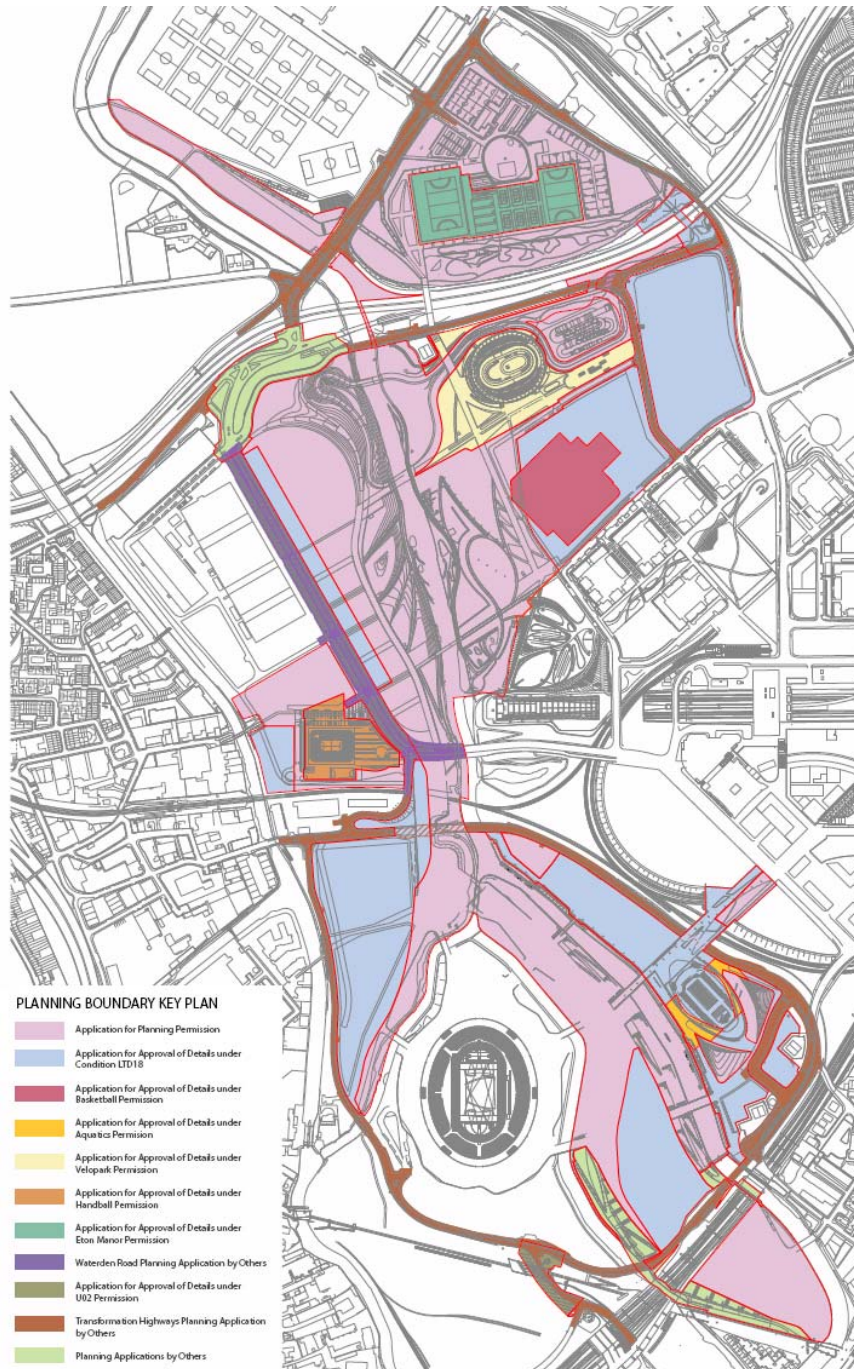


Originator of report: Allison De Marco, Anne Ogundiya, Catherine Sherwin, Mick Gavin and Victoria Crosby

Dates of validation: 15th December 2009, 15th January 2010 and 11th March 2010

Application numbers: [09/90408/AODODA](#), [09/90409/AODODA](#), [09/90410/FUMODA](#), [09/90411/AODODA](#), [09/90412/AODODA](#), [09/90420/AODODA](#), [09/90434/AODODA](#), [09/90435/AODODA](#), [09/90436/AODODA](#), [10/90015/AODODA](#), [10/90105/AODODA](#) and [10/90106/AODODA](#).

Site plan



Location: Olympic Park

London Boroughs: Hackney, Newham, Tower Hamlets and Waltham Forest

Proposal: Parklands and public realm for the post-Games Transformation phase, including surface water drainage, earthworks, hard and soft landscaping, allotments, cycle circuit and mountain bike trails, street furniture and car parking.

Applicant: Olympic Delivery Authority

Agent: AECOM

1. SUMMARY

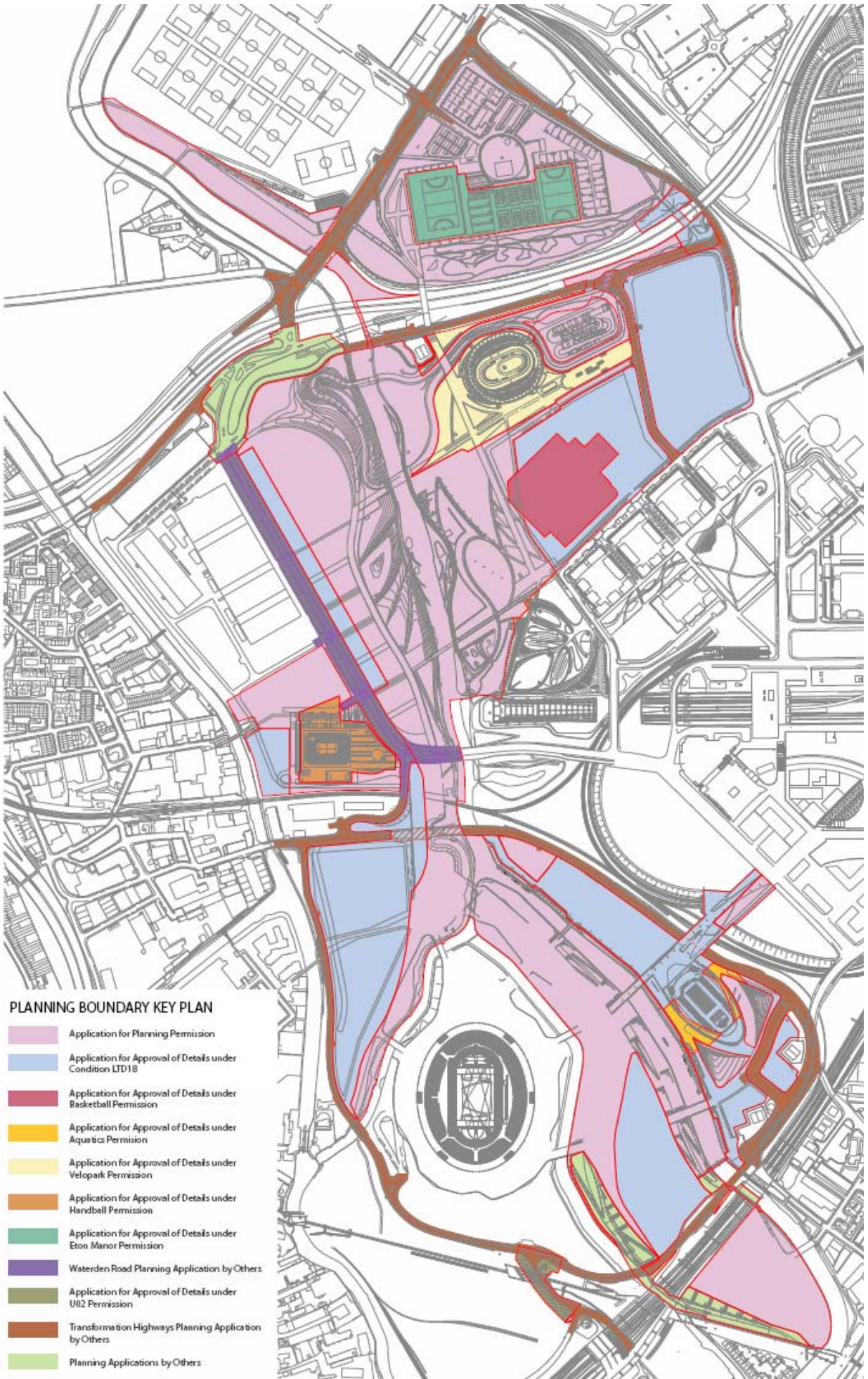
- 1.1 This report considers twelve related planning applications for the transformation of the Parkland and Public Realm (PPR) post-Games. The submission comprises a stand alone “slot-in” planning application and eleven discharge of condition planning applications resulting from the grant of outline planning permissions in September 2007, under the Olympic, Paralympic Facilities and their Legacy Transformation and Site Preparation applications (ref. 07/90010/OUMODA and 07/90011/OUMODA), and subsequent slot-in venue and PPR permissions.
- 1.2 The applications cover the post-Games transformation of the parkland and public realm landscape area (providing public parklands including allotments, cycle circuit, mountain bike trails and bridges) and the Interim Landscape Zones (ILZs), which are areas where temporary landscape treatments will be provided to create connections into the Olympic Park and edges to the public parklands and key development platform edges before longer term Legacy development comes forward.
- 1.3 Jointly these proposals create a new park for London after the Games, serving both existing and new local communities, and visitors.
- 1.4 The ODA has advised that it is its intention to open up part of the Park to the general public as soon as practically possible after the Games. It is expected that this will occur in May 2013.
- 1.5 The parklands will provide opportunity for both informal and formal sport, recreation and leisure, and will accommodate and provide a setting for the retained Olympic sporting venues and infrastructure. Beyond the PGT period the parklands will become the context for the Legacy Masterplan Framework, which is being developed by the Olympic Park Legacy Company (OPLC), and will continue the regeneration of this area.
- 1.6 A number of existing planning permissions for the Olympic Park provide the context to the post-Games Transformation parklands and public realm scheme. The Facilities and Legacy Transformation planning permission 07/90010/OUMODA and 07/90011/FUMODA (2007 permissions) granted in September 2007, gained permission for Games phase facilities and landscape. The consent also granted permission for the laying out of open space in Legacy Transformation, together with the transformation of venues and other post-Games Transformation works.
- 1.7 A planning application for the post-Games Transformation of the Olympic Loop Road to create the transformation highway network referred to as the Transformation Highways has also been submitted (ref. 09/90417/AODODA) and is reported elsewhere on this agenda. The PPR and the Interim Landscape Zones proposals have been closely co-ordinated with the designs of the transformation highway network. The Streetscapes Transformation Components UDLF Annexure sets out principles for the architectural treatment of the street network and places importance on considering the streets within the context of the Parklands and public realm proposals (ref. 10/90057/AODODA) and is reported elsewhere on this agenda.

- 1.8 Together the submitted PPR PGT applications cover Planning Delivery Zones (PDZ) 1, the majority of zones 2, 4, 5, 6, 7, 8 and 15 and fall within the London Boroughs of Newham, Hackney, Tower Hamlets and Waltham Forest. PDZs 6, 7 and PDZ 15 and part of PDZ 5 are located within designated Metropolitan Open Land (MOL) within the London Boroughs of Newham, Hackney and Waltham Forest.
- 1.9 Collectively these planning applications would provide 60.2 hectares of the total proposed quantum of 102ha of Legacy Open Space within the Park, as set out in the 2007 Olympic, Paralympic Facilities and their Legacy Transformation planning permission.
- 1.10 The PPR design concept is founded on creating a compact and distinctly identifiable Park that will adapt over time to provide a lasting Legacy for the Lower Lea Valley. Proposed access points provide pedestrian and cycle connectivity and integration within and outside the Park. Redressing the historic severance of the site through the provision of enhanced connections into and through the site is a concept which is embedded in the 2007 planning permissions and is further reinforced through these PPR PGT applications.
- 1.11 As with the Games phase proposals, the proposed PPR PGT schemes would result in one integrated Park but would still have two distinctive character areas the “North Park” and the “South Park” which would be connected by Rivers Lea and Waterworks. The main spine linking the two parklands will continue to be the approved Games phase L03A and L03B deck which will be transformed through a soft landscaping treatment.
- 1.12 The North Park comprising Eton Manor and PDZs 5 and 6 will be characterised by an ecological landscape/habitat with hills and valleys and walkways leading down to the River Lea, riparian planting and wetlands. The post-Games North Park will remain as permanent parkland with a diversity of wildlife habitats including grasslands, woodlands and wetlands albeit with the inclusion of off road cycling facilities. East Marsh is located to the north of the North Park in PDZ 15 and will include footways and mountain bike trails.
- 1.13 The South Park (PDZs 1-4) is designed to be more urban in character. It will include the retained 2012 Gardens which will comprise terraced gardens, lawns, ornamental plants as well as paths, gathering and seating areas. This area slopes down to the Waterworks River. Stadium Island has not been submitted for consideration. PDZ 8, to the south of South Park will include 0.9 hectares of allotments, footways and soft landscaping.
- 1.14 The main areas of consideration in the determination of these planning applications relate to the impact of the proposals on the venues, and infrastructure and surrounding area, connectivity/permeability, design and appearance, lighting, cycle circuit, maintenance, wayfinding, design. Inclusive access and sustainable development are also key considerations in assessing these proposals. Compliance with the 2007 Olympic planning permissions requirements and obligations has been thoroughly considered.
- 1.15 The proposals have been subject to extensive consultation as reported in section 6 of this report. The major issues arising from the consultation process relate to connectivity, design, appearance and functionality of the Park and management and maintenance and are all addressed within the main body of the report.
- 1.16 PDT Officers are satisfied that the submissions and accompanying details are sufficient to enable a proper assessment of the proposals.
- 1.17 These applications are considered to generally comply with the relevant London Plan and Unitary Development Plan Policies of London Boroughs of Newham, Hackney, Waltham Forest and Tower Hamlets.

- 1.18 The assessment and consideration of these applications concludes that the timely and detailed development of the PGT works will ensure that the benefits to be derived after the London Olympics and Paralympics will be maximised, in accordance with Section 5(5) b) of the Act, and become available for public access at the earliest opportunity.
- 1.19 The detailed assessment of these applications concludes that all of the applications are acceptable and are therefore recommended for approval.
- 1.20 Members should note that any relevant existing planning obligations and commitments attached to the original 2007 Olympic and Paralympic Consents will be applied where appropriate and some modified and additional conditions are recommended to the stand alone "slot-in" application. With regard to the approval of detail applications where PDT Officers consider insufficient detail has been submitted a partial discharge is recommended.

2. SITE AND SURROUNDINGS

- 2.1 These PGT PPR applications cover the majority of the Olympic Park, including parts of PDZs 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 15. The application sites therefore extend into the London Boroughs of Hackney, Newham, Tower Hamlets and Waltham Forest.
- 2.2 The areas covered by the applications can be seen on the plan below which shows the application site for each submission in a different colour. The current PPR applications do not include Lea Interchange (shown in light green on the plan below and included in the separate A3 drawing appendix to this report), Waterden Road (shown in purple), PGT highways (shown in brown) or the area around U07 (shown in light green). Together the current applications form the majority of the PGT PPR.
- 2.3 The IBC/MPC area is to be brought forward by the OPLC at a later stage. Stadium Island is not included in this application and will come forward separately, as will East Marsh.



3. RELEVANT PLANNING HISTORY

2007 Consents

- 3.1 The 2007 Site Preparation (SP) planning permission (reference 07/90011/FUMODA) permitted enabling works for the Games including earthworks, remediation, stockpiling of materials, construction of utilities corridor, surface water and foul water drainage which are relevant to the PPR submissions.
- 3.2 The Olympics, Paralympics Facilities and their Legacy Transformation (OLF) planning permission (reference 07/90010/OUMODA) approved development for the Games and post-Games Transformation phases, including earthworks to finished levels, sports venues, spectator support and accreditation areas, highways, open space and circulation areas, bridges, utility structures and development platforms in Transformation phase. Those aspects of the permission referring to open space, earthworks and development platforms are of most relevance to the PPR submissions.
- 3.3 The SP and OLF consents were granted subject to extensive conditions and also an accompanying section 106 agreement. The following conditions are particularly relevant to the PPR in Games phase and Transformation phase;
- OD.0.9 Urban Design and Landscape Plan (UDLF)
 - OD.0.20 Details of other Engineering Works
 - OD.0.28 Landscape and Planting Details
 - OD.0.35 Details of Public Realm Lighting
 - LTD.1.11 Details of public realm lighting
 - LTD.5 Venue and public realm management
 - LTD.10 Reprovision of Allotments in PDZ7
 - LTD.11 Legacy Cycling Facilities
 - LTD.18 Submission of details
 - LTD.22 Metropolitan Open Land
 - Schedule 19 requires the removal of temporary structure, the temporary hard and soft landscaping of Development Platforms (where reasonable and appropriate), maintenance and security measures and the creation of temporary accessible routes across the Olympic Park as specified by an annexed drawing.
 - Schedule 21 requires all permanent bridges to be to TAA (Technical Approval Authority) standards
- 3.4 The drawing below shows the site-wide PPR plan as approved in September 2007. The PPR proposals evolved following design development subsequent to the grant of the 2007 consents. This resulted in a series of further applications for a revised layout of the PPR being submitted in November 2008 PPR applications (detailed further in sections 3.7 to 3.13 below and in appendix 1 to this report) proposed changes from the Olympic Games Masterplan permitted in 2007 (shown below).
- 3.5 The changes in the November 2008 Games phase PPR applications proposed a 21% reduction in the extent of concourse, which had the benefit of increasing the size of the soft landscaped areas. The parkland was able to assume greater emphasis than within the 2007 scheme with the river valley profiles in North and South Park becoming shallower to provide a greater degree of accessibility, both physically and visually, and increased potential for biodiversity. Culverting of the Channelsea Gorge was a key change in achieving this more extensive and biodiverse parkland.



