultation with the Council;
 - diverting bulk waste transport off roads to utilise rail networks and the river;
 - the disposal of hazardous waste, in accordance with Newham's UDP Policy EQ57, where appropriate and relevant.
- the developer should commit to developing opportunities to minimise waste production by maintaining a role in the management of the supply chain during construction and formal estate management duties;
 - the developer should commit to working with the London Borough of Newham and the East London Waste Authority (ELWA) to identify adequate space for the storage and segregation of wastes and recyclable materials generated during both construction and operational phases for incorporation into buildings or street blocks (for residential properties) on the site;
 - access to collection and storage facilities must be provided for Newham Council waste collection services;
 - utilisation of best practice techniques, with a view to facilitating the levels of recycling required to meet Newham's Waste Minimisation Strategy; the London Mayor's and the National Waste Strategy targets. This should be explored in liaison with the Council's waste collection service;
 - the provision of appropriate infrastructure and mechanisms for monitoring waste production should be considered;
 - through the above design and management measures, the developer should facilitate the achievement of London Borough of Newham and ELWA targets for recycling and recovery of municipal waste.

For further information on targets, please contact the Council waste collection service directly. For further information on appropriate design measures, please refer to the Council's SPG on "Sustainable Residential Design Guidelines" (due 2004). Existing Best Practice guidance on the minimum turning circles and on different types of collection facilities is provided in British Standard BS5906: 1980: Code of Practice for Storage and on-site treatment of solid waste from buildings.

6. ENERGY USE

Energy Efficiency / Conservation

All non-housing development sites 0.5 ha and above (or involving a proposal of 3000m² gross floor area and above), should include an assessment of the energy used for electricity, heating and cooling methods of the proposed development, in accordance with the London Mayor's Energy Strategy. All applications should seek to demonstrate the steps taken to apply the Mayor of London's Energy Hierarchy to ensure that the energy demand of the development will be met in the most efficient way, with the minimisation of overall emissions of CO₂.

Developments are encouraged to use BREEAM (Building Research Establishment Environmental Assessment Method) and submit the results with the planning application.

All buildings should achieve an energy use target expressed in terms of maximum (energy related) carbon dioxide emissions that are equivalent to, or exceed, contemporary best practice, using benchmark figures published through the Energy Efficiency Best Practice Programme or equivalent.

All buildings should be designed to achieve a high BREEAM rating (or equivalent assessment method and ratings) with an aspiration for 'excellent'.

For further information, please refer to 'Green Light to Clean Power: The Mayor's Draft Energy Strategy' (January 2003, GLA).

All Housing proposals 50 units and above, should include an EcoHomes assessment, the homes version of BREEAM. For further information, please refer to the Council SPG "Sustainable Residential Design Guidelines" (due 2004), in particular the subsection on 'Sustainable Construction'.

Energy Strategy

The above requirements should form part of a wider energy strategy which should seek to:

- include measures to increase energy-efficiency of the development including possibilities for super-low or zero carbon residential development
- identify areas of development that may be naturally ventilated due to the plot context in terms of air quality and noise. This is likely to lead to much lower energy demand in a building compared to an air conditioned counterpart.
- include a commitment to install energy efficient appliances within buildings, including 'Class A' rated white goods in domestic properties.

CCHP Plants – Promoting Efficiency of Supply

Very large developments (1 ha and/or over 200 housing units) should consider the feasibility of incorporating a Combined Heat and Power (CCHP) plant on site. These should be of 'good quality' as defined by the DETR's

CHPQA – a Quality Assured Programme for Combined Heat and Power (2000).

Renewable Energy

GLA policy requires developments to include provision of on-site renewable energy generation (the related Energy Strategy, Proposal 20, suggests at least 10% of predicted energy generation should come from renewable sources) and the Council supports this aspiration. It is requested that applicants fully investigate the feasibility of incorporating renewable energy generating plant, in order to generate a significant proportion of energy for the site. Renewable sources to be considered include:

- smaller wind turbines within the proposed development (at around 100 kh/each)
- photovoltaics (Pv)
- solar thermal/panels
- biomass for district heating or CHP

In order to maximise flexibility for the future installation of renewable energy generation within the scheme, the design strategy for the development should include a framework to protect solar access to buildings. This should include the identification of plots, during detailed masterplanning stage, which are appropriate and which have the potential for application of passive or active solar energy collection. The electrical infrastructure should be designed to be flexible and ducted in order that it may be replaced in future with low voltage cables to enable widespread distributed energy generation.

