

2. UPDATES, ORDER OF BUSINESS, AND REQUESTS TO SPEAK (AGENDA ITEM 2)

2.1. There were Updates for Items 5 and 7

Item 5

- 2 additional conditions

Item 7

- Safeguarded trees
- Proposed condition on Bridge H06

2.2. The order of business was unchanged.

2.3. There were requests to speak by representatives of the applicants in relation to Items 5 - 7.

3. DECLARATIONS OF INTEREST (AGENDA ITEM 3)

3.1. The Secretary read the following statement:

Members of this Planning Committee need to declare personal interests relevant to the agenda at the beginning of each meeting of the Planning Committee.

'Members will see that the paper for Item 3 which has been circulated lists interests which they have declared which appear to be personal interests relating to Items 5 to 7.

'Would Members please confirm that the declarations of personal interests listed in the paper for Item 3 are correct; and state if there are any other interests you wish to declare?'

'Personal interests are prejudicial if a reasonable member of the public with knowledge of the relevant facts would conclude that the nature of your personal interest is such that your judgement of the public interest is likely to be affected. If, by virtue of your personal interest you have been involved in decisions about these proposals, you may have a prejudicial interest. In that circumstance you would need to leave the meeting during the consideration of that item. In light of the agenda before you this evening, please state whether or not any of the interests declared are prejudicial interests?'

Members confirmed that the personal interests read out were correct. None of these personal interests were considered prejudicial.

4. MINUTES AND MATTERS ARISING (AGENDA ITEM 4)

4.1. The Committee

AGREED the Minutes of the 31st Planning Committee Meeting.

4.2. Members reviewed the Matters Arising in relation to Item 5:

Para 5.6 The Head of Development Control apologised and undertook to circulate the notes of the Access Panel which had approved the proposals for underbridge U05.

Para 5.8 The trigger date for the condition imposed had been agreed as 31 January 2009

PLANNING APPLICATIONS

5. PLANNING APPLICATION NUMBER: 08/90151/FULODA (AGENDA ITEM 5)

**Full planning permission for the construction of a temporary Outer Perimeter Security Fence passing through Planning Delivery Zones 1 to 8.
*London Olympic Site - Land north of Stratford Town Centre, east of The Lea Valley Navigation, south of Eastway and the A12 and west of the Lea Valley Railway***

5.1. Robert Lord, ODA Deputy Head of Security, presented the proposals for the Outer Perimeter Security Fence on behalf of the applicant including illustrative drawings. He said that there must be no climbing aids on or within 2m of the fence and Members were reassured that ODA would not permit advertising on the fence, which would be regularly monitored and patrolled. In response to a question he also showed the Committee an illustration of a warning sign to be displayed at regular intervals on the fence as shown on the sample panels which Members had seen previously on site. Any other displays required for the Games would be the subject of future applications by LOCOG.

5.2. A Planning Officer then gave a presentation to the Committee who considered the report and took into account the Update which had been circulated. The application was a 'slot-in' planning application for the construction of a temporary security fence around the Olympic Park until 31 December 2013. The proposal replaced the planning permission originally granted under the Facilities & Legacy Transformation Planning Permission (07/90010/OUMODA) subject to submission of further details. The 'slot-in' application did not include a number of details for which permission would be sought later. Members noted that these included:

5.2.1. the need for any bollards, which were likely to be necessary to protect the fence alongside roads

5.2.2. the addition of CCTV cameras, which would probably be attached to the fence.

5.3. Members welcomed the transparency achieved by the welded mesh fencing but were concerned about how far the warning signs attached to the fence would detract from this. They noted that the provision of such signs was considered an essential requirement and that they must be clearly readable, but Members agreed that the signs must not be placed obtrusively in the centre of the panels: they would probably be most suitably positioned on the fence posts. The power fencing top section was not dangerous and there was no reference to danger of death as feared by some local residents. The

Committee agreed that a condition should be imposed requiring the submission and approval of details of the warning signs.