The extent of Games phase Parkland in the Outline Proposals 2007

3.6 The November 2008 PPR scheme also took into account the relocation of the Handball and Basketball venues and the removal of the Fencing arena from the Olympic Park. Laying back the river banks in the South Park allowed the creation of the 2012 Gardens on the west bank of Waterworks River. These Gardens are intended as a celebration of the Games, creating a landmark entrance to the Park as well as a breakout space from the concourse, and allowing views up the river valley to be opened up. The resulting Games phase site wide layout is shown by the drawing below.



The extent of Games mode Parkland in the 2008 PPR proposal

November 2008 applications (Games phase PPR)

3.7 Eight planning applications were submitted in November 2008. Three were approval of details applications for the partial discharge of conditions OD.0.9, OD.0.20, OD.0.28 and OD.0.35 of the 2007 OLF consent. The other five applications were standalone slot-in applications for Games phase PPR, where design development meant the proposed scheme was outside the parameters of the originally consented 2007 SP and OLF schemes. The applications for full planning permission and submission of details are summarised below.

3.8 The five slot in applications were:

- 08/90310/FULODA – North Central Parklands; the main spine of the green parklands area either side of the waterways to the north of the North London Rail line, within PDZ5 and PDZ6 (due to changes in topography associated with the “laying back” of the river slopes and the creation of topography on these slopes and the infilling and culverting of Channelsea Gorge);
- 08/90311/FULODA – South Central Parklands; the spine of open space along the River Lea, Waterworks River and City Mill River south of the North London Rail line and including the northern part of PDZ2 and part of PDZ4, (due to changes in topography in these locations, including the creation of the 2012 Gardens);
- 08/90312/FULODA – PDZ5; around the Handball venue to reflect the changed location of the Handball venue and associated changes to concourse, front of house and back of house areas;
- 08/90313/FULODA – PDZ4 (Part); due to topography changes in the north eastern part of the zone, and to substitute concourse and spectator service area landscaping on the site previously proposed for Basketball venue;
- 08/90314/FULODA – PDZ6; around the new location of the Basketball venue to reflect associated changes to concourse, front of house and back of house areas.

3.9 The three discharge of condition applications were as follows:

- 08/90315/AODODA – Land in the South Park within PDZ1, comprising the following areas: Land within PDZ1, bounded to the east, north and south by the proposed Loop Road, to the west by the Waterworks River;
- 08/90316/AODODA – Land in the North Park within PDZ6 (part), and PDZ5 (part), comprising the following areas: Land in the north of PDZ 6, to the north of the proposed Loop Road and to the south of the A12; Land within PDZ5 bounded to the east by the River Lea, to the north and west by the proposed Loop Road, and the area subject to the Handball Landscape planning application and to the south by the boundary with PDZ4;
- 08/90317/AODODA – Land within PDZ3a (Stadium Island), bounded to the west by the River Lea, to the east by the City Mill River, and to the south by the approved Loop Road.

3.10 Together these eight applications detailed the layout of the North and South Parks in Games phase, the characters of these two Parks (with the North being a more natural, ecological area, and the South having a more urban character with the formal 2012 Gardens), and explained the design progression from the 2007 OLF permission. Further detail on the 2008 Games phase PPR is included in appendix 1 to this report. The landscape proposals will form the setting for the venues and associated infrastructure during Games time only. The applications described the areas of landscape forming the centre-piece of the Olympic Park and included landscaping of the central parklands, concourse areas, Stadium Island, and front and back of house areas.

- 3.11 The eight PPR applications were approved in April 2009, following Committee in February 2009 with the slot-in permissions being subject to conditions requiring the removal of the development thereby approved by the end of the 2012 Games unless a further planning permission was granted for its retention. Since these approvals, details pursuant to conditions on Games phase soft landscaping and surface water drainage have been submitted and approved for the North Park (references 09/90220/AODODA, 09/90221/AODODA, 09/90222/AODODA, 09/90223/AODODA, 09/90224/AODODA, 09/90225/AODODA, approved 1st October 2009), and South Park (references 09/90264/AODODA, 09/90265/AODODA and 09/90266/AODODA, approved 29th March 2010), to further discharge relevant OLF and PPR slot-in conditions. These details included the surface water drainage system and associated outfalls, and the species mixes, densities, sizes and provenance of the soft landscaping across the Park.
- 3.12 Conditions were imposed on the South Central parklands and Stadium Island permissions requiring a stepped access study to be submitted. In their responses to the 2008 Games phase PPR applications British Waterways (BW) were strongly of the opinion that stepped access points should be considered adjacent to bridges, particularly around Stadium Island and on the east side of City Mill River, where the ODA advised Games phase access to towpaths would be restricted due to security and crowd management issues. BW produced a plan identifying stepped access points, mooring locations and pontoon requirements, though estimated costs were not provided. They were of the opinion that steps should be installed at the earliest possible stage to avoid expensive retrofitting at a later date. Stepped access would enable people to move from concourse level down to towpaths without having to follow more lengthy graded slopes. The applicant responded that although they would discuss with LOCOG possible Games phase overlay opportunities for waterway activity it was not the intention to provide stepped access points at Games phase in addition to those to be installed at the 2012 Gardens and Stratford Promenade. The applicant stressed that the proposals did not preclude later consideration of additional stepped access provision.
- 3.13 In response to BW's concerns conditions were imposed on the South Central Parklands PPR consent (08/90311/FULODA, approved 3rd April 2009, condition PPR.55) and the Stadium approval of details PPR consent (08/90317/AODODA, approved 7th April 2009, condition PPR.2). The conditions require submission of studies to the LPA to consider the suitability and feasibility of the provision of stepped pedestrian access between the concourse and towpath levels on the east side of the City Mill River and in the vicinity of the Stadium bridges, for the Games and Legacy periods.
- 3.14 BW made similar comments in respect of the application for the competition bridge F06 (08/90319/FULODA, approved 17th April 2009), and a requirement for a feasibility study was also imposed on this consent (condition FLT.27). The conditions are set out in full at appendix 2 to this report.
- 3.15 Details of the Channelsea Gorge culvert outfall were approved by notice dated 21st August 2009 under reference 09/90175/AODODA (discharging conditions PPR15 and PPR16 of North Central Parklands consent 08/90310/FULODA).
- 3.16 Two applications submitting details of the exposed aggregate finish (reference 09/90356/AODODA) and artwork treatment (reference 09/90413/AODODA) to the abutment to bridge F06 at the north end of the 2012 Gardens were approved under delegated powers by notices dated 18th December 2009 and 26th January 2010. Artwork was based upon the idea of fingerprints represented by bronze/aluminium metal discs of varying sizes attached to the wall.
- 3.17 A non-material amendment application (reference 10/90018/NMAODA) for alterations to the gradient of the riverside slope north of bridge E24 near the centre of the Park was agreed on 10th February 2010.

- 3.18 Approval of details applications for the Games phase hard landscaping elements were submitted in December 2009. These ten applications (references 09/90424-433/AODODA) were a mix of details being submitted to discharge conditions on the 2007 OLF permission, details pursuant to conditions imposed on the April 2009 PPR slot-in approvals and pursuant to conditions on the slot-in permissions for the Velopark, Basketball and Handball venue. The submitted details included the surfaces of the concourse and paths, kerbs, lighting column design, seating and railings. Samples of some of the hard landscaping elements were seen by Officers on site. These details were mainly approved by Committee on 23rd April 2010 with the exception of the timber seats. Discussions on the timber material are currently ongoing. Decision notices discharging and partially discharging conditions that were approved by Committee were issued on 25th March 2010.
- 3.19 The landscaping to Eton Manor in Games phase was shown on the venue slot-in application (reference 09/90198/FUMODA) and a recent application reference 10/90084/AODODA has been submitted pursuant to the Games phase Condition EMOD.21 (Landscaping and planting details).
- 3.20 The majority of the Games phase PPR details for the central areas of the Olympic Park have been approved by the applications detailed above submitted over the last 18 months. The seating, sign posts, surface pattern to the concourse and samples of the lighting columns are outstanding, as well as Games time security arrangements, event management plans, noise control and environmental management details under the PPRG conditions.

EIA Screening opinion December 2009

- 3.21 A screening opinion for the current PGT PPR applications was submitted on 14th December 2009 (ref. SCRES/09/00032). PDT considered the submitted screening opinion requested and accompanying information and concluded, on the basis of advice from its environmental consultant that an EIA was not required. This was confirmed to the applicant on 8th January 2010. A negative screening opinion was issued on the basis that although the proposed development would fall within Schedule 2 of the Environmental Impact Assessment Regulations 1999, it was considered, having regard to the nature, size and location of the proposals and the criteria set out in Schedule 3, that the proposals would not give rise to any new or additional likely significant environmental effects, which have not already been identified and considered in the Environmental Statement submitted with the Olympic Site Preparation, and Olympic Facilities and their Legacy Transformation planning applications (references 07/90010/OUMODA and 07/90011/FULODA).

4. APPLICATION PROPOSAL

- 4.1 This report details the twelve applications that have been submitted for post-Games Transformation PPR for the majority of the Olympic Park. The PPR proposals cover the areas of parkland landscaping that will be created in the post-Games Transformation (PGT) period, creating a new park for London. The parklands will provide opportunity for both informal and formal sport, recreation and leisure, and will accommodate and provide a setting for the retained sporting venues. Beyond the PGT period the parklands will become the context for the Legacy Communities development which will be delivered by the Olympic Park Legacy Company (OPLC) and will continue the regeneration started by the Olympic and Paralympic Games. The overall PGT proposal contains several principle components;
- The permanent Park, including connections (comprising bridges often reduced in width from their Games phase dimensions, “interim landscape zones”, underpasses, paths and routes), new off-road and 1 mile road cycle circuits and allotments.
 - Retained sports venues in their converted forms (temporary elements having been removed)

- Highway infrastructure, including Lea Interchange, Waterden Road and reconfigured Loop Road. The PGT Highways are currently under consideration (reference 09/90417/ODODA)
- Future development platforms to be developed over the long term in the context of the forthcoming Legacy Masterplan Framework (LMF).

4.2 It is the first component that these current applications seek to address by proposing the parklands, including the curtilages, accesses, servicing areas, parking and landscaping of the retained venues. The full proposed descriptions for eight of the PPR application can be found in appendix 3 (except for the F10 Study and Stepped Access Study applications – see comments on those applications below). Seven of the applications seek approval of details pursuant to conditions, however one application is a slot-in application as the proposed details are outside the parameters of the 2007 consent; the relevant conditions are written out in full in appendix 2 to this report. The following is a summary of each application;

09/90408/AODODA

- 4.3 Location – Various sites in PDZs 1, 2, 4, 5, 6, 7 and 9.
Proposal – Landscape and surface water drainage design information submitted for approval under the following conditions attached to permission 07/90010/OUMODA;
- Condition OD.0.23 (Surface Water Drainage - part)
 - Condition LTD.18 (Submission of Details - part)
 - Condition LTD.19 (Transport Measures - part)
 - Condition LTD.20 (realignment of the Loop Road in PDZs 4 and 5 - part)
 - Conditions LTD.33 and LTD.34 (Stratford City Relationship - part).

09/90409/AODODA

- 4.4 Location – Handball venue.
Proposal – Approval of Details under Handball Permission (08/90328/FUMODA);
- Part discharge of condition HLT.8 (Landscape and Planting Details – parts i, iii, iv, v, vi and vii)
 - Discharge of condition HLT.32 (Submission of Details)
 - Discharge of condition HLT.40 (Inclusive Access)
 - Discharge of condition HLT.41 (Details of Legacy Parking)
 - Part discharge of condition HLT.42 (Location of Legacy parking)
 - Discharge of condition HLT.44 (Details of Legacy cycle access routes)
 - Discharge of condition HLT.45 (Emergency vehicles)
 - Discharge of condition HLT.47 (Details of cycle parking).

09/90410/FUMODA (a slot-in application)

- 4.5 Location – Various sites in PDZs 1, 2, 4, 5, 6, 7, 9 and 15.
Proposal – This is a slot-in application for;
- Earthworks and formation of ground contours to finished levels including retaining structures and reinforced slopes.
 - Laying of surface water drainage.
 - Laying out of open space - hardworks: including reduction of width of Games phase concourse to 10m, car parking for the Aquatics Centre and Eton Manor, cycle parking, paths, lighting and seating.
 - Laying out of open space – softworks; including retention and enhancement of Games phase landscaping for biodiversity and extension of London 2012 Gardens and woodland planting along City Mill River and around F02 and F03 with the removal of the Games phase bridge decks. Ornamental planting around the war memorial in PDZ7.
 - Bridges - reduction in size of Bridges L03 A and B, L01, E13, F02 and F03; retention of existing Bridge T07 (Y01) and alterations in legacy transformation to its appearance; construction of the deck for new Bridge Y02; outline planning

permission is sought for construction of a new mountain bike bridge (Y03) for cycle users over the loop road. Construction of a new Underpass U11 near F03.

- Cycling facilities - construction of 1 mile road cycle circuit and construction of mountain bike track/trails. Outline planning permission is sought for construction of a scorer's hut within road cycle circuit comprising a single storey hut of approximately 25m², height of 6m, with roof lighting.
- Laying out of allotments in PDZs 7 and 8 with indicative ancillary structures, the planting of a perimeter hedge, fencing and site access, and five accessible parking spaces to each area.
- Landscaping of bridge F10A with planting of trees, lawn and ornamental planting, the retention of Games phase hardworks landscaping and the laying out of resin bound gravel surface and concourse benches.

09/90411/AODODA

4.6 Location – Land located within the Velopark.

Proposal – Approval of details under Velopark permission (08/90276/FUMODA);

- Part discharge of condition VLT.10 (Details of venue and public realm lighting)
- Part discharge of condition VLT.35 (Submission of Details)
- Discharge of condition VLT.36 (Transport Measures)
- Discharge of condition VLT.46 (Inclusive Access)
- Discharge of condition VLT.47 (Details of Legacy Parking)
- Discharge of condition VLT.49 (Details of Legacy Cycle Access Routes)
- Discharge of condition VLT.50 (Emergency Vehicles)
- Discharge of condition VLT.52 (Cycle Parking).

09/90412/AODODA

4.7 Location – Land within PDZ3 (U02) passing beneath the Greenway to the west of the Great Eastern Railway and south of the main stadium.

Proposal – Landscape design information submitted for approval under condition ULT.24 (Submission of details) of permission 08/90353/FULODA (Under Bridge U02 permission).

09/90420/AODODA

4.8 Location – PDZ9 (F10A and B Bridge)

Proposal – Submission of a F10 Urban Integration and Transformation Landscape Strategy Study pursuant to conditions 1 (Urban Integration Study) and 2 (Legacy Transformation Landscape Strategy) of permission 08/90028/REMODA (F10A and B Bridges).

09/90434/AODODA

4.9 Location – South Central Parklands

Proposal – Submission of a Stepped Access Study pursuant to condition PPR.55 of permission 08/90311/FULODA (South Central Parklands)

09/90435/AODODA

4.10 Location – Stadium Island

Proposal – Submission of a Stepped Access Study pursuant to condition PPR.2 of permission 08/90317/FULODA (Stadium Island parklands)

09/90436/AODODA

4.11 Location – Bridge F06

Proposal – Submission of a Stepped Access Study pursuant to condition FLT.27 of permission 08/90319/FULODA (Bridge F06)

10/90015/AODODA

4.12 Location – Eton Manor, PDZ7.

Proposal – Approval of details for landscape design under conditions EMLTD.42 (Submission of details – part), EMLTD.43 (Inclusive access), EMLTD.46 (Surfacing Details), EMLTD.62 (Details of Legacy Pedestrian and Cycle Access Routes), EMLTD.65 (Cycle Parking) and EMLTD.50 (Detail of venue and public realm lighting – part) of permission 09/90198/FUMODA (Eton Manor venues).