7. MICROCLIMATE

Developments should be developed to create a comfortable, safe microclimate that is conducive to delivering successful outdoor spaces and energy efficient buildings. The orientation of streets should allow daylight access to open areas and buildings, and the massing of buildings should be designed to ensure that overshadowing and negative wind impacts are minimised. In order to maintain a coherent microclimatic design, designers of major development should seek to demonstrate and ensure that their designs do not create adverse microclimatic effects.

The two key factors to be considered when designing for comfort outdoors are wind and solar access. Developers should seek to address the following:

- the development site is designed to accord with the BRE 'site layout planning for sunlight and daylight: a guide to good practice'. All buildings should be designed according to the guidance in:
 - British Standard BS8206: Lighting for Buildings. Code of practice for Daylighting Part II;
 - British Standard BS8995: Lighting of Indoor Work Places; and

- Lighting Guide: Daylighting and Window Design of the Chartered Institute of Building Services Engineers (CIBSE) (1999).
- that a Wind Tunnel Analysis is undertaken for all detailed masterplanning and developments and significant structures, to demonstrate that proposals do not have a negative impact on the local wind, microclimate and space around buildings and design. Impact and mitigation should be incorporated into designs as necessary;
- that all outdoor spaces are within the Lawson Criteria for safety and acceptable criteria for comfort as appropriate to their intended use;
- that assessments are undertaken of the overshadowing effects of new buildings on existing buildings and open space. Where these existing buildings and open spaces rely on direct solar access that appropriate mitigation is implemented.

For further information, please refer to the Council's SPG 'Sustainable Residential Design Guidelines' (due 2004).

[Link with Topics 6, 8, 10, 11 and 12]

8. NOISE

Development provides the opportunity to use best modern technology, design and operation, not just to minimise the generation and spreading of noise and protect users, but also to consider how a development can help improve noise environments around it. Developers need to consider the mutual benefits of noise control through the following possible measures:

- avoiding, containing or minimising noise generation at source
- protecting noise-sensitive uses from noise
- minimising noise transfer between activities within the development, particularly vital with more mixed use development
- ensuring appropriate operational practices for noisy activities
- contributing where possible to wider improvement by for instance appropriate land-use zoning, direct screening of noise sources, screening by non-noise sensitive structures and optimal orientation of noise sensitive buildings, e.g. designing roadside business units to improve road noise screening to housing beyond the development.

Policy EQ47 of the Newham UDP states that where a proposed development is likely to produce a considerable increase in noise relating to its use, the Council will seek a Noise Impact Assessment to be carried out by a developer for submission as part of the planning application. These are standard noise assessments carried out in accordance with Planning Policy Guidance (PPG) 24 and agreed in advance of works by the local authority.

- **However, major development proposals including residential development on sites with noise levels higher than Noise Exposure Category A of PPG24, must be accompanied by a Noise Action**

Statement instead. This should be used as proactively as possible, not just to identify and secure noise protection for dwellings, but to influence mix, layout and design, including, as far as possible, creation of protected outdoor spaces within developments. The statement should specify the Noise Exposure Category or Categories into which the development site falls, the noise issues considered, in terms of sources, levels, methods and assumptions, and the noise mitigation measures incorporated (for types of measures, see paragraphs 13-19 of PPG24; paragraph 4F.23-27 of the London Mayor's Draft London Ambient Noise Strategy, March 2003, and the Council's SPG 'Sustainable Residential Design Guidelines' due 2004).

- The impact of construction noise and vibration on noise sensitive developments should be assessed using British Standard 5228 Part 1: 1997 and Part 4: 1992. Control measures to minimise noise and vibration impacts using 'Best Practicable Means' should be adopted as described in those standards. The assessment should incorporate, if required, arrangements for the application for the consents procedure for construction noise under Control of Pollution Act 1974.
- Daytime and night time noise levels at residential properties should be within Noise Exposure Categories A to C as described in PPG24 (DoE 1994). If noise levels are within Categories B or C, mitigation measures must be utilised if necessary to make residential development acceptable. Where it is not possible to incorporate attenuation measures, planning permission for Category D site development will normally be refused, in accordance with L.B Newham UDP Policy EQ48.
- Potential noise impact of proposals in nearby noise sensitive properties should be assessed using British Standard 4142: 1997.

[Links with Topics 9 and 12]

9. **TRANSPORT**

Major Development of 1000m² gross floor area and over

- These types of development will trigger a requirement for a Transport Assessment, the scope of which should be discussed with the Transportation planning officer and Transport for London prior to making a submission for planning permission. Section 106 Agreements may be required where capacity is insufficient to accommodate the travel generated by the development, taking into account other proposed development in the area.

Location of the development.