5.4. Members noted that the applicant had submitted that day an updated version of the 'Safeguarded Habitat Plan'. Whilst some elements had been assessed, hence the proposed condition on Old Ford Nature Reserve proposed in the Update Report, unfortunately officers had not yet had time to fully consider all of the implications of both the alignment of the security fence and the Loop Road on safeguarded trees and habitat. Officers therefore recommended that the Committee should delegate authority to the Head of Development Control to grant planning permission and to impose, if necessary, similar conditions to that for the Old Ford Nature Reserve.

5.5. There being no further questions the Chairman moved to a vote and the Planning Committee RESOLVED unanimously that:

the Committee

- a) were minded to APPROVE the proposals provided that appropriate conditions and informatives were imposed
- b) AGREED that the Head of Development Control be authorised to grant planning permission on the lines set out in the report and subject to the views of the Committee and the additional conditions as set out below

Additional conditions

Old Ford Reserve

Notwithstanding the route of the perimeter fence shown on Drawing No.SBH-OAP-ZZ-FEN-DR-C-5-H8451-4010 Rev 07 this part of the route is not approved as part of this consent. No development shall commence in or adjoining Old Ford nature reserve in PDZ3 until an amended drawing showing a revised route has been submitted to or approved by the Local Planning Authority.

Reason: To prevent loss of safeguarded trees and habitat.

Temple Mills Lane

Notwithstanding the route of the perimeter fence shown on Drawing No.SBH-OAP-ZZ-FEN-DR-C-5-H8451-4032 Rev P6 this part of the route is not approved as part of this consent. No development shall commence in PDZ7 until an amended drawing showing a revised route or annotation with respect to the phase for its implementation has been submitted to or approved by the Local Planning Authority.

Reason: In the interest of highway movement.

Warning Signs

Unless otherwise agreed in writing, full details of the size, appearance, including the text included on the sign, location, method of fixing to the posts of the security fence and frequency of the 'yellow' warning signs proposed on the security fence hereby approved, shall be submitted to and approved by the

Local Planning Authority before work is undertaken to implement this permission

Reason: to ensure the design of the perimeter fence is appropriate

Chris Rooney (Arup) and Simon Fraser (Allies and Morrison) presented the proposals for the Loop Road (Item 6) and for the associated bridges (Item 7) on behalf of the applicant. They included illustrative material and explained the potential routes for linking the sections of the Greenway via bridge H06.

**6. APPLICATION NUMBER: 08/90194/FULODA
(AGENDA ITEM 6)**

Full planning permission for the construction of sections of loop road (including venue drop off areas and secondary roads) that are outside of the horizontal and vertical limits of deviation as specified in the Site Preparation Planning Application Permission 07/90011/FUMODA.

Land within the London Olympic Site Boundary to the north of Stratford Town Centre, east of the Lea Valley Navigation, south of Eastway and the A12 and west of the Lea Valley Railway, within Olympic Planning Delivery Zones 1-7, 9 & 10

Approval of details pursuant to SP.0.20 (Details of layout and materials) for those sections of Loop Roads within the limits of deviation as specified in the Site Preparation Permission 07/90011/FUMODA