10/90105/AODODA

4.13 Location – Aquatics Centre, PDZ1.

Proposal – Landscape and engineering design information submitted for approval under conditions 10 (Surface water drainage – part) and 35 (Making good at Legacy Transformation and details of landscaping works – part) of permission 08/90027/FULODA (Aquatics Temporary Seating).

10/90106/AODODA

4.14 Location – Basketball venue site in PDZ6.

Proposal – Landscaping and surface water drainage works design information submitted for approval under conditions BALT.2 (Removal of Temporary Games Facilities) and BALT.22 (Submission of details) of permission 08/90346/FULODA (Basketball venue).

4.15 The post-Games Transformation PPR comprises two key elements; the permanent parkland and the interim landscape zones (ILZs). The permanent parkland will be retained in Legacy as a permanent park for East London and contain over 102 hectares of land which meets the criteria for designation as Metropolitan Open Land (MOL). This parkland in its PGT state will provide a range of uses for local communities and visitors from further afield but will not preclude the addition of further uses in the Legacy phase. The ILZs comprise the Legacy development platforms, their edges and a number of important public realm connections into and through the Park (“stitches”) that will ensure that access to the Park is safe, attractive and welcoming.

4.16 Although the submitted information is divided into the main slot-in application (09/90410/FUMODA), and various AOD applications across different permissions reflecting the different conditions and previous application boundaries, there are several common themes within the details across the PDZs and some specific principal elements which this report will describe in more detail;

1. Permanent parkland
2. Stitches and ILZ
3. Velopark (including cycle circuit, mountain bike tracks and associated bridges)
4. Allotments
5. Car parking
6. Public realm components (paving, furniture, lighting, planting, opportunities for art, wayfinding)
7. War memorials in Eton Manor
8. Access and integration with PGT Highways

4.17 The F10 Study and Stepped Access Study are detailed at the end of this section.

1) Permanent parkland

4.18 A site-wide plan of the proposed parklands is included in the separate drawing appendix. The PGT parklands and public realm will build on the changes to the Olympic Park site delivered by the Games in terms of addressing issues of severance, and the greening and opening up to public access a significant area of previously closed land. The 2007 permission required 102 hectares of open space available for public use, and capable of designation as MOL. The Olympic Park is also required to contain a minimum of 45 hectares of wildlife habitat to replace that lost of the development. The PGT PPR proposals will provide a large part (60.2ha) of the open space capable of designation as MOL required by the 2007 permission (including urban parkland, natural and semi-natural greenspaces, green corridors, outdoor sports facilities, allotments and civic spaces). The remaining areas of open space will be available outside of the current

PGT PPR application boundaries and will come forward for detailed approval before December 2012.

- 4.19 The parklands will provide opportunity for both formal and informal sport, leisure and recreation, with specific landforms created to facilitate this. The Park will accommodate the following:
- A landscape setting to the retained venues
 - Accessible waterways for a variety of water-based activities
 - Expansive grass, meadow areas and gardens for non structured play, picnicking, events, playing, leisure and recreation
 - Areas where future play space provision could be provided
 - Outdoor cycling facilities: 1 mile road circuit, over 6.5km of off-road mountain bike tracks and trails, and BMX circuit.
 - Seating and picnicking benches
 - 2.1 hectares of allotments
 - Fifteen kilometres of walking and cycling routes and links to the national cycle route
 - A wide variety of ecological areas such as wetlands, woodlands, meadows.
- 4.20 A key principle of the design has been to design out dead spaces or areas without a clear purpose, and to select materials and furniture within the PPR that are durable and robust. The design of the PGT PPR ensures that there is easy and convenient access for everyone. The proposals follow the general guidelines such as that detailed in the ODA's Inclusive Design Standards, By Design (2001) and CABI space documents, which seek to make safety a distinctive and integral part of the design, and ensure that visitors feel secure within the various parts of the Park through effective lighting, signage and the creation of key routes.
- 4.21 In terms of accessibility and connections, the proposed "stitches" and Interim Landscape Zones (detailed further below) at key locations around the edge of the Olympic Park and the central parklands will:
- Provide strong physical connections to existing neighbourhoods
 - Link into long distance cycling and footpaths in the Lower Lea Valley
 - Provide connections across the parklands into the surrounding communities
 - Create new connections across the waterways, through retained Olympic bridges
 - Provide strong connections to existing and proposed green infrastructure beyond the Olympic site including the Greenway
 - Provide strong connections to new public transport hubs at Stratford International and Regional Stations, Hackney Wick and Pudding Mill Lane
- 4.22 The riverine landscape remains central to the parklands design with the waterways becoming focal points and opportunities for recreation and movement. Additional pedestrian routes down to the water's edge are being created with the removal of temporary bridge decks at F02 and F10B to provide a more interactive environment for visitors to the Park. The design of the permanent parkland sets out to create a strong identity that will help define the wider character of this new area. This identity is articulated by;
- Sculpted landform in the North Park
 - Sculpted landscape "bowls" connecting the North and South Park in PDZs 4 and 5
 - The linear forms of the 2012 Gardens
 - Distinctive planting
 - A visible system of sustainable water management
 - Works of public art integrated into the landscape and public realm
 - The retention of Games phase landmarks, including the permanent venues, bridges and 25m high lighting masts.

- 4.23 The design of the PGT PPR creates a mosaic of different habitat types, including species-rich grasslands, wet woodlands, trees and scrub, gardens, standing open water and enhanced ecological routes along the waterways. Overall 37.2ha of Biodiversity Action Plan (BAP) habitat is provided by this suite of PPR applications, comprising habitats retained from Games phase, and habitats that will be enhanced from Games phase, as well as new areas of planting in PDZs 5 and 7 especially. The remaining balance of BAP habitat will be provided by subsequent applications to achieve the 45 hectare minimum required by the Olympic BAP by the end of the Transformation phase.
- 4.24 A summary of the works proposed by the eight applications in each PDZ is set out below.
PDZ1 – the PGT Aquatics landscaping is applied for in detail here as well as the landscaping of F10A. Two large sculpted landforms up to 4m high with tree planting and species rich lawns are created to the south of the Aquatics Centre which help “settle” the building into the landscape while providing a seating terrace overlooking Waterworks River and the 2012 Gardens. Venue car parking and its lighting is detailed later in this report. The area immediately around the Aquatics venue is to be in porous resin bound gravel surface, while the riverside areas are shown in the main concourse surface (asphalt pavement with surface dressing). Concourse trees are proposed along the whole PDZ1 waterfront, known as Stratford Waterfront, and along the access road to the south. A green wall is proposed along the river to the south of H05. Bollards are proposed around the accessible car parking spaces to separate the parking from the waterfront pedestrian concourse. Double headed 6m high columns and seats are proposed along the waterfront. A pedestrian access to Carpenters Road is shown between two development platforms to link to F09, with seating and lighting.
- 4.25 F10A is to be transformed to extend the parkland to Stratford City through landscaping with the addition of raised soft planted beds, concourse trees, trees in containers, 6m and 10m high lighting column and seats. The surface will be porous resin bound gravel surface, with markings underneath the Aquatics roof in a concrete pavement to delineate the space for people to congregate for events and special occasions.
- 4.26 **PDZ2** – the Games phase concourse is retained in this PDZ as a future venue for big events and fairs, and is referred to as the “Pleasure Grounds”. This flexible events space would be able to host events attended by over 22,000 people. With the removal of the temporary bridge decks the soft landscaping can be extended on the City Mills River side and in the 2012 Gardens. An additional set of steps is proposed in the 2012 Gardens with the removal of F10B temporary element. The soft landscaping to the F06 bowl would be planted with the removal of the temporary central deck, to form a focal waterside space. Additional concourse trees are proposed in rows between F09 and H05, and in clumps between F11 and H04, with two lines of trees defining the access for emergency and servicing vehicles between H04 and H05 (along with proposed bollards). The seven 25m high lighting masts would be retained from Games phase as would the lighting and seating in this PDZ.
- 4.27 **PDZ3** – the only part of PDZ3 included in these applications is U02 which extends under the Greenway. The submitted plans show proposed formal rows of trees planted on both approaches to the pedestrianised side of the underpass with a bitumen bound gravel surface.
- 4.28 **PDZ4** – two development platforms are formed in PDZ4, separated by the landscaped Monier Road stitch (detailed further below) which would link H14 and F07. The Games phase concourse is reduced in width alongside Old River Lea, allowing further soft landscaping and tree planting along the eastern side of the development platform. L03 and the north-eastern part of PDZ4 are to be landscaped with “bowls” and “lenses” (providing useable green spaces with lawns and specimen trees, or denser tree planting and woodland meadows). This idea is carried over L03A to provide an attractive green

link between the ecological North Park and the more urban, pleasure ground idea of the South Park.

- 4.29 **PDZ5** – a large area of new soft landscaping is created in this PDZ with the removal of the Games phase concourse and Hockey venue. The parklands between F02 and F03 are retained and expanded with the removal of the temporary bridge decks. The area up to Waterden Road is to be soft landscaping with the creation of a new oval events lawn (with species rich lawn and feature trees) at the northern end, and a series of meadow “rooms” further south along Waterden Road of species rich meadows, temporary trees in containers, fruiting trees, linear trees and concourse trees, crossed by east-west routes to give each meadow its own character. Picnic tables are proposed in these areas. The events lawn is designed in an amphitheatre style landform of approximately 10,000sqm and could be used for music festivals and fairs. A path is proposed around the edge of the events lawn from H01 down to F02 which would reach a highpoint 6m above the adjacent land, offering panoramic views of the surrounding parklands and beyond. Cycle circuit, mountain bike trails and associated bridges amendments in PDZ5 are described in more detail below. The east-west routes are sited between the future development parcels and connect with key crossing points on Waterden Road.
- 4.30 A new public plaza is proposed to the north of the Multi Use Sport Venue (MUSV) which will form part of the Wallis Road footbridge stitch (described later in this report, as is the accessible parking proposed around the MUSV), reflecting the resiting of the main entrance of the MUSV to the north side. The entrance on the east side will still be needed for large events and will still need a spectator holding area. A landscape “bowl” is therefore proposed in this eastern plaza which will soften this area as well as providing a useable lawn and seating edges for the retained venue.
- 4.31 **PDZ6** – the Games phase parklands between F02 and F03, and south of F03 are retained into PGT. The cycle circuit, mountain bike trails and the associated bridges are described in more detail below. The soft landscaped area to the north of F02 is partly reconfigured to provide the one mile cycle circuit and children’s skills area. A new landform is created to the west and south-west of the Velodrome which will help to tie the venue into the landscape. Details of the BMX facility are not included within these applications.
- 4.32 The removal of the temporary decks to F02 and F03 significantly reduces the widths of these structures and allows for more meadows, trees and wetland areas to be planted. Two development platforms are formed by the removal of the Basketball arena and the Games phase back of house area; these platforms are separated by a soft landscaped “stitch” running from the Velodrome to the Athletes Village. Soft landscaping around this platform, including trees and shrubs, is proposed on the western side as well as species rich meadow where the Games phase concourse is reduced in width.
- 4.33 A path on the north side of Bully Point will be linked under F03 approach path by proposed underpass U11. Outline permission is sought for this underpass; as originally submitted it would have been 3m wide, 12.5m long and 3m high, with 70 degree gabion walls, and a surrounding parameter a metre from the outer edges of the underpass. Its size was subsequently reduced in the amended plans (see later in this report). The path would link to those in the Athletes Village development and also to the higher rim level.
- 4.34 **PDZ7** – with the removal of the temporary training buildings, Paralympic facilities and the North East Security Plaza, a large part of the Eton Manor site is to be re-landscaped. Ground levels will be raised across the northern part of the site for the proposed car parks (described further below) and five-a-side football platform (approved under the Eton Manor venues application). Allotments are proposed to the east of the outdoor tennis courts and south of the five-a-side platform; the area (1.2 hectares) is proposed but details of the layout and ancillary structures are not included. Hillocks are proposed on the eastern corner of the site near U01, with native woodland and species rich

meadows; this area will be used by the mountain bike trails. The Games phase soft landscaping on the western and southern boundaries of the site will be enhanced and the trails will extend through these areas. The flat area to the west of the second hockey pitch (installed in Transformation to the north of the main hockey stadium) would be landscaped by reinforced grass. This area is needed for England Hockey's operational requirements to accommodate temporary seating stands, occasional parking, concession areas etc for large events, but for most of the time this area will be open. No tree planting is proposed. The exclusion area underneath the wind turbine would be planted with stony meadow species, with the access track and crane pad for maintenance of the turbine.

- 4.35 The EDF access off Ruckholt Road will be reshaped to lower the gradient to 1:21 with nine level landings, once the temporary deck to L01 is removed. Two pedestrian accesses are proposed onto Temple Mills Lane to the north and south of the allotments. Wayfinding markers are proposed at the four entrances on the north-west and north-eastern sides of this PDZ. The North Park 6m high lighting columns are proposed along the east-west access to the south of the venues, along the EDF access, on the two Ruckholt Road accesses and the northern access off Temple Mills Lane. Seating is proposed to all pedestrian routes across the site. Paths are proposed in the concourse surfacing (asphalt pavement with surface dressing) and access roads in porous resin bound gravel surface.
- 4.36 **PDZ8** – 0.9 hectares of allotments are proposed to the south of the railway lines, with five accessible parking spaces and turning area surfaced in non porous asphalt, accessed from E48. Details of the layout of the allotments and ancillary structures are not included. A path alongside the river up to the Greenway is proposed, plus a path cutting through the centre of the site, and another path along the southern side of the site all with associated seating. Lighting is shown illustratively.
- 4.37 **PDZ9** – see above description of the proposed landscaping of F10A in PDZ1 as it crosses the boundary between PDZs 1 and 9.
- 4.38 **PDZ10** – the development platforms either side of the realigned Temple Mill Lane would cover PDZ10. Temporary tree planting and soft landscaping is shown along the southern boundary with Park Street, the east-west route to the north of the Athletes Village, as part of an Interim Landscape Zone (detailed further below).
- 4.39 **PDZ15** – the easy and intermediate mountain bike tracks are proposed to run through the western strip of PDZ15 included in the slot-in application. Meadow planting and trees added into the existing planting are proposed.
- 4.40 The hard and soft landscaping details summarised above are shown on the submitted general arrangement plans, drawings of the finished levels across the Park, with the proposed contours and spot heights, as well as sections through selected parts of the Park. Parts of the sustainable drainage measures from the Games phase are being retained and enhanced. Flood risk has been taken into account in the design and mitigation measures taken. A Flood Risk Statement accompanies the application (see below). Surface water drainage details across the site have been submitted showing the removed Games phase drainage, and additional PGT drainage systems.
- 4.41 In terms of on-site facilities, such as toilets, although none are proposed by these current applications, the Park has been designed so that it does not preclude the addition of further park infrastructure in the future including a North Park hub (comprising for example café, accessible toilets and play area), and a South Park hub, (including for example play areas, fishing platforms and boating pontoons).

2) Stitches and ILZs

- 4.42 The Interim Landscape Zones (ILZs) are landscape and public realm elements that provide the connectivity into and through the Park, both physically and functionally in key locations. Conceptually they cross the Lea Valley starting deep within adjoining urban areas, and run across the parklands to link the places in between, “stitching” the Park into the surrounding areas. The ILZs are part of the permanent infrastructure of place; they are defined by vistas, cycleways, bridges, footpaths, streets, tree planting, swales and other places of interest – engaging new and existing neighbourhoods, streets, paths, gardens, squares and parklands along their length. Each ILZ is a specific design proposal that serves one or more of the following functions;
- Knitting the venues into their surroundings
 - Providing gateways into the Park
 - Adding layers of visual interest and use to the edges of the future development platforms in key locations
 - Forming corridors for movement and strategic views
 - Creating “episodes” i.e. uses or events
 - Enlivening paths so journeys feel shorter
 - Creating thresholds into the Park using the material palette to enhance sense of place.
- 4.43 As the LMF as a whole will be realised over a much longer period, a design strategy for temporary edge treatments has been developed to secure these long-term development sites while maximising potential use and interest. Edges fall into one of three categories; permanent security fencing (e.g. around venues and along rail lines); construction hoardings (with a limited lifespan); and temporary enclosures, envisaged as semi-transparent mesh treated as plain, decorated or greened as appropriate to the edge. Their function is to secure sites but the edges strategy proposes to use the various types of edge in a hierarchy to define Park gateways, key connections, public realm and landscape in a legible, consistent and attractive way. The temporary enclosures could be medium- to long-term installations which integrate positively with the public realm by layering landscaping behind the permanent public realm and in front of the temporary enclosure. For most edges, a “sacrificial” zone is incorporated to absorb future construction hoarding.
- 4.44 The key objective of the “stitches” is to deliver safe, secure and welcoming connections linking the PGT Park to surrounding communities. Five strategic connections have been identified; Hackney Marshes and Leyton to Old Ford; Hackney Marshes and Leyton to Stratford City; Hackney Wick to Temple Mills Lane and Leyton; Hackney Wick to Stratford City and Stratford High Street and; Old Ford to Stratford City. Each of the five routes was analysed to determine a robust rationale for the edge strategy proposals set out in these applications to deliver well designed connections and edges of appropriate character. The edge typology proposed in these applications for the development platforms is based on the use of a kit of hard and soft landscape components comprising;
- Fences inherited from the Games phase (relocation and re-use of the security fencing to enclose the development platforms)
 - Temporary hedge planting
 - Temporary trees with scope for them to be retained in Legacy
 - Meadow
 - Drainage swales
 - Hard surfacing.
- The choice of edge treatment to the development platforms aims to maximise the quality of the visitors’ experience while being influenced by the constraints of the Transformation budget. The responsibility for edge treatment delivery will be split between the OPLC and ODA. The ODA will define and provide the edges that interface directly with the ILZs and permanent parklands and all remaining edge treatments to the

Legacy development platforms will be defined and provided by the OPLC. The range of edge treatments is set out in the separate drawings appendix to this report.