The Newham UDP (page 231) identifies two main types of location with their respective parking standards. These are 'Designated Centres' and 'Out of Town Locations'. Designated centres are those parts of the Borough which in comparison to other areas:

- a) there is good access by public transport;
- b) on-street parking controls are in place or there are plans to introduce them, and, in the case of residential development;
- c) there is a broad range of local shops and services to encourage walking. Designated Centres are identified on Page 236 of the adopted Newham UDP (2001). Within these areas, zero provision of car parking may be acceptable in principle provided it will not have any significant adverse effect on local amenity caused by on-street parking and subject to any minimum or absolute (i.e. neither maximum nor minimum) standards required. In particular, disabled people will continue to require parking spaces and these should be provided in accordance with the most current standards.

In locations outside Designated Centres, consideration should be given to the location of the development in relation to existing public transport infrastructure. For instance, if a large housing development is proposed in an area of poor public transport accessibility, the sustainability of the development must be promoted by proposals to maximise accessibility to the public transport network, and minimise car trips. This can be achieved by providing, for instance:

- viable bus routes in larger developments
- suitable locations for bus stops
- safe direct pedestrian routes to bus stops or railway stations
- displays of local transport information
- secure, sheltered storage for bicycles and motorbikes
- in certain cases, financial contributions by the developer to additional or extended public transport services for a specified time where a development proposal is likely to result in increased demands being placed on existing services, and improve the capacity and quality of non-car modes of transport, may be required. Where appropriate, this will be facilitated through a Section 106 agreement.

Green Travel Plans

Use of land which involves vehicles coming to and from a property will cumulatively have an effect on air-quality. If many cars and / or service vehicle generated trips are potentially involved, a Green Travel Plan may need to be submitted prior to the granting of planning permission. This usually involves a phased reduction in private car-use through a modal shift to more sustainable means of transport and a corresponding reduction in private parking provision. Green Travel Plans can address issues such as:

- minimising car use through reduced on-site car parking provision in Controlled Parking Zones (CPZs), restrictive parking permits in CPZs, or providing shared hire resources in car pools
- provision of facilities for recharging electric cars / bikes

- parking/storage for cyclists and motorbikes
- car sharing / clubs / customer service delivery in commercial / office development

Please note that this list is not exhaustive, and that Green Travel Plans can only contribute towards mitigation if they form part of a range of other mitigation measures, such as improving public transport.

The means of transporting freight and business goods is also an issue that the Council will take into account in permitting warehouse, retail commercial development, with their associated white goods vans and lorries.

Out of Town Centre Large Retail and Leisure

Out of town centre large retail or leisure centres can have an adverse impact on the vitality and viability of existing town centres, in addition to generating an increase in the amount of car journeys to a particular location. Such proposals will be restricted in line with London Plan Policy 3D.2. In the exceptional circumstances where a proposal would be acceptable, proposals should be accompanied by a retail or leisure impact assessment.

[Links with Topic 10 below.]

10. AIR QUALITY

The improvement and management of local air quality to reduce the risks of harm to human health, the natural environment and quality of life is a key focus of Government and EU environmental legislation and a key sustainable development objective. One of the UK government's 15 headline indicators of sustainable development is a measure of the number of days when air pollution exceeds air quality targets. Air quality in London is the worst in the UK. The design of all major developments therefore needs to include consideration of measures to reduce emissions of air pollutants from the development and also measures to reduce the exposure of site occupants to external air pollution.

Areas where National Air Quality Objectives Are Likely to Be Exceeded

Nationally, there is an ongoing process of local air quality review and assessment being undertaken by Councils as a part of their 'local air quality management' duties set by the Environment Act 1995 and the national Air Quality Strategy for England, Scotland, Wales and Northern Ireland, Department of Environment, Transport and the Regions (2000).

The Council has undertaken a detailed review and assessments of local air quality and determined areas where air quality objectives for nitrogen dioxide (NO₂) and fine particles (PM₁₀) are likely to be exceeded by their targets years (2005 and 2004 respectively)

Map 2 attached indicates areas in Newham where local air quality is unlikely to meet the set air quality objectives in 2004 and 2005, under current predictions. The Council's air quality assessments indicates that this is primarily the result of traffic-related emissions and the high background

pollution concentrations prevailing in London. On a London-wide scale, energy-related emissions are also a significant source of pollution.

Where air quality management areas (AQMAs) have been designated, the Council is then required to develop air quality action plans of improvement measures to work towards achieving the air quality action plans by the target years (at the time of publication of this SPG, the Council has produced a consultation draft version of the Newham Air Quality Action Plan). This is available from the Council's Environmental Health Service Pollution Control Unit. At the London-wide level, the Greater London Authority is co-ordinating a range of measures to deliver improved air quality while recognising that London has a unique challenge in meeting air quality objectives. The Mayor of London Air Quality Strategy can be accessed on: <http://www.london.gov.uk/mayor/strategies/airquality/index.jsp>.