- 6.1. Following the applicant's presentation a Planning Officer gave a presentation to the Committee who considered the report. There were two applications: an application (07/90011/FUMODA) for full planning permission for the construction of sections of loop road (including verges, venue drop off areas and secondary roads) outside the limits of deviation as specified in the Site Preparation Planning Application permission 07/90011/FUMODA; and an application for the approval of details pursuant to SP.0.20 for sections of the loop road within the limits of deviation. The proposals were for Games time only but included illustrative drawings of the Legacy Transformation.
- 6.2. Members welcomed the proposal to construct temporary sections of the road to an appropriate lower standard, but were concerned to ensure that the sections which were expected to be retained would be equally appropriately designed so that no further work was needed in Legacy and that the roads would be adopted by the local highways authority. The applicant's representatives explained the process for adoption of highways and Members noted that the Olympic Infrastructure Technical Approvals Authority (OITAA), the independent body established by ODA, had agreed that the design was in accordance with the design guide agreed with local authorities and should therefore be suitable for adoption by the local highways authority: PDT's engineering consultant had similarly advised on its suitability.
- 6.3. Members noted the illustrative drawings showing lighting columns some 10m high and were concerned that the columns erected on the loop road should be suitable for retention in legacy on streets of residential character, though some parts of the loop road would need to meet the standards for district or local distributor roads. Members were advised, however, that the lighting did not

form part of the current applications and that the lighting would be designed in accordance with ODA's lighting strategy which was being developed.

- 6.4. Members also noted that, although the line of Waterden Road was likely to be rebuilt in Legacy, it did not form part of the Games-time loop road.
- 6.5. Since the loop road was close to the site boundary Members were concerned about the impact of construction works on local residents and agreed that an informative should be included asking that PDT be informed of any application made to the Environmental Health Office to extend the hours of working under s.61 of the Control of Pollution Act. They also asked that the same informative be included on all future relevant applications.
- 6.6. As with the application for the Security fence (Item 5 above), Members noted that PDT had only that day received the updated version of the site 'Safeguarded Habitat Plan'. PDT would need time to assess the alignment of the Loop Road with respect to this drawing to ensure that there would be no unacceptable tree and habitat loss as a result of the in part revised alignment of the Loop Road. Officers therefore recommended that the Committee should delegate authority to the Head of Development Control to grant planning permission.
- 6.7. There being no further questions, the Chairman moved to a vote and the Planning Committee RESOLVED unanimously that

the Committee

- a) were minded to APPROVE the proposals provided that appropriate conditions and informatives were imposed
- b) AGREED that the Head of Development Control be authorised to grant planning permission and reserved matters approval on the lines set out in the report and subject to the views of the Committee, and the additional conditions and informative set out below which should apply to both the reserved matters application and the application for planning permission:

Additional Conditions:

Prior to the commencement of the development, details of the specification of the surface treatment of those parts of the Loop Road which are to be removed or re-surfaced in the Legacy Transformation phase shall be submitted to and approved by the Local Planning Authority. The details submitted shall demonstrate that the specification of these parts of the Loop Road is such to be removed or re-surfaced easily and is not to the same specification as the surface treatment of those parts of the Loop Road which are to be retained as highway in Legacy Transformation.

Reason: In the interests of sustainability and to enable the efficient removal or re-surfacing of the temporary sections of the Loop Road during Legacy Transformation.

Prior to the installation of any lighting column (including light fixture/luminaire) on or adjoining the Loop Road, full details of its design and external appearance shall be submitted to and approved by the Local Planning Authority. The details

submitted shall also include a statement which explains how the proposed design, appearance and lux level from the light fixture/luminaire conforms with the Olympic Park Lighting Strategy which has been approved pursuant to condition OD.0 35 of planning permission 07/90010/OUMODA.

Reason: To ensure that the design and light output from the Loop Road lighting is consistent with the approved Lighting Strategy for the Olympic Park.

Informative

The applicant is advised that the ODA PDT should be informed of any application made under s.61 of the Control of Pollution Act to the Local Authority Environmental Health service to extend the hours of working on the Olympic Park site.

7. APPLICATION NUMBER: 08/90195/REMODA (AGENDA ITEM 7)

Reserved Matters application for the access, appearance, layout and scale of bridges H06, H07 & H17 providing a partial discharge of details required by Condition OD.0.19 (submission of details for bridges) and discharge of condition OD.0.59 (foundation details) of Olympic and Legacy Facilities Planning Permission Ref: 07/90010/OUMODA.