- 4.45 Six “stitches” are proposed around the edges of the Olympic Park to link it to the surrounding area in this application and are shown in the separate drawing appendix to this report.
- Park Street and the route to the Velodrome – forms part of a key east-west pedestrian route between Leyton and Hackney. Permanent hard landscaping is proposed on the northern side to provide a footway and two-way cycle route. Temporary soft landscaping is proposed between this hard landscaping and the proposed fence to the development platforms. The pedestrian route from the Athletes Village is continued north to the Velodrome with temporary soft landscaping and fencing.
 - Wallis Road footbridge (H10) and MUSV – links Hackney with the MUSV and across to Park Street/Leyton. Development platform enclosures have been pulled back to increase visitor perception of the Wallis Road footbridge and provide a direct visual link, with soft landscaping and potted temporary trees. The route will pass through the plaza to the north of the MUSV (where the day-to-day entrance to the MUSV is sited and accessible parking is proposed), lined with formal tree planting. The coach turning area, services area, practice court, western embankment, steps on the north side of the eastern plaza, and event accessible parking are shown around the venue.
 - Monier Road footbridge (H14) to PDZ4 – provides a key western route from Fish Island into the Park. Fence lines are splayed to allow views of the Park to open up. Soft landscaping is proposed as meadow grass lawns with mown edges and tall planting near the fence.
 - F09 connection to Carpenters Road – a hard landscaped path is proposed between two development platforms with lighting and seating.
 - Southern approaches (U02, U06 and U07) – Marshgate Lane through U06 will become a key pedestrian gateway to the park from Pudding Mill Lane station. The former Pudding Mill Lane will be pedestrianised through U02 and U06, with vehicular routes in adjacent underpasses. In U07 the temporary Games deck will be removed and the route up to the Greenway will have new hard and soft landscaping.
 - E38 and southern headhouses – connecting Carpenters Road to Stratford High Street. One of the two development platforms between the southern headhouses is proposed as a temporary meadow with a pedestrian route through it to link E38 with the Aquatics Centre and H05.

3) Velopark

- 4.46 The area around the Velodrome will be converted into a Velopark comprising a road racing cycle track, children’s skills area, and a variety of mountain bike trails. The BMX facilities do not form part of this application.

Road cycle circuit

- 4.47 A one mile cycle circuit is proposed, running around the BMX facility, to the north of the Velodrome, around the parklands, over to the western bank of the River Lea by F02, over new bridge Y02 and back over the river by bridge Y01 (retained construction bridge T07). A loop within this circuit can be created to provide a shorter circuit for children’s competitions etc. To accommodate the track loop, some of the Games phase parkland landforms, paths and seating terraces will be modified in PDZs 5 and 6. The new and revised bridges included in the cycle circuit are detailed further below. The track is a 6m wide macadam surface, with a 3m grassed wide safety strip on either side. Where the track goes under L05 and over bridges Y01, Y02 and F02, corduroy paving is proposed for the safety strip. The track details where it goes over F02 and Y01 are explained further below. A 1.1m high boundary railing is proposed on both sides of the circuit (1.4m high over bridges) modelled on the standard parkwide parapet detail, although

with the mesh infill vertical and on the inside of the posts due to cyclists' safety concerns. The railing is to stop other park users wandering onto the track and to protect cyclists from falling down slopes. The cycle circuit will be lit by 6m high columns at 15m spacings to provide 30 lux to the track. The track is likely to be used until 10.30pm and so artificial lighting is needed.

Mountain bike trails

4.48 The aim of the mountain bike tracks is to create a sustainable, high value trail system which is extensive, flexible and varied within a relatively small and constrained area, and which provides an accessible and authentic experience for as many people as possible. Over 6.5km of trails will be carved into the landscape, with small mounds added to provide further variety. They have been designed with Dafydd Davis who has worked for the last 15 years on mountain bike trails in the UK and Ireland. The trails will extend through PDZ5 and 6 within and around the cycle circuit, and will extend up to Eton Manor via the new bridge Y03 and U01. Trails in Eton Manor will be within the landscaped bund alongside the A12 and between U01 and L01, over L01 into PDZ15 to run along the western side of East Marsh, and back along the riverside under Ruckholt Road and back into PDZ6. The trails will involve different track types in terms of width, gradient, surface and character, with different technical difficulties. A plan is included in the separate drawing appendix to show how cyclo-cross events could operate on the site.

4.49 The movement of cyclists will be controlled through the design of the tracks, drawing on experience of similar public park situations; the strong relationship between the track, topography and vegetation infers the direction of flow and movement along the tracks. Where the trail crosses a footpath, cycle speed will be reduced substantially by narrowing the width of the track and using chicanes as an integrated part of the landscape.

Children's skills area

4.50 The children's skills area is a small-scale mountain bike trail which includes jumps, grade reversals, levels changes etc. Each feature will be graded with the opportunity for progressively more challenging elements so riders can develop their skills for the main trails. The skills area will be overlooked by the café on the first floor within the Velodrome.

Bridges associated with the cycle facilities

4.51 Y01 – construction bridge T07 is proposed to be retained into PGT and refurbished. The structure of the existing bridge consists of a pair of vertical through-trusses braced by horizontal members supporting the bridge deck. The design is a result of the construction loading requirements and would easily meet the legacy need without structural alterations. The span is 46m and the central deck clear width 8.1m between the vertical trusses. The proposal is to cantilever walkways along the outside edge of each truss to provide the decks for the mountain bike routes; a 2m wide deck to the south side (to form a shared pedestrian and mountain bike track) and a 1.5m cantilever to the north (for the mountain bike track). Timber slat panels would be attached above 1.4m over the steel frames of the existing bridge, and a galvanised steel mesh at lower level. The outer 1.4m high parapets will comprise a steel support frame for the timber slats on the outside of the bridge. Luminaires are proposed at high level onto the inside face of the main steel trusses to provide the required light levels to the cycle circuit while minimising light spill to the river. The bridge's metalwork is proposed to be painted green to better harmonise the structure with the landscaped surroundings. Additional information on the design intent for the bridge is detailed in the amended plans section below. Drawings of the proposed bridge cladding are included in the separate drawings appendix.

4.52 Y02 – this proposed bridge and its associated underpass are required for the cycle circuit and to allow pedestrians/cyclists to pass underneath it to/from Lea Interchange. It

is proposed to be 13.6m long and 13m wide, with the underpass 8m wide and 13.6m long. Curved gabion walls are proposed on both sides. Safety handrails are proposed on both sides and the 6m high cycle circuit lighting will continue on both sides of the bridge. A visual of the bridge is included in the separate drawing appendix.

- 4.53 Y03 – this bridge is applied for in outline form. It would provide a link for the mountain bike trails by extending in an S shape from the north side of the Velodrome, over the 1 mile cycle track and the loop road, and into the strip of land to the south of the A12. Parameters are proposed for the width of the bridge (2m minimum, 6m maximum), length (30m minimum, 60m maximum) and for the three columns underneath. It would have a 5.7m clearance over the Loop Road and 2.7m clearance over the cycle circuit. Further information is detailed in the amended plan section below. The submitted drawing of the bridge is included in the separate drawing appendix.

4) Allotments

- 4.54 Two areas of allotments are proposed; one to the east of the Eton Manor venues (1.2 hectares) and one south of the railway lines in PDZ8 (0.9 hectares), providing 2.1 hectares in total. Only the location of the areas and parking provision (five accessible spaces for each area) is shown in the slot-in application (ref 09/90410/FUMODA) as the detailed design of the layout and facilities such as sheds and communal facilities to be provided within these areas is to come forward at a later date (and can be reserved by a condition on any approval). Indicative layouts of the allotments are included in the separate drawings appendix.

5) Car parking

- 4.55 The submitted details for approval include the layout of the car parks for;
- Eton Manor – 179 spaces spread across the northern part of the site including 15 accessible spaces for the venues and five accessible spaces for the allotments. Six metre high lighting columns are proposed with double and single lanterns;
 - Aquatics – 96 spaces to the east of the venue and 15 accessible spaces in a separate area on the south-western side. Six metre high double headed lighting columns are proposed;
 - MUSV – 13 accessible spaces shown to the north of the venue for day-to-day use and another 13 accessible spaces shown to the east of the venue for use during events when the east side of the building will be the main entrance. Other parking will be provided off-site in the MSCP. Nearby lighting within the Wallis Road ILZ is only shown illustratively on the north side, and 6m high single headed columns on the east side;
 - Velopark – 163 spaces including 13 accessible spaces to the south and east of the venue. No lighting is proposed;
 - Five spaces are proposed for the allotments in PDZ8 accessed via bridge E48.

All car parking areas will be surfaced in non porous asphalt. The accessible spaces are located near to the venues and allotments. Swept path analyses of the car parks have been submitted to show how large vehicles would manoeuvre. The car parks for Eton Manor and Velopark are landscaped with trees.

6) Public realm components

- 4.56 Paving – the large areas of hard-standing that form the Games phase concourse are substantially removed in Transformation. A ten metre wide strip (“the rim”) is retained at the junction between the river valley slopes and the plateau areas to form a grand promenade that runs through the park north to south. Concourse paving in PDZ2 would be retained to form the South Park Pleasure Grounds. The Games phase plan has been designed so that seats, trees and lighting columns sit within the zone that becomes the rim in PGT, allowing them to be retained in situ. Games phase surfacing that is removed will be available for recycling in the Legacy development. New paths and associated kerbs will be in materials from the Games phase palette to provide continuity throughout. Additional steps are proposed between the PDZ2 concourse level and the terrace in the

2012 Gardens with the removal of F10B temporary element, in materials to match the Games phase steps and handrails.

- 4.57 Furniture – Games phase furniture is for the most part retained throughout the PGT Park with further furniture added where required. Comparison plans to show the retained elements of Games phase furniture have been submitted. Timber, concrete and metal furniture with bound aggregate surfacing will convey the sense of an unfussy and robust post-industrial landscape. The various components of furniture have been selected for their functional qualities and also for the simplicity of their lines and forms. Depending on the final Games phase design, seats are proposed to be made of timber, most with backs and/or armrests, and either single or double sided depending on their specific location, the space available and the views from those seats. In the North Park seats are simple, chunky pieces, while in the South Park the seats in the 2012 Gardens have a simple linearity relating to the patterning of the planting in these Gardens. Timber seating terraces would be formed in the sloping rim of the bowls to the east of the MUSV and near the Aquatics Centre. Timber picnic tables are proposed to the north-west park in PDZ5. Railings would use the Games phase designs. Litter bins are proposed, located along the principal pedestrian routes at regular intervals, close to areas for sitting and route nodes. Cycle stands are proposed at Eton Manor (204 spaces), near the Velodrome (178 spaces), to the north of the MUSV (142 spaces), near Aquatics (200 spaces) and 260 spaces spread throughout the park (near Velo, PDZ8, near H04, near F07, and the western side of F02).
- 4.58 Lighting – After dark the principal pedestrian and cycle routes will be lit. A number of key routes through the Park linking the main rim to Ruckholt Road, Park Street, the MUSV stitch, Carpenters Road, Stratford City and Monier Road are proposed. A number of key spaces will also be lit such as the Aquatics Square to the south of the Aquatics Centre, Stratford Promenade, 2012 Gardens, PDZ2 Pleasure Grounds, L03 bowls, Handball Square and Velo Square. Pedestrian only areas will be lit by 6m high columns (except for the 4.5m high columns in the 2012 Gardens) with either single or double luminaire heads in the same style as the Games phase PPR light columns. Landscaping lighting, such as to the L03 bowls will be low level and integrated into steps/walls. In PDZ2 the seven 25m high columns are proposed to be retained. F10A is to be lit by a combination of 6m and 10m columns to form the transition between the Stratford City and Olympic Park columns. Aquatics car park and Eton Manor car park are to be lit by 6m high double luminaire columns. The cycle circuit will also be light by 6m single luminaire columns.
- 4.59 Planting – In the North Park, dry and moist meadow types are proposed by adding species to the Games phase meadow communities to increase their biodiversity value while still creating a visually attractive park. Colourful display meadows are to be retained from Games phase, with earlier flowering species added. In the Velopark, the vegetation will be a transition from the cycle track and woodland edge; a species rich lawn treatment on the edge of the track which is regularly mown and a brownfield mix leading up to the woodland edge which would be cut once a year allowing the standing structure to be used as over-wintering sites and as a seed source for birds. Additional planting is proposed where the Games phase temporary bridge elements are removed.
- 4.60 The main areas of new soft landscaping created in PGT phase are on the Eton Manor site with the removal of the temporary Games facilities and North East Security Plaza, and in PDZ5 to the west of Waterden Road with the removal of the Hockey venue and most of the Games phase concourse as described above.
- 4.61 In the South Park, the Games phase perennial meadow mixes will be replaced by species rich meadow types in PDZ4 such as grasses and forbs to improve the biodiversity as well as create an attractive appearance. The Games phase annual meadow mixes will be replaced by species rich meadows (using attractive native grasses and taller meadow forbs) that can persist under the cutting regime to tolerate

the increasingly woodland edge conditions that will develop. On F10A a similar planting character to the 2012 Gardens is proposed with three layers of planting (lower layer, intermediate layer and tall emergent species) to allow a long season of floral interest, architectural form and structure, and maintain sight lines. Meadow species are proposed to the landforms near the Aquatics Centre. Additional planting is proposed where the temporary bridges and bridge elements are removed. Concourse trees are proposed to PDZs 1 and 2.

- 4.62 Typical species within the different planting communities proposed across the Park build upon those approved for the Games phase soft landscaping and are shown illustratively in the submitted typologies.
- 4.63 Opportunities for art – Games phase artworks will be retained such as the bridge lighting and art installations on F11, U03, U07, F03 and U01, the View Tube, the three head houses and the F06 retaining wall. There are a number of opportunities for which funding is being sought such as the Park entrances, fountains and pavilions but none are included in this application.
- 4.64 Wayfinding – The ODA has produced a Wayfinding Strategy. The PGT Park has been designed to read as a strongly legible landscape, with wide vistas from the plateau and landform areas to the rest of the park and the retained Legacy venues, and beyond the Park (such as the Swiss Re tower, Canary Wharf and Stratford City). The information overlay will provide direction information, information on the nearest services and facilities, on specific parklands routes such as a jogging circuit, and on connections to the wider strategic walking and cycling networks. It has been developed to be consistent with the aims of Legible London, with information provided where the natural legibility of the route is not intuitive, at points of change in the journey, and where use of a specific route is to be encouraged. An illustration of the wayfinding signage is shown below.



7) War memorials

- 4.65 The war memorials from Eton Manor are proposed to be relocated to a new plaza to the west of the new Eton Manor sports centre, on one of the main approaches to the building. The details of the location are shown illustratively, but indicate the suggested move towards the centre of the site, rather than located near to Ruckholt Road where they have previously been shown on contextual plans. The applicant does not have the level of detail to yet seek to discharge the conditions on the Eton Manor consents regarding the siting and landscaping around the war memorials. There are two war memorials on site - the Eton Manor or Villiers Memorial and the Churchill memorial. It is proposed to site the war memorials within the plaza in front of the sports centre. The principles of the design have been discussed and agreed with the Eton Manor Association at several meetings over the last year, with the detailed design to be agreed with the Association prior to a future submission.