Major development proposals on sites within or adjoining a designated Air Quality Management Area (AQMA) should be accompanied by an Air Quality Assessment to minimise the impacts of the development on existing air quality and minimise the effects of local air quality on the future occupiers of the site. Please contact the Council's Pollution Control Unit to ascertain whether the development address is located within an AQMA.

The assessment should provide dispersion modelling that establishes the current air quality of the site, determines a baseline scenario predicting levels of NO₂ for 2005 and PM₁₀ for 2004 without the development and predicting the relevant air quality with the development. The dispersion model selected should be capable of taking into account all relevant emission sources, including line, area and industrial sources as appropriate. The design of the assessment should be agreed with the Council Pollution Control Unit (Environmental Health Service) in advance including the input data, background pollution, output format, validation and report format. A London-wide emissions inventory is held by the GLA and developers' consultants can contact the Council's Pollution Control Unit for general advice as required. Where a traffic assessment (TA) is used as the basis for the air quality assessment, the TA should be approved by the Council.

Dust From Construction Activities

The emission of dust from demolition and construction activities can impact significantly upon local air quality and have an adverse effect on the health of residents living near the development. Dust emissions can also cause a nuisance, by soiling premises and property. An Environmental Code for construction should be prepared and agreed with the Council in advance of works. This should contain the measures to be adopted to ensure Best Practicable Means for the control of dust during demolition and construction.

Design and Location of Facilities

Careful consideration should be given to the site and area characteristics. There are areas that are more sensitive to air pollution than others. The following measures should be considered:

- location of sensitive uses such as housing and childrens play areas away from primary roads to reduce exposure to air pollution;
- the design of buildings to mitigate the adverse effects of air pollution; and
- restraints on car parking.

A minimum horizontal separation distance between residences and primary traffic routes should be incorporated into the detailed development masterplan. This will ensure that pollution sources (such as busy roads) are sufficiently controlled and separated from any sensitive receptors such as housing, schools and hospitals. This will help protect the indoor air quality environment.

Promoting Alternative Modes of Transport

A nearby AQMA declaration / designation will not necessarily prevent further development in the area, but they will indicate a need to focus on measures to reduce traffic generation, to maximise public transport use, reduce the need to travel and to reduce other potential emissions e.g. from energy use. The following transport-related measures should be considered:-

- provision of segregated cycling routes where possible, and within any design strategy, cycling facilities;
- use of traffic management e.g. traffic resisted zones
- a review of public transport systems
- parking management to reduce the number of cars entering the site e.g. through reducing the number of spaces available, employing increased charges and limiting the maximum standing, subject to the parking requirements of disabled people (a new SPG on car-free development will be produced shortly).

The adoption of areas such as 'home zones' or 'clear zones' where through traffic is minimised and traffic speeds controlled can help to improve local air quality in such areas as well as produce other environmental and safety benefits (See also Topic 9. Transport above, particularly Travel Plans and Transport Assessment).

Elimination of Pollutants at Source

A number of measures can be adopted to reduce local emissions and these help improve local air quality, such as:

- using energy efficient measures in buildings such as natural ventilation and passive solar heating (see Topic 5 above)
- using renewable energy and efficient supply of energy

- using low-emission building materials and paints and encouraging low emission furnishings and furniture to improve indoor air quality.

Horizontal separation distances between buildings and primary traffic routes should be employed to maximise the potential for natural rather than mechanical ventilation of buildings.

Appropriate location of air exhaust and air intake locations can contribute to improved air quality and should be considered in the Air Quality Assessment. Such construction and operation measures can be achieved through an overarching environmental policy for the site that occupiers should be encouraged to adopt. Implementation should ideally be through an Estate Management Strategy.

- Recognising the impact of traffic on air quality, a Green Travel Plan should include aims to minimise this impact and maintain a healthy environment for the resident and occupant population.
- As part of a wider Environmental Management System, an Air Quality Assessment should be submitted as part of the application, which includes:
 - guidelines on minimum distances between key roads, and receptors to maximise natural ventilation potential for buildings and minimise air pollution impacts;
 - criteria for controls to be placed at sources to minimise odour nuisances;
 - criteria setting out where and when outdoor air quality is acceptable to allow for the use of natural ventilation;
 - measures to maximise sustainable transport and facilities
 - measures to maximise air quality in residential areas with low traffic, for example through speed and traffic restrictions.

For further information on the design implications of the above, please refer to the Council's SPG 'Sustainable Residential Design Guidelines' (due 2004).