Bridges H06 & H07 PDZ 1, 2 & 3 to the east of the proposed Main Stadium to the north of the Greenway and to the west of the Great Eastern Railway. Bridge H17, PDZ, 3 & 4 to the east of Dace Road and to the west of the proposed Main Stadium

- 7.1. A Planning Officer gave a presentation to the Committee who considered the report and took into account the Update which had been circulated. The reserved matters application was for permanent bridges H06, H07, and H17 pursuant to outline planning permission 07/90010/OUMODA seeking partial discharge of condition OD.0.19 and full discharge of condition OD.0.59. Features such as the parapets, although illustrated, had not yet been submitted for approval and would be the subject of a later application. The Committee was recommended to attach an informative reminding the applicant of the need to submit further information in due course.
- 7.2. Members noted that the proposals submitted only showed the bridges as road bridges on the loop road in Games time. They shared the concerns of some consultees that issues relevant to Legacy, when the bridges would also be used by pedestrians and cyclists, were being prejudiced without consideration. Members were particularly concerned that good connections for both pedestrians and cyclists should be made to overcome the complexities of the junction of the loop road and bridge H06 with the Great Eastern Railway and the Greenway.
- 7.3. Officers advised that the principal concerns of consultees in relation to bridge H06 in particular had been addressed by the applicant or were to be covered by condition. Drawings had been submitted demonstrating that pedestrian footways of minimum 2.5m width could be provided in Legacy without major alterations to the structure. (The Loop Road would be realigned in Legacy Transformation to accommodate this, but the bridge is of sufficient width to accommodate such a realignment.) The Committee was recommended to

impose the condition set out in the Update requiring a feasibility study of a stepped pedestrian link between the towpath on the City Mill River and the bridge. Nevertheless other options could be explored through the Legacy Masterplan Framework.

7.4. Members were also concerned that the bridges were designed in accordance with the UDLF appendices which had not yet been considered by the Committee. PDT officers confirmed that the applicant was aware of this risk. It was suggested that the application should be reviewed if the Committee did not ultimately approve the appendices.

7.5. There being no further questions, the Chairman moved to a vote and the Planning Committee RESOLVED unanimously that

the Committee

APPROVED the Reserved Matters application for Bridges H06, H07 and H17 as a partial discharge in respect of Condition OD.0.19 of Planning Permission 07/90010/OUMODA and APPROVED the details for Bridges H06, H07 and H17 in respect of Condition OD.0.59 of Planning Permission 07/90010/OUMODA as set out in the report and subject to the condition set out below:

Condition 1

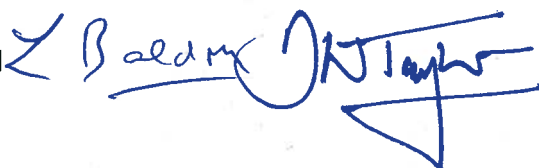
Unless otherwise agreed in writing by the Local Planning Authority a study shall be submitted to the Local Planning Authority by 31 March 2009 regarding the feasibility and implementation period for a stepped pedestrian access between the towpath on the eastern bank of the City Mill River and Bridge H06 on the South Loop Road. The detailed scope of the study shall be agreed with the Local Planning Authority in advance of the study being commenced but as a minimum shall include an analysis of the technical feasibility of implementing the steps and a cost-benefit analysis in order to inform when the steps should be implemented. When submitting the study, the Olympic Delivery Authority shall make a recommendation having regard to these matters and also the following:

- Responses on the study received from relevant stakeholders;
- Statutory duties, design, environmental and traffic (including pedestrian and cycle) flow effects (at relevant periods including Legacy Transformation and Legacy); and
- The need for Requisite Consents.

Reason: In the interests of enhanced connectivity between the City Mill River towpath and bridge H06.

8. ANY OTHER BUSINESS

There being no other business the meeting closed at 7.40 pm

Signed 
Chair

Date 27/11/2009
10/2/09.