8) Access and Integration with PGT Highways

- 4.66 The PPR applications and the PGT Highway application (ref. 09/90417/AODODA) which are to be considered at the same Committee meeting and include the proposals for the main vehicular, pedestrian and cycle routes within the Olympic Park
- 4.67 The PGT PPR has been designed to support and promote sustainable modes of transport through extensive high quality pedestrian and cycle facilities, and by providing routes which connect with London-wide networks, local communities, and direct access to the venues within the Park. These routes will also connect with the rail and bus interchanges at Hackney Wick, Pudding Mill Lane, Stratford International and Regional Stations which have had (or are proposed to have) station upgrades and service uplifts. The new highway arrangement proposed in the PGT Highway application will support venue access for day-to-day and event operations and also support bus networks which will serve adjacent communities with the new Park facilities and Stratford City. Bus stops are shown illustratively in the PPR submission located mainly along the converted Loop Road, Waterden Road, Carpenters Road and Temple Mills Lane to provide connections through the Park to all of the local communities surrounding the Park, as well as taking into consideration the potential needs of the LMF to ensure minimal changes will be required to infrastructure when future developments come on line. Pedestrian links through the Park are designed to allow people to easily catch buses from stops within and around the Park.
- 4.68 The variety of cycle routes proposed in PGT will provide infrastructure for commuter, local and recreation purposes. The cycle routes are designed to cover the site to allow maximum accessibility to the venues within the Park and Stratford City, Athletes Village and Stratford stations. The infrastructure will include a range of facilities to promote cycling such as dedicated cycle lanes on the main district and local distributor roads, shared facilities along reduced speed roads, and off road facilities across the Park, all connecting to the wider network and routes developed as part of the Olympic Games

infrastructure and TfL's Green Routes. The Park will include strategic north-south routes (forming part of National Cycle Network Route 1) and east-west cycle routes. A plan of the proposed routes is included in the separate drawings appendix.

- 4.69 Within the PPR applications the designated cycle routes are identified using a delineator strip to separate the pedestrian space from cycle space, with tactile surfacing at the end of the cycle path where it joins a shared space. The designated routes run north-south from H17, through PDZ4, over L03, over F03, past the Velodrome and down the EDF access in Eton Manor. The east-west route stretches from Waterden Road, over F03 and along Park Street. The main cycle routes are located to one side of a pathway, on the "outer" side of the Park, to minimise the number of places where junctions occur with pedestrian routes. On "leisure" routes cyclists and pedestrians will share a surface without having a demarcated route. Cycle parking numbers and locations are detailed in the furniture section of the public realm components description above.
- 4.70 Pedestrian connections are also included and will provide key north-south and east-west connections, and link into routes to surrounding communities. The 10m wide rim of retained Games concourse forms the primary pedestrian route. It will connect the venues within the site and incorporate seating, signage and tree planting, with shallow gradients to ensure inclusive access. The rim has been designed to allow for unimpeded pedestrian movement and to be able to withstand high visitor footfall, emergency vehicles and routine maintenance vehicles. Secondary routes will connect the rim, riverside walks, towpaths and to Waterden Road, building upon those provided in Games phase. Pedestrian routes have been designed to feel safe and secure and follow the principles of Secured by Design. Underpasses have been designed to be as bright and open as possible and with no hiding places.

Inclusive access

- 4.71 The submitted Inclusive Access Statement describes how the proposed PPR development meets the required Inclusive Design Standards and good practice design guidance. The Inclusive Access Statement sets out the general principles for parking, cycle routes, wayfinding (signage and lighting), street furniture, public WC facilities, and dog spending areas, and then looks at elements of the North and South Park areas, and the edges and stitches in more detail. The design has taken into account the needs of all users of the environment, including people with mobility impairments, families with children, those with sensory and cognitive impairments, people of different gender and faiths and people whose first language may not be English. The general principles that have been followed are;
- Circulation through the PPR is designed to be inclusive with easy and convenient access to all routes and facilities. The Park will have a clear and legible layout, which is designed to be easily read and understood, allowing straightforward orientation and wayfinding.
 - Accessible parking spaces are provided in various locations across the Park.
 - Two demarcated cycling routes will be separated and clearly identified where they follow pedestrian routes.
 - A signage strategy will be developed to be inclusive with suitable clear design, and with locations following the principles in the ODA's Inclusive Design Standards.
 - Street furniture will generally be located beyond the boundaries of main pedestrian routes to minimise the risk of hazard obstruction, and as far as practicable furniture will be grouped in easily identifiable areas. Where bollards are required they will be at least 1m high and clearly contrasting with the background for visibility.
 - Seats will be located at intervals of approximately 50m where practical to provide rest areas. Seating will have suitable space adjacent for wheelchair users, and some with arm rests and/or back rests to assist ambulant disabled people.

Supporting documents

- 4.72 As part of the applications a Planning Statement (which includes a Remediation Impact Assessment and Mitigation Strategy), Design and Access Statement, Inclusive Access Statement (as set out above), Sustainability Statement, Flood Risk Statement, Landscape Maintenance Plan, Equalities Statement and Statement of Participation have been submitted.
- 4.73 The Sustainability Statement details how the PPR and ILZs proposals would contribute to the likely credits in the parkwide BREEAM assessment, for example through the lighting levels, materials used, and ecological values. Measures to reduce carbon emissions from energy use (lighting and pumping equipment) are summarised including the use of PV integrated panels on lighting columns and wind turbines on the seven 25m high lighting masts in PDZ2 (if a future planning application for these is approved). Water reduction measures would be achieved by the selection of plant species (so that after establishment the only on-going irrigation would be in the 2012 Gardens), and use of the non-potable supply which is anticipated to be fully in operation at the beginning of 2012. A potable water demand reduction of 100% against 2006 industry standards is envisaged for all PGT irrigation (excluding the allotments' water demand). In terms of materials, all materials selected fall within categories A+ to C of the BRE Green Guide and a significant proportion of the total aggregate used in both the permanent Games installations and that used for remodelling will be from recycled material. The design makes use of the hierarchy of reduce, reuse, recycle to increase the sustainability of materials in the hard landscaping and street furniture. The reduction of waste is integrally linked with the minimisation of the materials needed for landscaping and the design elements for the parklands. For example there is the potential for 13km of the 18km of temporary Games time security fencing to be used in the PGT design for the ILZs. Appropriate measures to ensure compliance with the Schedule 11 requirements (for at least 50% of construction materials to arrive by rail or water) will be incorporated into the revised Construction Transport Management Plan to discharge condition LTD.14 on the 2007 consent. The final area considered by the Sustainability Statement is microclimate which indicates that the removal of Games phase concourse and additional planting will improve the microclimate.
- 4.74 The Flood Risk Statement assesses the changes to the Park between October 2008 (when the last fully modelled Flood Risk Assessment was undertaken) and October 2009, and the changes within the Park from October 2009 to the PPR PGT proposals. A total of 4,184 properties were removed from the 1 in 100 year flood event (plus climate change) by the approved Olympic development. Three elements of the proposed scheme were considered to have an adverse impact on flood risk of which only one, the retention of T07/Y01, would increase the risk of flooding to properties outside of the Park. The Statement concludes that for the PGT PPR the effect on flood risk is substantially the same as identified in the Flood Risk Assessment October 2008, with the addition of four properties in Leyton (flooded to an estimated depth of less than 5mm) in a 1 in 100 year event.
- 4.75 The purpose of the Landscape Maintenance Plan is to set out the landscape maintenance regimes specified for the parklands during PGT by the ODA up to handover to the ultimate landowner. This preliminary plan establishes a number of principles and actions that will be needed to ensure that the Park is maintained at a level that will protect the capital investment for the long-term. It sets out the annual maintenance of the site furniture and surfaces, and the different soft landscape types.
- 4.76 The Equalities Statement sets out how the ODA will promote equality and inclusion in the design of the PPR during the PGT phase. It sets out the ODA's Corporate Commitments (ODA Equality and Diversity Strategy, Disability Equality Scheme, Gender Equality Scheme etc) and summarises the Equalities Impact Assessment for the PPR which has been revisited to assess the PGT phase, including the associated consultation.

Amended plans

4.77 In response to the consultation feedback and PDT Officer comments, amended plans were received. These were in relation to;

- Addition of a proposed scorers hut to road cycle circuit (in outline form) in PDZ6 with a footprint of 25sqm and height of 6m with roof lighting.
- Alterations to red line boundaries to reflect site areas for the two later AOD applications and to cover the areas beneath bridges on the eastern bank of the River Lea.
- Alterations to the design of Y02 to follow the design details of other Olympic Park bridges (such as the 70 degree retaining walls with gabion finish and parapet design).
- In terms of Y03 (for which only parameters are being applied for) the applicant has confirmed that the detailed proposals will be developed to deliver a slender, elegant “S” shaped form with structure minimised in alignment with the comparatively light loading requirements. The applicant explains that the location of the bridge away from the heart of the Park, its function as a mountain bike bridge and the consequent light structural requirements provide an opportunity to design and detail a structure that works both within the language already developed across the Park (either angled steel mesh or vertical timber slats), but also creates a unique and specific response. The ODA confirms that they will ensure that the design process is design-led not engineering-led, with an architect as the lead designer.
- Proposed underpass U11 has been amended to reduce its length from 12.5m as originally submitted to 5.7m with the gabion embankments amended accordingly. No lighting is proposed. Parapets are shown with infill over the sections adjacent to the drops. A visual of this underpass is included in the separate drawings appendix.
- Additional information was submitted regarding Y01;
 - Design concept – To break down the strong form of the steel trusses, the edge parapets and main steel trusses will be clad vertically. The outside edge parapets comprise of a steel support framework with timber sections that are fixed vertically as an infill, similar to the parapets on the bridges L01 and E13, which serve to reveal or conceal views to varying extents of the bridge structure and bridge users depending on the viewing angle. Timber is proposed as it is considered more appropriate to the setting and will age appropriately for the park environment. The same timber vertical slat arrangement is proposed to the upper, outside face of the main steel trusses to further veil and distort the visibility and prominence of the steel trusses when viewed from the off-sides of the bridge, yet maintain transparency when seen perpendicular to the structure. The applicant considers this transparency to be desirable for the safety and security of bridge users. The lower outside face of the main steel truss (below parapet level) and the full height of the inside face is lined in a tensioned steel wire mesh. This mesh provides transparency needed for bridge maintenance inspections and protection for cyclists using the bridge decks. The shift of timber planes between the parapet and upper truss lining adds an unexpected change in the layering hierarchy of the cladding, and the intent is that the combined filigree layers of timber slats and mesh will lighten the visual impact of the main steel truss members but not fully conceal them.
 - Surface treatment – The deck surfacing for the cycle circuit and cantilevered extensions is proposed as a bonded aggregate finish which is applied onto the metal deck plate.
 - Abutments and wingwalls –The bridge foundations on the east and west abutments that have been designed for the construction bridge will be retained and extended to meet the increased width created by the cantilevers. To ensure that the bridge sits harmoniously within the context of

the adjacent soft landscape, and to contribute to the lighting mitigation requirements, the wing-walls will be covered by suitable planting. On the east bank the abutment slope is proposed to be angled at 70 degrees and clad in metal baskets filled with site-won crushed concrete, to match the typical park bridge abutments. A towpath is proposed at the foot of this wall with a planted marginal edge sits between the towpath and waterway. The west bank topography will be more gently graded with no towpath. The wing-wall will be enclosed by planting and the abutment face would have an aggregate facing.

F10 Studies

- 4.78 The applicant has also submitted a F10 Urban Integration and Transformation Landscape Strategy Study in tandem with the detailed PGT PPR proposals for the treatment of the F10A bridge deck. The Study has been submitted in order to discharge conditions: 1. Urban Integration Study (Bridge F10A with Zone 2 of Stratford City); and 2. Legacy Transformation landscape Strategy (Bridges F10A and F10B and the Aquatics Plaza) of permission 08/90028/REMODA which approved the F10A and B bridge decks. (ref: 09/90420/AODODA). The F10 Urban Integration and Transformation Landscape Strategy Study is required to demonstrate how the approved F10A Bridge integrates with development approved for Stratford City Zone 2 and provide options for the future public realm design and use of Bridge F10A and F10B areas.
- 4.79 Detailed design of the F10A Bridge has also been submitted under both the approval of details under Condition LTD.18 of the 2007 planning permissions and as part of the full application 'slot-in'. The extent of each application area relates to the 'Open Space' and 'Future Development Platform' areas approved under the 2007 planning permissions. It is noted that the F10A area north of the North London Line is located within the Planning Delivery Zone 9 'Yellow Area'. The 'Yellow Area' represents land which is the subject of both the Stratford City Consent and the Olympic, Paralympic and Legacy Transformation Planning Applications (07/90010/OUMODA + 07/90011/FUMODA). The 2007 planning permissions provides a mechanism for the approval of works in this zone prior to 2014 contingent on undertaking consultation with the Stratford City Consultation Nominees.
- 4.80 The detailed designs proposed correspond with the outcomes of the F10 Urban Integration and Transformation Landscape Strategy Study and propose the laying of new Surface Water Conduits, laying out of open space softworks including planting of linear transformation trees, species rich lawn and ornamental planting. The laying out of open space hardworks is proposed to include the laying out of resin bound gravel surface, seating and the location of lighting.

Stepped Access Study

- 4.81 The applicant has submitted a stepped access study pursuant to conditions on the South Central Parklands, Stadium Island parklands and F06 permissions. The applicant has commented that in their view their wayfinding study has demonstrated that additional stepped connections between the upper Park level and the towpath around the Stadium are unnecessary given the high level of connectivity created by the extensive network of DDA compliant ramps but that in compliance with the relevant Games phase PPR and F06 conditions a further review of the provision to be made has been undertaken. An updated technical appraisal document has been submitted which assesses the technical feasibility of installing steps at 16 positions adjacent to bridges F06, F07, F11, H04 and H06.
- At F06 steps were found to be not technically feasible on the north east and south east sides (PDZ2) due to conflict with reinforced retaining walls which would require additional reinforcement, and conflict with the 2012 Gardens retaining wall which is a major design feature. For the F06 bowls it would not be technically feasible due to conflict with the stepped gabions which are an integral part of the design for all four bridge abutments. (The applicant points out that the

gradient of the grassed bowls is 1 in 3 or shallower and therefore accessible to walk up and down.). Steps were found to be technically feasible at the north east and north west sides (PDZ4) where they could be inserted adjacent to the reinforced retaining walls.

- At F07 steps were found not to be technically due to conflict with retaining wall and stepped gabions. The integrity of the wall and gabions would be destroyed requiring a wholly different design solution.
- At F11 steps were found not to be technically due to conflict with reinforced slopes and stepped gabions. The integrity of the wall and gabions would be destroyed requiring a wholly different design solution.
- At H04 it was found to be technically feasible to install steps adjacent to the 70° reinforced retaining wall on the bridge's north side (PDZ2). It was found to be not technically feasible to install steps on the bridge's south side due to conflict with utilities, drainage and structural tree planting, all of which would need to be relocated.
- At H06 steps are already proposed on its north side as part of the U07 ramp scheme. The feasibility of steps on its south side was previously considered in relation to the bridge scheme and found to be unsuitable due to the steepness of slopes and the close proximity of highway safety fencing and Network Rail site boundary fencing.

4.82 The applicant is therefore willing to provide additional steps to the north side of H04. This is considered further in the assessment section below.

Additional information

4.83 Following responses from PDT Officers and consultees, additional information on various aspects of the proposals were submitted;

- A report by Atkins on the Legacy Cycle Circuit Lighting Design. This assesses the functional lighting to the one mile cycle circuit in terms of the potential impact on ecology (especially the lighting on bridges Y01 and F02) and the overall aesthetic of the North Park. The proposed lighting design and additional planting associated with Y01 would result in 1lux reaching the watercourse; this level is comparable to moonlight. At F02 the lights would result in a watercourse light level of 0.3 lux. The assessment on bats was carried out by a specialist ecologist and concludes that the level of light spill on the watercourse and its duration should not significantly adversely impact on bats.
- Justification for the cycle circuit width. The 12m figure (6m width with 2 x 3m safety zones) came from the early stakeholder meetings which involved both the Eastway Users Group (EUG) and British Cycling. The design of the circuit has been based on the original Eastway Circuit as this is the only precedent of this scale the applicant can draw on, and reflects the wording of condition LTD.11 which requires the circuit to be designed so that it is "broadly similar to the existing Eastway Cycle Circuit". The circuit has thus been designed to meet the requirements of the EUG and British Cycling, this has been achieved with the 12m wide track.
- Note on the war memorials as detailed in the section above.
- Amended information for bridge F02 reducing the height of the proposed lighting from 6m to 3m.
- Amended information showing the planting around Underpass U01 which was previously omitted.
- Confirmation that the applicant wishes to discharge condition EMLDT.46 (Surfacing details) for the Eton Manor venues permission.
- Description of the Hog Hill cycling facilities built to relocate the Eastway Cycle Circuit to make way for the Olympic development. Facilities include a 2km cycle circuit, a 3.25km long all-weather mountain bike track, and 5.5km of mountain bike trails, all which are fully operational. The development includes a new clubhouse with changing rooms and café, and parking for 158 cars.

- Cycle racks – a plan to show the numbers and location of cycle racks for the venues and parklands.
- Parkwide wetland river edge habitat study – a plan to show the extent of the wetland and marginal planting across the Park.
- Note on MOL/Open Space with regard to condition LTD.22. The associated plan illustrates the open space across the whole Olympic Park that is publicly accessible and contains both retained MOL and that which is capable of new MOL designation in accordance with the criteria set out in the London Plan.
- Draft minutes of the day session with the Manor Gardens Society on the replacement allotments.
- A plan by Allies and Morrison to show the different fences and barriers proposed across the Park.