[Links with Topic 9,12]

11. NATURE CONSERVATION/BIODIVERSITY

Development proposals on sites of nature conservation importance listed in Appendix EQ2 of Newham's UDP, will need to be accompanied by an Ecological Statement and related Action Plan outlining:

- i) baseline conditions, including the identification of key habitats or species on site, in particular, those protected by Schedule 1, 5 and 8 of the Wildlife and Countryside Act 1981 (as amended) or identified in National, London or Local Biodiversity Action Plans or related Habitat Action Plans as being uncommon, declining or under threat. The Council's Culture and Community Department commissioned the London Wildlife Trust to carry out a habitat survey in 2001 of all open space in the Borough, including

all UDP designated sites of nature conservation importance. This information will be a useful starting point, but will need to be augmented by the applicant's own more detailed surveys, especially relating to key species.

- ii) potential impact of the development proposed on the above;
- iii) key mitigation proposals to protect or enhance local plant and animal communities on the development site or adjoining protected site of nature conservation importance;
- iv) a buffer strip of shrubs and trees that ecologically complement habitats on protected sites of nature conservation importance and other appropriate mitigation measures to protect such habitats from damage by activities and processes will be provided on adjoining sites when they come forward for redevelopment.

Please note that an ecological statement will also be required for any major development as defined in the introduction to this SPG. Ecological statements will be particularly important for brownfield sites, particularly where these are located next to any waterbody within the Thames Policy Area (see Policy EQ4 of the UDP and related Map EQ1) and the Council's emerging 'Blue Ribbon Network' in line with the above methodology. For further background information, please refer to the London Ecology Handbook 17 (LEU 1991), the GLA's Biodiversity Strategy, the Lee Valley Regional Park's Biodiversity Action Plan, 'Lower Lea to Thameside Arc of Opportunity SPG 2001', the Council SPG 'Sustainable Residential Design Guidelines' 2004 (particularly in relation to green / grey roofs) and the Newham UDP (Policies EQ9-11)

[Links with Topic 2, 12]

12. TREES AND WOODLAND

Trees can contribute positively to landscape character, carbon dioxide fixing, nature conservation and urban open space, and provide attractive visual and psychological screening from pollution and noise-generating adjoining uses. Newham has amongst the lowest tree and woodland coverage in London, and has set ambitious targets to increase tree cover over the next decade (as outlined in the 'Baseline Sustainability Report – Newham Sustainability Indicators', Indicator 12, April 2000 and paragraph 3.65 of the Newham UDP). In support of the approach/objectives outlined in the 'Green Gateway Strategy' (Green Gateway/Thames Chase 2001), where practicable the Council will expect major development proposals adjoining major transport corridors or areas of designated greenspace to include a buffer strip of at least 10 metres in depth of locally indigenous shrubs and trees. When proposing tree and shrub buffer strips, consideration should be given to the location of the planting in relation to existing underground utility infrastructure to avoid potential damage. The range of species need to be agreed with the Council's Landscape Design section and the Biodiversity officer in the Council's Culture and Communities Department. Planting schemes should be designed and managed to provide and maintain a noise abatement function

and a range of habitats. Where opportunities arise, these 'green corridors' should link with areas of open space, woodland and designated nature conservation areas to provide effective wildlife corridors for migrating wildlife. However, caution must be taken to ensure that any planting proposals do not detrimentally affect any existing areas or features of ecological interest. For further information, please contact Green Gateway c/o Thames Chase, 01708 641 880.

[Links with Topic 7, 8, 10, 11]

13. CONTAMINATED LAND

The principle of sustainable development means that, where practicable, brownfield sites, including those affected by contamination, should be recycled into new uses and the pressures therefore reduced for greenfield sites to be converted to residential, industrial or commercial uses. Such recycling can also provide an opportunity to deal with the threats posed by contamination to health or the environment.

In accordance with Newham's UDP policy EQ49, planning applications for development on a site known or suspected of being seriously contaminated or containing landfill gas will be required to be accompanied by an assessment of the type and extent of contamination. In addition, proposals for any necessary remedial measures required to deal with the hazards will be required before the application can be determined by the Council.

In other cases, where the Council suspects that there may be less than significant contamination, planning permission may be granted but conditions will be attached to make it clear that development will not be permitted to start until a satisfactory site contamination investigation and assessment has been carried out and the developer has incorporated all the measures shown in the assessment to be necessary.

As developers are liable for the integrity of any remediation scheme required for the lifetime of the development, the Council will, where deemed necessary, require the developer to undertake a long-term monitoring strategy to prove the effectiveness of the remediation scheme.

It is important to discuss possible planning requirements with a planning officer prior to submitting an application. More detailed advice concerning the contamination status of a site and possible remediation requirements can be obtained from the Council's Environmental Health Service Pollution Control Unit (Telephone 020 8430 3791). For statutory guidance, please refer to the Environment Protection Act (EPA) 1990, Part IIA; Planning Policy Guidance Note 23 (PPG23) Planning and Pollution Control, the Mayor of London's Draft London Plan, and the London Borough of Newham Unitary Development Plan (2001), particularly Policy EQ49.