5. POLICIES AND GUIDANCE

5.1. London Olympic and Paralympic Games Act 2006

Section 5 (5) of the London Olympic Games and Paralympic Games Act 2006 sets out the matters to which the Olympic Delivery Authority in discharging its planning functions shall have regard, in particular:

- (a) To the desirability of making proper preparation for the London Olympics;
- (b) To the desirability of maximising the benefits to be derived after the London Olympics from things done in preparation for them;
- (c) To the terms of any planning permission already granted in connection with preparation for the London Olympics;
- (d) To any guidance issued by the Secretary of State (which may, in particular, refer to other documents); and
- (e) To the development plan for any area in respect of which an order is made under section 149 of the Local Government, Planning and Land Act 1980 (c. 65) by virtue of subsection (1) above, construed in accordance with section 38 of the Planning and Compulsory Purchase Act 2004 (c. 5).

5.2. National Policy

National planning guidance is set out in the Government's Planning Policy Guidance Notes (PPGs) and Planning Policy Statements (PPSs). The following guidance is relevant to the proposal:

PPS1 – Delivering Sustainable Development

This national guidance sets out the overarching planning policies on the delivery of sustainable development through the planning system. The Statement includes comment on design and states that good design should:

- address the connections between people and places by considering the needs of people to access jobs and key services;
- be integrated into the existing urban form and the natural and built environments;
- be an integral part of the processes for ensuring successful, safe and inclusive villages, towns and cities;
- create an environment where everyone can access and benefit from the full range of opportunities available to members of society; and consider the direct and indirect impacts on the natural environment.

PPS9 – Biodiversity and Geological Conservation

The broad aim of this document is that planning construction, development and regeneration should have minimal impacts on biodiversity and enhance it where possible.

PPS10 – Planning for Sustainable Waste Management

This national guidance sets out the Government's policy to be taken into account by waste planning authorities and forms part of the national waste management plan. The policy is to protect human health and the environment by producing less waste, and incorporate sustainable measures of waste management such as reuse, recycling and composting.

PPG17 – Planning for open space, sport and recreation

This national guidance set out the overarching planning policies on the delivery of open spaces, sport and recreation areas. It includes promotion of social inclusion and community cohesion and promoting accessible facilities for people with disabilities.

PPS25 – Development and Flood Risk

Flood risk should be taken into account at all stages of the planning process to avoid inappropriate development in areas at risk of flooding. Risk should be reduced by safeguarding land from development that is required for current and future flood management; reducing risk to and from new development by layout and design incorporating sustainable drainage systems (SUDS); using opportunities to reduce the causes and impacts of flooding including making the most of the benefits of green infrastructure for flood storage, conveyance and SUDS.

5.3. **The London Plan (Consolidated with alterations since February 2004) February 2008**

The following policies are relevant:

2A.1 Sustainability criteria

Promote, support and encourage the development of London in ways that secure this Plan's social, environmental and economic objectives. Sets out the sustainability criteria that will guide the approach to development in London.

3A.17 – Addressing the needs of London's diverse population

Policies should identify the needs of the diverse groups in their area, address the spatial needs of these groups and ensure that they are capable of being met wherever possible.

3A.18 – Protection and enhancement of social infrastructure and community facilities

Policies should address the need for social infrastructure and community facilities in their area and ensure that they are capable of being met wherever possible. Includes healthcare, children's play and recreation facilities, services for young, old and disabled people, libraries, sports and leisure facilities, public toilets, facilities for cyclists etc. Adequate provision for these facilities is particularly important in major areas of new development and regeneration. Policies should seek to ensure that appropriate facilities are provided within easy reach by walking and public transport for the population that use them. The net loss of such facilities must be resisted and increased provision be sought, both to deal with the increased population and to meet existing deficiencies.

3C.1 – Integrating transport and development

Encourage development that reduces the need to travel especially by car, improve public transport capacity and accessibility, supporting high trip-generating development only at locations with both high levels of public transport accessibility and capacity.

3C.2 – Matching development to transport capacity

Consider proposals for development in terms of existing transport capacity, both at a corridor and local level - appropriately phase where capacity does not exist. Cumulative impacts of development on transport requirements should be taken into account.

3C.3 – Sustainable transport in London

Support should be given to measures that encourage shifts to more sustainable modes, promote greater use of low carbon technologies and improved provision for bus services, cycling and pedestrian facilities.

3C.20 – Improving conditions for buses

Encourages the implementation of improvements to the quality of bus services for all, including ensuring that walking routes to bus stops are direct, secure, pleasant and safe.

3C.21 – Improving conditions for walking

Ensure that safe, convenient, accessible and direct pedestrian access is provided from new developments to public transport nodes and key land uses. Plan for improving the safety and security of the pedestrian environment through appropriate lighting levels, and security measures such as CCTV. Identify, complete and promote high quality walking routes. Ensure that the pedestrian environment is accessible to disabled people.

3C.22 – Improving conditions for cycling

Identify and implement high quality, direct, cycling routes; ensure routes are segregated from pedestrians as far as practicable but are not isolated; identify, complete and promote the relevant sections of cycling routes; and encourages provision of sufficient, secure cycle parking facilities within developments taking account of TfL's Cycle Parking Standards.

3C.23 – Parking strategy

Ensure that on-site car parking at new developments is the minimum necessary, while ensuring developments are accessible for disabled people. Encourages good standards of car parking design, and take account of delivery and servicing needs.

3D.6 – The Olympic and Paralympic Games and sports facilities

Develop and implement legacies from the new permanent facilities in the Olympic Park, ensuring they are accessible and affordable to all Londoners. Seek to increase participation in sport and physical activity among all sections of London's population.

3D.8 – Realising the value of open space and green infrastructure

Protect, promote and improve access to London's network of open spaces, to realise the current and potential value of open space to communities, and to protect the many benefits of open space to communities, and to protect the many benefits of open space, including those associated with health, sport and recreation, children's play, regeneration, the economy, culture, biodiversity and the environment. Policies in DPDs should treat the open space network as an integrated system that provides a "green infrastructure" containing many uses and performing a wide range of functions such as the East London Green Grid. All developments will be expected to incorporate appropriate elements of open space that make a positive contribution to and are integrated with the wider network.

3D.10 – Metropolitan Open Land

The Mayor will and boroughs should maintain the protection of MOL from inappropriate development. Any alterations to the boundary of MOL should be undertaken by boroughs through the DPD process, in consultation with the Mayor and adjoining authorities. Land designated as MOL should satisfy one or more of the following criteria;

- Land that contributes to the physical structure of London by being clearly distinguishable from the built-up area
- Land that includes open air facilities, especially for leisure, recreation, sport, arts and cultural activities and tourism which serve the whole or significant parts of London

- Land that contains features or landscapes of historic, recreational, nature conservation or habitat interest, of value at a metropolitan or national level
- Land that forms part of a Green Chain and meets one of the above criteria.

Policies should include a presumption against inappropriate development of MOL and given the same level of protection as the green belt. Essential facilities for appropriate uses will only be acceptable where they do not have an adverse impact on the openness of MOL.

3D.12 – Open Space Strategies

Produce open space strategies to protect, create and enhance all types of open space, and undertake audits of existing open space.

3D.13 – Children and young people’s play and information recreation strategies

Ensure all children have safe access to good quality, well-designed, secure and stimulating play and informal recreation provision.

3D.14 – Biodiversity and nature conservation

Development should have regard to nature conservation and opportunities should be taken to achieve positive gains for conservation. Measure may include creating, enhancing and managing wildlife habitat.

3D.15 – Trees and Woodland

Seeks to protect, maintain and enhance trees and woodland.

4A.1 – Tackling climate change

Development should have a hierarchy of using less energy, supplying energy efficiently and using renewable energy. Development should be located, designed and built for the climate that it will experience over its intended lifetime.

4A.3 – Sustainable design and construction

Ensure developments meet the highest standards of sustainable design and construction, through effective use of land and existing buildings, reducing emissions that contribute to climate change, designing buildings for flexible use, minimising energy and water use, managing flood risk etc.

4A.7 – Renewable energy

Adopt a presumption that developments will achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation, unless it can be demonstrated that this is not feasible.

4A.9 – Adaptation to Climate Change

Promote and support the most effective adaptation to climate change including minimising overheating and solar gain in summer, use of sustainable urban drainage, minimising water use and protecting and enhancing green infrastructure.

4A.10 – Overheating

Strongly encourage development that avoids internal overheating and excessive heat generation. Reduce the heat island effect through energy efficiency and appropriate design.

4A.12 – Flooding

Within areas at risk from flooding the assessment of flood risk for development proposals should be carried out in line with PPS25.

4A.13 – Flood risk management

The existing risk of flooding and the future increased risk as a consequence of climate change should be managed by protecting flood defences, setting development back from flood defences, incorporating flood resilient design and establishing flood warning and emergency procedures. Opportunities for flood risk management, including the creation of new floodplain or the restoration of all or part of the natural floodplain to its original function should be taken.

4A.14 – Sustainable drainage

Surface water run-off should be managed as close to its source as possible. Use of sustainable urban drainage systems should be promoted for development unless there are practical reasons for not doing so.

4A.16 – Water supplies and resources

Protect and conserve water supplies and water resources in order to secure London's needs in a sustainable manner. In determining planning applications proper regard should be had to the impact of those proposals on water demand and existing capacity.

4A.19 – Improving air quality

Achieve reductions in pollutant emissions and public exposure to pollution by; improving the integration of land use and transport policy; promoting sustainable design and construction; taking into account air quality at the planning application stage and supporting cleaner fuels.

4A.28 – Construction, excavation and demolition waste

Minimise construction, excavation and demolition waste and associated environmental impacts. Support the provision of on-site mobile waste facilities. Require developers to produce site waste management plans to arrange for efficient materials and waste handling, and require waste to be removed from the site and for materials to be brought to the site by water or rail transport wherever that is practicable.

4A.33 – Contaminated land

Enhance remediation of contaminated sites and bring the land to beneficial use.

4B.1 – Design principles for a compact city

Seek to ensure that developments; maximise the potential of sites; promote high quality inclusive design; contribute to adaptation and mitigation of the effects of climate change; respect local context; provide for or enhance a mix of uses; are accessible; are sustainable; address security issues and are practical and legible.

4B.3 – Enhancing the quality of the public realm

Planning applications will be assessed in terms of their contribution to the enhancement of the public realm.

4B.5 – Creating an inclusive design

Developments should:

- be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or financial circumstance;
- be convenient and welcoming so everyone can use them independently without undue effort; be flexible and responsive; and
- recognise that one solution may not work for all.

4C.2 – Context for sustainable growth

Respect resource considerations and natural forces to ensure that future development and uses are sustainable and safe.

4C.3 – The natural value of the Blue Ribbon Network

Protect and enhance the biodiversity of the Blue Ribbon Network by resisting development that may result in the net loss of biodiversity, designing new waterside developments in ways that increase habitat values and taking opportunities to open culverts and naturalise river channels.

4C.4 – Natural landscape

Recognise the Blue Ribbon Network as contributing to the open space network of London. Boroughs should identify potential opportunities alongside waterways for the creation and enhancement of open spaces.

4C.6 – Sustainable growth priorities for the Blue Ribbon Network

The uses of the Blue Ribbon Network and land alongside it should be prioritised in favour of those uses that specifically require a waterside location. These uses include water transport, leisure, recreation, wharves and flood defences.

4C.10 – Increasing sport and leisure use on the Blue Ribbon Network

Protect and encourage facilities for sport and leisure on the Blue Ribbon Network. Proposals for Opportunity Areas should provide these facilities and improve access to different sport and leisure activities.

4C.11 – Increasing access alongside and to the Blue Ribbon Network

New sections to extend existing or create new walking and cycling routes alongside as well as new access points should be provided as part of development proposals for Opportunity Areas.

5C.1 – The Strategic priorities for North East London

Sets out strategic priorities for the sub region that include promoting the contribution of the sub region to London's role as a world city including in relation to planning for the 2012 Olympic and Paralympic Games and enable the necessary development for a successful sustainable Olympics.

5C.2 – Olympic and Paralympic Games

Developments should seek to:

- work to develop and implement viable legacy uses for the permanent facilities in the Park;
- increase participation in sport and physical activity by all sections of London's population and ensure community access to legacy facilities;
- promote and secure sustainable development and procurement policies for the Games delivery bodies and other organisations;
- maximise the employment, skills and volunteering benefits for Londoners arising from the Games and Games-related business;
- ensure all Londoners have access to the opportunities arising from the Games and legacy; ensure the land acquired for the development is used after the Games for the strategic needs of the Lower Lea Valley and wider Thames Gateway;
- maximise opportunity to promote London's status as a leading world city;
- ensure the Games preparation, staging and legacy contribute to the delivery of the Mayor's environmental strategies and objectives.

6A.5 – Planning obligations

Boroughs should set out a clear framework for negotiations on planning obligations. It will be a material consideration whether development makes appropriate provision for, or contributions towards requirements that are made necessary by and are related to the proposed development.

5.4. The London Plan; Spatial Development Strategy for Greater London Consultation Draft replacement plan (October 2009)

On the 12th of October a draft replacement London Plan (Spatial Development Strategy for Greater London) was published for consultation. The replacement plan sets out a strategic spatial planning strategy for London up to the year 2031. It includes a particular focus on East London for new development and positive regeneration, built in part on the legacy of the 2012 Olympic and Paralympic Games.

The Examination in Public (EiP) of the Replacement London Plan is timetabled to commence on the 28th June and conclude on the 22nd October 2010. The EiP will allow structured discussion of the draft policies relevant to the consideration of the draft Replacement London Plan and of responses to the consultation.

As the draft Policies have not yet been the subject of an EiP they have limited weight as material considerations in the determination of planning applications. The weight that can be attributed to draft policies is dependant on their stage of preparation. Planning Policy Statement 1: The Planning System General Principles states that limited weight can be applied to policies in an emerging plan, where the plan is at a consultation stage. The following draft policies are relevant:

Policy 2.4 – The 2012 Games and their legacy

The Mayor will work with partners to develop and implement a viable and sustainable legacy for the Olympic and Paralympic Games to deliver fundamental economic, social and environmental change within east London, and to close the deprivation gap between the Olympic host boroughs and the rest of London. The Mayor's priorities for the Olympic Park and the surrounding areas will be set out in his Olympic Legacy Strategic Planning Guidance, which will clarify and emphasise the need for a planned approach to regeneration and change, embed exemplary design and environmental quality, and help meet existing and new housing needs – particularly for families. It will also consider social and community infrastructure requirements, set out how the areas around the Olympic Park can benefit from, and be fully integrated with, emerging legacy proposals, and promote the further managed release of appropriate industrial sites for mixed use development while still retaining key industrial land, particularly within established Strategic Industrial Locations. The Mayor will and boroughs should; ensure transport projects contribute to the delivery of the Mayor's Transport Strategy; establish new and enhanced north-south and east-west walking and cycling connections within and to the Olympic Park; promote the Olympic Park and venues as international visitor destinations for sport, recreation and tourism; and other listed aspects in their LDF preparation and planning decisions.

Policy 3.6 – Children and young people's play and informal recreation facilities

The Mayor and appropriate organisations should ensure that all children and young people have safe access to good quality, well-designed, secure and stimulating play and informal recreation provision, incorporating trees and greenery wherever possible.

Policy 3.17 – Protection and enhancement of social infrastructure

London requires additional and enhanced social infrastructure to meet the needs of its growing and diverse population. Development proposals should support the provision of additional social infrastructure in light of local and strategic needs assessments. Facilities should be accessible to all sections of the community (including disabled and older people) and be located within easy reach by walking, cycling and public transport. Wherever possible, the multiple use of premises should be encouraged.

Policy 7.5 – Public realm

London's public spaces should be secure, accessible, easy to understand and maintain, and incorporate the highest quality landscaping, planting, furniture and surfaces. New development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks to help people find their way. Landscape treatment, furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of

people through the space. Opportunities for the integration of public art should be considered, and opportunities for greening, such as through the planting of trees and other soft landscaping wherever possible, should be maximised. Treatment of the public realm should be informed by the history of the place. New development should incorporate local social infrastructure such as public toilets, drinking water fountains and seating, where appropriate. It should also reinforce the connection between public spaces and existing local features such as heritage landmarks, the Blue Ribbon Network and parks.

5.5. **Hackney Unitary Development Plan (1995) (saved from 27 September 2007 in accordance with the direction from the Secretary of State)**

The following policies are relevant:

EQ1 – Development Requirements

The Council will normally permit developments which are appropriate in terms of the layout, visual integrity and established scale, height, massing, rhythm, materials and detailing; retain positive townscape features; provide safe and convenient access; provide adequate sunlight and daylight, do not harm the amenity of neighbours and maximise energy conservation.

EQ9 – Development and the River Lee Navigation Floodplain

In areas at risk of flooding the Council will, where appropriate, require flood protection measures

EQ21 – Metropolitan Open Land

The Council will seek to ensure that Metropolitan Open Land remains in predominantly open use, and built development should be ancillary to the open space, nature conservation and/or recreational use of Metropolitan Open Land.

EQ31 – Trees

Protecting and enhancing the public amenity value of trees: making tree preservation orders where appropriate; discouraging the removal of mature healthy trees; encouraging tree planting on development sites; implementing and encouraging others to implement tree planting schemes across the Borough.

EQ43 – Development of contaminated land

Proposals for the development of contaminated land must include appropriate measures to protect future users of the land, the public, new structures and services, wildlife, vegetation, ground water and surface water courses

EQ44 – Water Pollution

Development that would lead to deterioration in the quality of underground or surface water will not be permitted.

EQ48 – Designing out crime

Developments to create environments that discourage crime and fear of crime both in overall layout and detailed design.

TR19 – Planning Standards

The Council will seek to ensure that all developments are satisfactory in terms of: access, layout and circulation; visibility splays; sight lines; off-street operational parking and servicing; visual screening; disabled parking; safe circulation; level access at pedestrian crossings.

OS1 – Enhancing Metropolitan Open Land

Supports proposals which will enhance the appearance and attractiveness of Metropolitan Open Land for leisure activities.

OS2 – Open Spaces and Parks

Sites shown on the proposals map for the provision of new or extended open spaces and parks will be safeguarded.

OS3 – Loss of Open Space and Parks

Development involving the loss of open space and parks will not normally be permitted.

OS4 – Protection of Character of Open Space and Parks

Open landscape quality of parks and open spaces will be protected by requiring any proposal involving the loss or fragmentation of such areas to (a) help achieve the balance between active and passive recreation and be in accordance with the function of the particular open space or park (b) provide a facility which is available to the public and meets a recreational or leisure need for which no other site is suitable.

OS5 – Development affecting Open Space and Parks

The Council will require proposals for development in or adjacent to open spaces and parks to: respect its character and surroundings; avoid nuisance, inconvenience or other loss of amenity to users; retain, improve or provide safe and convenient public access.

OS6 – Green Chains and Links

Protect and enhance the areas identified as green chains and links. Where appropriate, development schemes will should facilitate the creation of green links and enhance adjoining green chains.

OS7 – Sports grounds and playing fields

The Council will normally resist the loss of sports grounds and playing fields, and favourably consider improvements to their quality and facilities as well as the provision of additional sports grounds and playing fields.

OS8 – Allotments

The Council will resist the loss of allotments, and extend provisions wherever possible.

OS9 – Recreational Footpaths, Towing Paths, Cycle ways and Bridleways

Protect and enhance existing routes to and through open spaces and places of interest. Where opportunities arise, the Council will expect routes to be linked to form a wider network.

OS10 – Children's Play Areas

The Council will normally require new housing development intended for occupation by households with children on sites of 0.1 hectares or above to make provision for children's play, and on sites of 0.4 hectares or above to provide a children's play area. In determining the scale and nature of provision to be made the Council will have regard to the character of the proposed development and of the surrounding area, and the nature of the prospective occupants.

OS12 – Protection of Open Water Areas

The Council will not normally permit development which results in the loss of open water areas.

OS13 – Access and Use of Water Areas

Promotes public access to water-based and water related leisure activities the potential of open water areas for leisure and/or nature conservation pursuits

OS14 – Areas of Nature Conservation Importance

Proposals map identifies sites of nature conservation importance, with further designations being considered. The Council will seek to designate one or more of these as statutory nature reserves.

OS16 – Development and Areas of Nature Conservation Importance

Presumption against development within areas of nature conservation importance. Proposals for development within or adjacent to such areas should consider their ecological importance, their protection, enhancement and proper management.

OS17 – Wildlife Habitats

Supports proposals which provide or enhance a range of wildlife habitats.

5.6. **Hackney Local Development Framework Development Plan Document, Core Strategy (Proposed Submission Document) June 2009.**

The following policies are relevant

Core Strategy Policy 5 – Hackney Wick New Community

The Council will direct significant investment and employment led mixed development to Hackney Wick which will take account of strategic industrial and priority employment designations and Olympic Legacy opportunities. Development will need to contribute to improved connectivity to the area by public transport, walking and cycling.

Core Strategy Policy 6 – Transport

The Council will encourage patterns and forms of development that reduce the need to travel, particularly by car, and will ensure that development results in the highest standard of environment and facilities for pedestrians and cyclists.

Core Strategy Policy 12 – Health and Environment

The Council will encourage development that contributes to an urban and natural environment that enables all Hackney residents regardless of age, family type and ability to lead a healthier and active lifestyle in which regular physical activity plays a greater role and the physical environment contributes more to tackling childhood obesity.

Core Strategy Policy 24 – Design

All development should seek to enrich and enhance Hackney's built environment and create a sense of place and local distinctiveness that is attractive and accessible. This will be achieved through; ensuring optimum arrangement of the site; enhancing the area between the public and private domains including boundary treatment and access for all; enhancing of the public realm and ensuring good connection into existing routes, movement patterns and streetscape; and reducing crime and the perception of crime.

Core Strategy Policy 26 – Open Space Network

All open and green spaces should be well-managed and enhanced to improve quality, capacity and public accessibility, to support a diverse and multi-functional network of open spaces. Where appropriate, new open spaces will be created which are publicly accessible and linked to other open spaces to enhance the borough's green infrastructure.

Core Strategy Policy 27 – Biodiversity

The Council will protect, conserve and enhance nature conservation areas for their biodiversity value, and develop a local habitat network contributing to the wider Green Grid. Development will be encouraged to include measures that contribute to the borough's natural environment and biodiversity.

Core Strategy Policy 28 – Water and Waterways

The natural habitat and setting of the waterways and their riparian areas will be protected and enhanced. Where appropriate, public access, continuous green links and towpaths along the waterfront should be maintained, improved and extended for the purposes of nature conservation, leisure, recreation, education and economic activity.

Core Strategy Policy 29 – Resource efficiency and reducing carbon dioxide emissions

Hackney will address climate change at a local level through the inclusion of mitigation and adaptation measures to reduce CO₂ emissions. This will be achieved by: ensuring that building design is to a high standard, adhering to the principles of sustainable design and construction; and the inclusion of measures to reduce resource consumption in all residential development, in line with the Mayor of London's Energy Hierarchy;

Core Strategy Policy 30 – Low carbon energy, renewable technologies and district heating

As part of the shift to a low-carbon Hackney and to tackle climate change, opportunities to generate energy from non-fossil fuel and/or low carbon sources will be encouraged throughout the borough. Applications for new or replacement street appliances to incorporate off-grid solar power, or to offset CO₂ by other means will be encouraged.

Core Strategy Policy 31 – Flood Risk

All development proposals in Hackney must contribute to the long-term flood management targets of the Thames Catchment Flood Management Plan and demonstrate an overall reduction in flood risk, including the use of SUDS. Proposals for new development should ensure that all forms of flood risk are fully assessed and measures taken to reduce flood risk.

Core Strategy Policy 32 – Waste

New development in Hackney must support the objectives of sustainable waste management. This includes minimising waste during design and construction of development, including production of site waste plans to arrange for efficient materials and waste handling.

Core Strategy Policy 33 – Promoting Sustainable Transport

Hackney is committed to prioritising sustainable transport, walking and cycling over private car use, and providing safe and convenient access to rail and bus travel. Car parking will be controlled in line with regional policy and the local parking standards in the emerging Sustainable Transport SPD.

5.7. Newham Unitary Development Plan (Adopted 2001) (saved from 27 September 2007 in accordance with the direction from the Secretary of State)

The following policies are relevant:

S1 – Community safety and crime reduction

Where appropriate, development proposals will be assessed in terms of how they contribute to the improvement of community safety and the prevention of crime.

S2 – Community benefit/planning obligations

Community benefits will be sought from new development through planning obligations. Such obligations will be judged necessary to the granting of planning permission where: they are relevant; the need for the benefit arises directly from the development concerned; they are appropriate in scale and kind.

S3 – Quality of development

All developments should contribute to the Newham's regeneration and quality design objectives.

S4 – Sustainable development

All developments should be compatible with the aims of sustainable development.

S9 – Environmental Quality: Design Issues

High standards of design will be required in all new development. Community safety and energy efficiency considerations will also be required to be addressed in siting, layout and orientation.

S10 – Neglected, derelict, vacant land

Promotes new uses for such land.

S13 – Environmental quality: improvement and promotion of rivers and waterways

Rivers and waterways will be improved and promoted for public recreation, transport and wildlife.

S14 – Environmental quality: Protection of sites of nature conservation importance

Sites of nature conservation importance will be protected and enhanced.

S35 – Transport: Encouragement of alternatives to cars

The use of alternative forms of transport to the private motor car will be encouraged.

S37 – Transport: Improvement of facilities for pedestrians and cyclists

The Council will promote, encourage and provide improved facilities for pedestrians and cyclists.

S39 – Reducing overall deficiency in open space

Existing public and private open space will be protected, and new provision of publicly accessible space will be sought.

S40 – New children’s play areas

The Council will seek the provision of new children’s play areas.

EQ1 – Waterway improvements

Seeks improved public access to waterways and encourages leisure use where this does not conflict with nature conservation interests.

EQ2 – Waterside access

The Council will secure a landscaped buffer strip along the edge of river and canal sites, incorporating a public walkway, and where appropriate a cycleway; public access around dock edges or quaysides, connecting areas of public space, town squares and sections of the strategic recreational footpath network; and continuous public access around dock edges and quay sides within identified Major Opportunity Zones.

EQ4 – Waterside development

Seeks enhancement of waterside settings, a high standard of urban design, enhancement of vitality of river and its frontage.

EQ11 – Species protection

Proposals significantly impacting on badgers, other species protected by schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981 (as amended), or Biodiversity Action Plan species that are uncommon, declining or under threat in London will be refused.

EQ14 – Tree loss and protection

Proposals which would cause unacceptable loss of trees, or which do not allow for the retention of existing trees of amenity value will be resisted.

EQ15 – Inclusion of tree planting in new development

Where appropriate, the inclusion of a landscaping scheme, including tree planting, will be required in new developments. In areas of deficiency, a higher density of tree cover may be required.

EQ17 – Creation of woodland

The Council will work with other agencies towards the implementation of identified sites in the Roding and Lower Lea Valleys for the potential creation of woodland, and towards identifying further woodland sites where feasible.

EQ18 – Promoting urban quality

All new development will be encouraged to promote the highest quality of design to foster a positive environmental image for the borough.

EQ19 – Urban design considerations

All new development should have regard to layout; vehicular and cycle access and parking; scale, bulk, design, landscaping, aesthetic quality and relationship to context.

EQ25 – Access

Development should provide access that satisfactorily caters for the needs of disabled people.

EQ26 – Safety

Development should promote safety and security and minimise misuse of the environment by: increasing overlooking of public areas; preventing the creation of dark or secluded areas, or enclosed public areas; eliminating left-over pockets of land with no clear purpose; providing adequate lighting; and increasing the use of public areas by promoting a variety of land uses.

EQ49 – Contaminated Land: Assessment, Remediation and Monitoring

Proposals on sites known or suspected to be contaminated or containing landfill gas must provide an assessment of the contamination, and proposals for any necessary remedial measures. Where there may be slight contamination, this may be achieved through planning conditions only. Developers may be required to undertake monitoring to prove the effectiveness of any remediation measures.

EQ54 – Promoting Sustainable Waste Management

Will consider proposals for integrated waste management facilities that: do not undermine Council regeneration objectives, particularly regarding environmental and design quality (see policies S3, S4 and S13); and contribute towards long-term sustainable waste management.

EQ62 – Protection of the Flood Plain and Urban Washlands

Appropriate flood protection and attenuation measures required for redevelopment of land at risk from flooding or likely to increase the risk of flooding.

EQ63 – Surface Water Disposal

Appropriate attenuation or mitigation measures required where risks from flooding, pollution, or physical damage to banks of a watercourse are identified.

T19 – Improvement of Conditions for Pedestrians

The Council will require all development affecting pedestrian movement to incorporate measures to maximise security, convenience and safety.

T21 – Recreational Footway Network

The Council will establish and promote a clearly signposted network of recreational walks across the borough. Footpaths and cycleways will follow the route where appropriate.

T23 – Cycling

The Council will complete and promote a network of cycle routes across the borough, incorporating the London Cycle Network where appropriate.

T24 – Access by Cycle and Cycle Parking

By means of planning conditions or agreements, the Council will require the provision of cycle access to all appropriate new developments. In addition, secure and convenient cycle parking will be required.

OS1 – Open space standards and proposed new open space

Committed to securing the open space standards set out in appendix OS1. To increase provision, public open spaces are proposed at Stratford rail lands.

OS2 – Metropolitan Open Land: Protection and Enhancement

The Council will safeguard the open character of green belt and metropolitan open land: part of Wanstead flats and the City of London cemetery; part of the Roding Valley; part of the Lea Valley; and Beckton District Park.

OS3 – Metropolitan Open Land in the Lee Valley Regional Park

Lee Valley Regional Park Metropolitan Open Land: development must accord with the policies and proposals of the Lea Valley Regional Park Plan, except for the possible construction of a highway link to the Stratford rail lands.

OS4 – Metropolitan Open Land: public accessibility

Encourages measures to improve public access; restore damaged or derelict land; and provide urban woodland areas, ecological features and dense landscaping.

OS5 – Lee Valley Regional Park Proposals

The Council supports the Lee Valley Regional Park Authority's proposal to increase the range and quality of leisure and amenity provisions within the Newham section of the Regional Park. The Council specifically supports and will encourage the park authority in its proposals to: improve access to and within the park; develop footpath and cycle networks; develop recreation and leisure facilities; create a cohesive, sustainable and valued green lung; create an area of enhanced and protected natural biodiversity; and achieve the utilisation of the unique land and water assets for specialist leisure and recreation facilities developed in accordance with the principles of sustainability and design excellence.

OS7 – Green space: Protection

Safeguard green space for recreation, leisure or nature conservation purposes. Exceptions may be considered where: equivalent/improved/replacement facility provided locally; redevelopment/extension of current buildings that would not harm environmental amenity; small green spaces outside areas of local park deficiency that are an environmental nuisance, cannot reasonably be improved and do not meet local need. Development of green space will be resisted in defined areas of local park deficiency.

OS12 – Children's Play Facilities

Developers of housing sites containing a minimum of 25 family dwellings will be required to make appropriate provisions for children's playspace.

OS13 – Allotments

Protect existing allotment provision and seek increased supply, particularly in current areas deficiency by: permitting the loss of allotments only where appropriate replacement provided, or where shown that demand for allotments does not exist; and utilising poorly used open space/suitable vacant sites for allotments.

5.8. **Tower Hamlets Unitary Development Plan (First Adopted) 1998 (saved from 27 September 2007 in accordance with the direction from the Secretary of State)**

The following policies are relevant

ST30 – Improve Road Safety

To improve safety and convenience of movement for all road users, especially pedestrians and cyclists.

ST37 – Improving Open Space

To improve the physical appearance of the borough by creating a more attractive environment for those who live and work here by maintaining and enhancing the borough's parks and other open spaces.

DEV1 – Design Requirements

Concerned with the impact of the design of development on the character of the borough, including the developments bulk and scale, ensuring the site is not overdeveloped, design details and materials are appropriate, that development respects its context, has acceptable accessibility for all users, contributes to a sense of safety, and has an acceptable quality of landscaping.

DEV2 – Environmental Requirements

Seeks to protect the amenity of occupiers and neighbour buildings, protect areas of nature conservation, and to ensure that sustainable design and construction is included within the scheme.

DEV4 – Planning obligations

The Local Planning Authority will seek to enter into planning obligations as appropriate with developers and landowners which are reasonably related to the scale and nature of proposed development and are necessary for a development to proceed.

DEV12 – Provision of Landscaping in Development

The provision of landscaping will normally be required as part of redevelopment schemes.

DEV17 – Siting and Design of Street Furniture

Street furniture will be designed and located to minimise impacts on highways function including pedestrians and in particular mobility and vision impaired people. Furniture will be acceptable in context of surrounding streetscape and buildings.

DEV46 – Protection of Waterways Corridors

Waterways and water bodies will be protected and promoted for their contribution to the character of the borough and as important open areas within the borough by conserving, enhancing and restoring natural features and water quality, promoting increased access to waterways and associated environments and recreational uses where appropriate, and resisting developments that would be damaging to waterways and associated environments.

DEV48 – Strategic Riverside Waterways and New Development

Development with a water frontage along the River Lee will be expected to provide a walkway to an acceptable standard except where the walkway would conflict with commercial or transport interests.

DEV51 – Contaminated Land

Development of potentially contaminated land must be accompanied by a detailed soil survey together with programme of remedial works. Development will not normally be allowed to start before the agreed remedial treatment has commenced.

DEV57 – Development affecting Nature Conservation Areas

Refuse development which unjustifiably causes significant harm to nature conservation sites, or a green chain.