14. POLLUTION FROM LIGHT/GLARE

Any potential pollution problems should be addressed at the initial design stage. Unnecessary light pollution from artificial lighting such as floodlighting

and signage can adversely affect individual adjoining properties but can also affect a wider area, adversely impacting upon wildlife and local ecology and contributing towards sky glow as well as waste energy. Certain external materials can also cause a glare in sunlight, which can be avoided by sensitive design. The assessment should include details of lighting design and ensure that road lighting complies with BS5489, that lighting illuminates only the site and is designed to minimise glare and avoid spillage. Where impacts on wildlife are identified, appropriate mitigation measures will need to be implemented. Please refer to the GLA Advice Note - Exterior floodlighting in urban areas - implications for nature conservation (produced by Jan Hewlett) for further information.

15. PROMOTING QUALITY OF WATERSIDE DEVELOPMENT

All major waterside development must be accompanied by a Waterside Design Statement addressing the criteria contained within Policy EQ4 of the Newham UDP, which seeks to secure enhancements to the environmental quality and local character of the Thames Policy Area (please refer to Map EQ1 of the UDP) and other waterside sites in the Borough. Such design statements should also take account of emerging updated policy contained in the (draft) London Plan (June 2002), particularly Policies BR23-BR27, relating to the design aspects of development in the 'Blue Ribbon Network', the provisions of which are summarised in the Newham SPG 'Sustainable Residential Design Guidelines' (due 2004). More general requirements are set out in Part 4B (Principles of Design for a Compact City) on Page 240 of the draft London Plan. Other detailed guidance on the treatment of river banks is contained in "Riverbank design guidance for the Tidal Thames"(Environment Agency 1998) and the London Canals Committee document "Standards for Canalside Development" (London Borough of Hackney, 1993). The Thames Estuary Partnership will also be producing a 'Thames Strategy East' design framework to guide development in the Thames Policy area (due late 2004/2005) [Links with topic 2, 11]

APPENDIX 1: SUSTAINABLE DRAINAGE SYSTEMS

Water is a renewable, but not unlimited resource. New development and changes of use can add to existing pressures, placing demands on water supply, quality, drainage and sewerage infrastructure.

Development reduces surface permeability by replacing vegetated ground with roofs and paved areas. This reduces the amount of water infiltrated into the ground and increases surface runoff. Any built-up area, therefore, needs to be drained to remove excess water. Traditionally this has been done using underground pipe systems designed for quantity, to convey water away quickly and thus prevent local flooding. This increases the speed of run-off and can change the flooding regime of the catchment. Water quality issues are also important because pollutants from built up areas are washed into rivers or groundwater. Drainage pipes may also contribute to the problem where they feed into combined sewers of limited capacity and increase discharges to watercourses from combined sewer overflows.

Sustainable Drainage Systems (SDS) use techniques to control surface water run-off as close to its origin as possible, before it enters the watercourse. This involves moving away from traditional piped drainage systems to engineering solutions that mimic natural drainage processes.

There are a wide range of sustainable drainage options, from which developers, planners, drainage specialists and civil engineers may choose in preference to piped drainage systems, including:

- filter strips and swales – vegetated landscape features with smooth surfaces and a gentle downhill gradient to drain water evenly off impermeable surfaces, mimicking natural drainage patterns;
- filter (or french) drains and permeable and porous pavements – permeable surfaces to allow rainwater and runoff to infiltrate into permeable material place below ground to store water prior to discharge;
- infiltration devices – below ground or surface structures to drain water directly into the ground (soakaways, infiltration trenches, swales with infiltration and infiltration basins), which may be use at source or the run-off may be conveyed to the infiltration area in a pipe or swale; and
- basins and ponds – structures designed to hold water when it rains; basins are free from water in dry weather, ponds contain

water at all times and are designed to hold more when it rains; for example include detention basins, balancing/attenuation ponds, flood storage reservoirs, lagoons, retention pond and wetlands/reed beds.

- preventative measures – for example rainwater recycling.

Developers should seek advice from the Environment Agency, highways authority and sewerage undertakers on the techniques available for drainage and their suitability for proposed development or redevelopment in specific locations. For example infiltration from particular types of development may be prohibited in groundwater protection zones. Any development proposed for new development should be discussed with the Environment Agency at the earliest opportunity. It is especially necessary to liaise with the Environment Agency for new development within the indicative Newham Floodplain (see Map 1).

The Environment Agency requires that new developments and redevelopments incorporate sustainable urban drainage systems such that the 1 in 100 year critical storm is attenuated on site (the one in 100 year critical storm means that there is a 1% chance of such an event happening in any one year); discharge rates to watercourses will also be limited.

PPG25 points out that early consideration of SDS at all levels of the planning and development process can lead to opportunities for more imaginative and attractive developments.

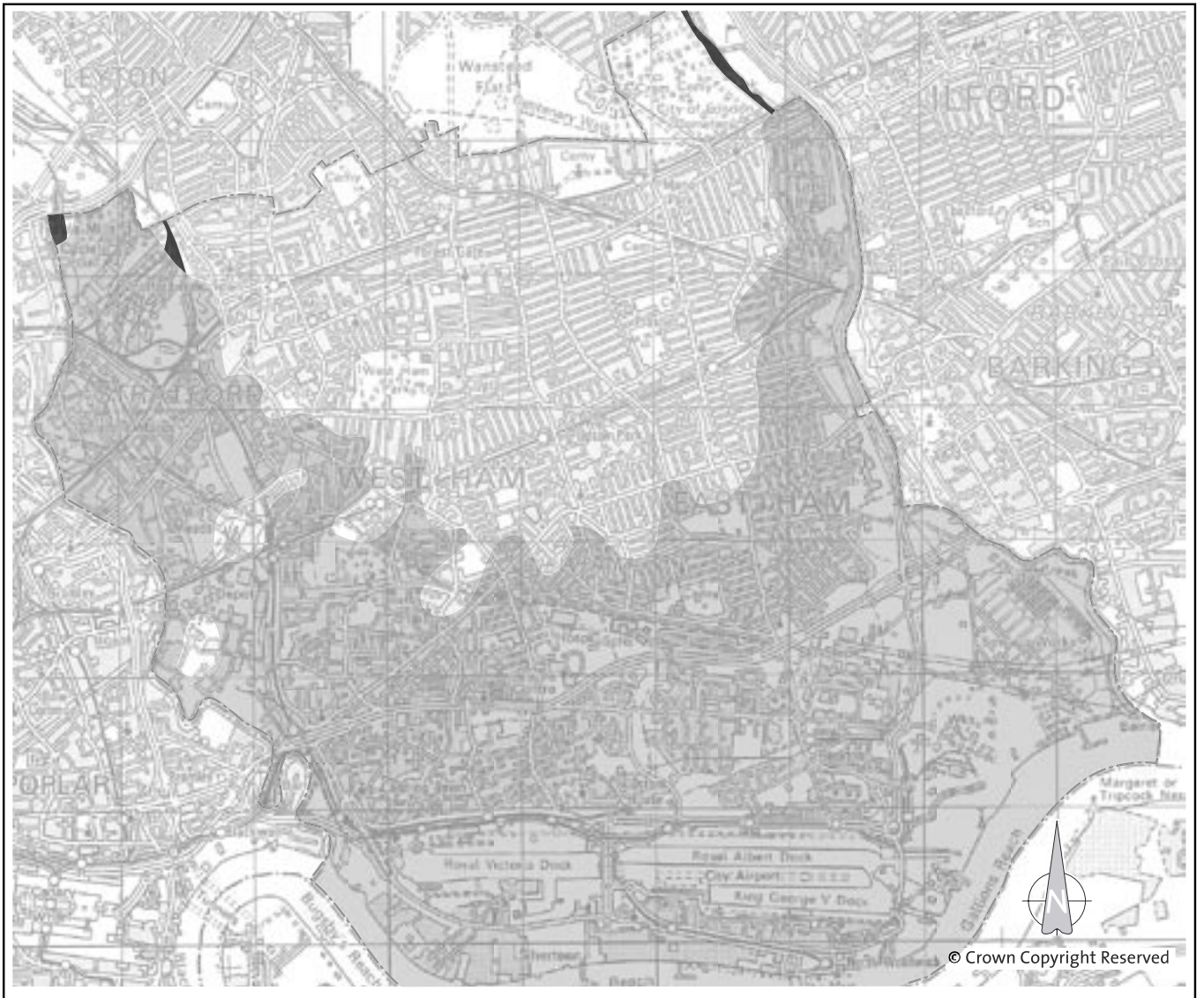
For further information, please refer to 'Sustainable Urban Drainage Systems – an introduction' (Environment Agency). This document is available free of charge from the Council's Development Control Supervisor.

Contact for Environment Agency:

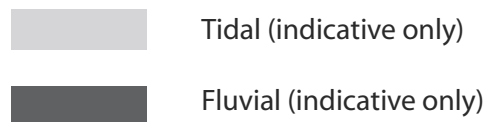
Development Control,
Hatfield Environment Agency Office.

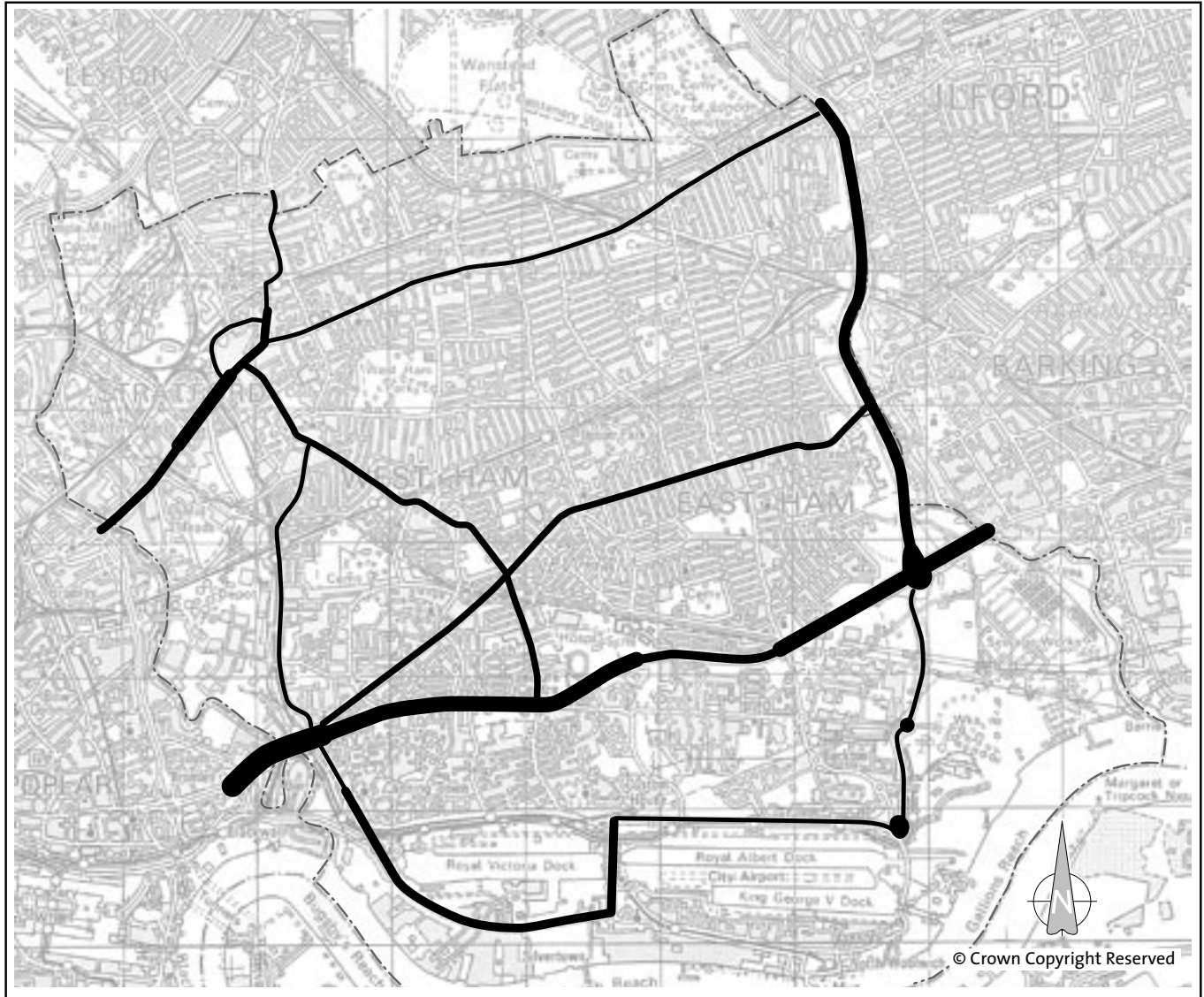
Tel: 01707 632 300.

Address: 2 Bishops Square Business Park,
St Albans Road West,
Hatfield, Herts, AL10 9EX.



Map 1: Newham Indicative Flood Plain 2002





Map 2 Newham Air Quality Management Areas (indicative only)

Source: LB Newham Environmental Health Service (Pollution Unit). Please contact Robin Whitehouse for further information (020 8430 4429).

Please note that sites adjoining the above areas should be accompanied by an Air Quality Assessment to minimise the impacts of development on existing air quality and minimise the effects of local air quality of the future occupiers of the site.

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LB Newham LA 086517 2003.

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ENVIRONMENT & REGENERATION DEPARTMENT

Malcolm Smith

Director of Environment & Regeneration Department

Produced by Environment Graphics

January 2004