DEV60 – Vacant/derelict land as nature areas

The use and management of vacant or derelict land and other open spaces for nature conservation purposes will be promoted.

DEV63 – Designation of Green Chains

Within designated green chains improved access and links with pedestrian routes, enhancement of recreation potential, development of their value as natural habitats for wild animal and plant life will be sought.

DEV65 – Protection of existing walkways

Existing walkways will be protected from development which would prevent free public access and/or harm their character.

DEV66 – Creation of new walkways

The Council will specify and develop a network of pedestrian footpaths, based on the Green Chains and the strategic riverside walkway.

DEV69 – Efficient use of water

Where developments pose an unacceptable risk to ground water quality or would have serious adverse affect on surface water quality development will not be permitted. All developments should be efficient in the water use of water.

T18 – Pedestrians and the road network

Priority will be given to the safety and convenience of pedestrians in the management of the roads and the design and layout of footways including the use of street furniture, street lighting and the location of bus stops.

T19 – Pedestrian safety

Measures will be introduced and supported to improve the quality, safety and convenience of movement for pedestrians particularly at public transport interchanges, in shopping centres and in areas of high pedestrian activity.

T21 – Pedestrian needs in new development

Existing pedestrian routes will be retained and improved, and where necessary replaced in new development and traffic management schemes.

OS4 – Local Open Space

Temporary planning permission will normally be granted for private or public open space where land would otherwise remain vacant. Such permission will not prejudice the ultimate grant of planning permission for other appropriate development.

OS6 – Metropolitan Open Land

Within designated Metropolitan Open Land development will only be permitted for identified uses. Any new buildings must be ancillary to function as open land, and sited close to existing buildings or on the periphery of the open land; new buildings should be designed and landscaped to the highest standard.

OS7 – Loss of Open Space

Loss of public or private open space having significant recreation or amenity value will not normally be permitted except where such development is ancillary to and complements the outdoor recreational use or where the development is on a site laid out as temporary open space. Where development is permitted an equivalent or better replacement recreational facility may be required.

OS8 – Allotments

The Council will resist development on permanent allotment sites which are in active use. Temporary use as allotments will be permitted on vacant sites where the land will be available for a minimum of three years.

OS9 – Provision of children's play space

Seek to ensure that a wide range of play facilities is available particularly in areas where there is high child density; a high concentration of homes without gardens; poor environmental conditions; and major roads or other physical barriers limit accessibility.

OS13 – Provision of youth facilities

The existing level of youth facilities will continue to be provided. Increased provision will be considered particularly in areas which are very short of open space.

OS14 – Lea Valley Regional Park

The Council will support the Lee Valley Regional Park Authority and its plan for the development of outdoor sport and leisure activities and nature conservation within the context of the Council's open space policies.

U2 – Development in Flood Risk Areas

Environment Agency and Thames Water Utilities will be consulted on applications in the areas at risk from flooding.

U3 – Flood Protection Measures

Redevelopment of existing developed in areas at risk from flooding will normally require appropriate flood protection.

5.9. **Tower Hamlets Core Strategy Development Plan Document (submission version December 2009).**

The following policies are relevant

SO1 – Delivering Tower Hamlet's regional role

Sitting successfully in a regenerated east London, Tower Hamlets will contribute to the regional role of London and the Thames Gateway, by:

- Positioning Tower Hamlets within London's global offer to ensure it continues to be a place of diversity, enterprise and cultural significance.
- Fulfilling our gateway role in the Thames Gateway, supporting Canary Wharf, Stratford and the Lower Lea Valley as key drivers of sub-regional growth.
- Fulfilling our environmental responsibilities to protect our natural environment, manage and reduce flood risk, and live within the environmental limits of the region.
- Ensuring large developments of regional significance are planned to maximise benefits for local people and the region as a whole.
- Working in partnership to deliver a long-term and proactive approach to the regeneration of east London and Tower Hamlets.

SO2 – Maximising the benefits of the Olympic legacy

Tower Hamlets will maximise the benefits and opportunities offered by 2012 Olympic and Paralympic Games and its legacy through (including):

- Working closely with the appropriate authorities to ensure a collaborative approach to the planning and implementation of the Olympic Legacy.
- Regenerating Fish Island to facilitate a better connected place that responds to its surroundings by connecting Bow to the Olympic Legacy area, Stratford City and wider transport links.
- Assisting in the creation of the Lea River Park to link the Olympic Legacy area and Lea Valley Regional Park with the Thames through a series of public open spaces and footpaths.
- Supporting our communities in participating in activities, sports and opportunities linked with the Olympics and the Olympic Legacy.

SO3 – Achieving wider sustainability

Tower Hamlets will achieve environmental, social and economic development simultaneously. This will be realised by:

- Planning for healthy environments that recognise the important interrelated health benefits of: well designed neighbourhoods; high quality housing;

access to employment opportunities; access to open space; and shops and services.

- Mitigating and adapting the built environment to climate change by limiting carbon emissions from development, delivering decentralised and renewable or low carbon energy and minimising vulnerability to a changeable climate.
- Minimising the use of natural resources.
- Working pro-actively to protect and enhance the quality of the environment.
- Improving air, land and water quality by minimising air, noise, land and water pollution.
- Ensuring the capacity of existing and new infrastructure is adequate to support development and growth with the cumulative impact of this development being considered.

SO10 – Creating healthy and liveable neighbourhoods

To deliver healthy and liveable neighbourhoods that promote active and healthy lifestyles and enhance peoples wider health and well-being.

SO12 and SP04 – Creating a green and blue grid

Aim to create a high-quality, well-connected and sustainable natural environment of green and blue spaces that are rich in biodiversity and promote active and healthy lifestyles. Deliver a network of open spaces by; protecting, creating, enhancing, connecting open spaces; protecting and enhancing biodiversity value; deliver a network of high-quality useable and accessible waterspaces; and reducing the risk and impact of flooding.

SO14 and SP05 – Dealing with waste

To plan for and manage the borough's waste efficiently, safely and sustainably, by minimising the amount of waste produced, maximising recycling, and managing non-recyclable waste using treatment methods other than landfill. Implement the waste management hierarchy of reduce, reuse and recycle, by:

- Ensuring that local residents reduce and manage their waste effectively.
- Requiring non-waste developments to appropriately design and plan for waste storage and recycling facilities.
- Requiring all developments to reduce and reuse waste from construction and demolition.
- Supporting developments that use recycled materials.

SO19 – Making connected places

Deliver an accessible, efficient, high quality, sustainable and integrated transport network to reach destinations within and outside the borough.

SO20 – Creating attractive and safe streets and spaces

Deliver a safe, attractive, accessible and well designed network of streets and spaces that makes it easy and enjoyable for people to move around on foot and bicycle.

SO21 and SP09 – Creating attractive and safe streets and spaces

Create streets, spaces and places which promote social interaction and inclusion and where people value, enjoy and feel safe and comfortable in. Implement a street hierarchy that puts pedestrians first and promotes streets, both as links for movement and places in their own right, to ensure a strategic, accessible, safe street network across the borough. Promote schemes which minimise on-site and off-site car parking provision, particularly in areas with good access to public transport.

SO23 and SP10 Creating distinct and durable places

Promote a borough of well designed, high quality, sustainable and robust buildings that enrich the local environment and contribute to quality of life. Ensure that buildings and

neighbourhoods promote good design principles to create buildings, spaces and places that are high quality, sustainable, accessible, attractive, durable and well-integrated with their surroundings.

SO24 and SP11 – Working towards a zero carbon borough

Achieve a zero carbon borough in the 21st century, with a 60% reduction in carbon emissions by 2025. Implement a borough-wide carbon emissions reduction target. Promote low- and zero-carbon energy generation and reduce carbon emissions in new homes and non-domestic buildings. Require all new developments to provide 20% reduction of carbon dioxide emissions through on-site renewable energy generation.

5.10. **Waltham Forest Unitary Development Plan (First Review) 2006 (saved from 30 March 2009 in accordance with the direction from the Secretary of State)**

The following policies are relevant:

SP1 – The Environment

The natural and built environment of the borough should be maintained and enhanced by means of protecting the Green Belt and Metropolitan Open Land from incompatible development, conserving and enhancing areas and buildings of special townscape value or of historic and architectural interest, and of open spaces within the urban area.

SP2 – Urban Design Outlines

New developments should make a positive contribution to improving the quality of the urban environment in Waltham Forest. Their design should consider key urban design principles relating to townscape, urban structure, the public realm, architectural quality, sustainability etc.

SP6 – Public Transport, Cyclists and Pedestrians

The road network should be managed so that conditions for public transport, cyclists and pedestrians are improved.

SP15 – Leisure and Recreational Use

Existing sites in leisure and recreational use will be retained and the use of existing leisure and recreation facilities maximised. New facilities will generally be welcomed.

SP18 – Planning Obligation

Where necessary, the Council will seek a planning obligation in order to facilitate development.

ENV1 – Urban Open Space

Development that would result in the loss of such open space will not be permitted unless open space of equivalent or better value in terms of quantity, quality, amenity, accessibility or value to biodiversity is provided elsewhere in the borough. Development of open land in areas of open space deficiency will not be approved unless equivalent or better replacement open space can be provided nearby.

ENV4 – Uses within Metropolitan Open Land

Within areas of Metropolitan Open Land uses are restricted to public and private open space and playing fields; open air recreation facilities; woodland and informal open space; allotments and nursery gardens; and nature conservation. The open character of MOL is maintained by the application of policy ENV5 which restricts new built development except where it is ancillary to the purpose of MOL and is then strictly controlled to limit the size and siting of buildings to minimise the impact of development on the open character of the land.

ENV5 – Development in Metropolitan Open Land

The open character of Metropolitan Open Land in a form appropriate to each area should be maintained. Built development will not be permitted except where it is

ancillary to the purpose of MOL and should be in line with criteria concerning the scale and location of new buildings, and the quality of landscaping and design in order to protect the character of the land.

ENV6 – Protect Species/Biodiversity

Planning permission will not be granted for development or land use changes which would have a significant adverse impact on badgers, other protected species, or biodiversity action plan species that are uncommon, declining, or under threat in London.

ENV11 – Conservation of Green Corridors

The Council will resist development which endangers the integrity of Green Corridors (as shown on the proposals map) and will promote the conservation and enhancement of such features.

ENV13 – Lee Valley Regional Park

The Council supports the Lee Valley Regional Park Authority in its efforts to increase the range and quality of leisure and amenity provision available to Waltham Forest residents. The Council supports the Park Authority's proposals which aim to create a regional green lung, an area of natural bio-diversity; achieve the full utilisation of the regional park's land and water assets for specialist leisure and recreation facilities, create an accessible and permeable integrated visitor attraction to serve the region which includes local communities.

ENV16 – New Open Spaces

The Council will seek to improve the distribution of the borough's parks and open space provision by; providing new parks and open spaces wherever opportunities arise, particularly in areas of deficiency; seeking where appropriate, the provision of suitable open spaces in proposals for major new residential developments.

ENV18 – Allotments

The Council will seek to retain an area of land at least equivalent to 0.2 hectares per 1000 population in allotment use. In assessing the future level of provision this standard will be applied separately to Chingford, Walthamstow and Leyton/Leytonstone.

ENV19 – Walking

In order to encourage walking as a recreational activity, the Council will maintain, and wherever possible improve the borough's footpaths and walkways. Where appropriate, it will also seek by the use of planning obligations, ways to create new footpaths and walkways to and through open spaces and places of interest.

ENV22 – Trees

The amenity and biodiversity value of trees will be protected by means of making tree preservation orders on trees or groups of trees; ensure that any new development protects existing trees, ensure that developers plant appropriate species of trees in public streets and open spaces, encouraging other public authorities to implement new tree planting and so on.

TSP1 – Public Transport General

The provision of improved facilities for users of public transport will be encouraged. Additionally the Council will seek to improve safety, security and the environment at stations and bus stops.

TSP4 – Pedestrians and Disabled People

The environment for pedestrians and wheelchair users should be maintained, and wherever possible improved, by opposing any proposals which would result in the loss of any footpath or footway, maintaining and improving the footpaths, footways, pavements, and pedestrian areas in the borough; supporting the use of "home zones" in suitable

residential and mixed use developments; and lastly by improving pedestrian links to public transport facilities.

TSP5 – Cycling

The provision of primary cycle routes in the borough as part of a strategic cycle network for London should be supported, safe local cycle routes and lanes should be provided where possible, provision of secure cycle parking facilities at public transport interchanges should be sought, the needs of cyclists in the design of all new roads, highway improvements, and traffic management measures should be taken into account.

TSP17 – Parking

Alleviate on-street parking problems by means of controlled parking zones, giving priority for parking space to residents, shoppers, people with disabilities, and short-stay parkers; providing off-street car parks in commercial centres, making specialised provision to meet the needs of disabled; minimise obstructions, ensuring that proposals for which planning permission is required are in accordance with the Council's car parking standards, prevent obstruction of bus routes and other main traffic routes, introducing more car free/reduced off-street parking developments in areas where on-street parking controls are in place.

BHE1 – Urban Design

New development proposals will be permitted if they are compatible with or improve their surroundings in layout, site coverage, architectural style, scale, bulk, height, materials, landscaping, visual impact, their relationship to nearby properties, and their relationship to mature trees. They should also harmonise with the townscape and general character of the areas in which they are set; and should provide appropriate facilities for the benefit of occupiers and visitors.

BHE4 – Transport and Parking Implications

The amount of car parking to be provided must have regard to the level of accessibility of the site (for public transport, shops and services) and the implications of the development for traffic congestion, traffic management and the safety of pedestrians, cyclists and other road users.

BHE5 – Access for all

New developments should be designed so that everyone, including disabled people, can conveniently reach and enter any buildings or use any open air facilities.

BHE7 – Community Safety/Designing Out Crime

New development layouts should be designed to reduce crime opportunities for crime by incorporating the aims and objectives of both 'secured by design' and 'designing out crime' concepts, such that informal surveillance is maximized, public and private spaces are clearly defined in terms of their use and control and so on.

BHE9 – Lighting and Light Pollution

Sensitively designed lighting proposals will be encouraged, which enhance the architectural attraction of public buildings, especially those in town centres. Proposals should be designed so as to preserve the darkness of the night sky, particularly near areas of green belt or metropolitan open land or public open space.

WPM6 – Development Causing Pollution

Development resulting in unacceptable pollution of air, land or water will not be permitted. In appropriate cases developers will be asked to submit an Environmental Impact Assessment demonstrating all practical steps being taken in their proposals to avoid pollution.

WPM11 – Light pollution

Resist development that could lead to an unacceptable level of light pollution.

WPM14 – Water quality

Oppose development that would pose an unacceptable risk to the quality of groundwater or would have a detrimental effect upon the quality of surface water.

WPM17 – Water supply – demand management

Encourage the use of measures in new developments to reduce the demand for water from the mains supply network.

WPM18 – Flood risk

Development in the areas at risk from flooding proposals should not result in an unacceptable increase in the risk of flooding to people, property and essential service provision.

WPM19 – Surface water run-off

Where new development would increase surface water run-off, it is expected that the development is to utilise Sustainable Urban Drainage techniques wherever possible.

6 CONSULTATION

- 6.1 As part of the consultation process the following authorities were consulted and responses were received from those in bold;

Bio Regional

British Transport Police

British Waterways

Built Environment Access Panel
(BEAP)

CABE

CGMS Consulting

Civil Aviation Authority

CPRE London Branch

Crime Prevention Office

Cross London Rail Links Ltd
(Crossrail)

Department for Transport

Department for Communities and
Local Government

Department for Culture Media &
Sport

Design for London

Docklands Light Railway

English Heritage

Environment Agency

East London Waste Authority

EDF Energy

Eurostar

GLA

Government Office for London

Greater London Archaeological
Advisory Service

Highways Agency

London Development Agency

London Wildlife Trust

LB Newham

LB Waltham Forest

LB Tower Hamlets

LB Hackney

Lee Valley Regional Park

Authority

Lend Lease

London Lines (Silverlink Trains &
C2C Rail Ltd)

London Thames Gateway

Development Corporation

London Underground Ltd

London & Continental Railways Ltd

Met Police

National Grid

NATS (NERL Safeguarding)

Natural England

Network Rail

ODA – LFEP

ODA Crime Prevention Office

ODA Principal Access Officer

RPS Planning (on behalf of Lend
Lease)

Sport England

Sustrans

TfL

Thames Water

Thames Gateway London
Partnership

Thames Water Authority

Union Railways Property

Westfield

6.2 As part of the consultation the following non-statutory bodies were consulted;

Action and Rights of Disabled People
Beastway
Brahms Residents Association
British Cycling - South East Division
Catford Cycling Club
East London Rugby Football Club
Eastway Users Group - Chair
Eton Manor Association
Hackney Marshes Football User Group
Hackney Marshes Users Group
Lammas Defence Group
Lea Anglers Consortium
Lea Bridge Neighbourhood Forum
Lea Bridge Residents Association
Lea Conservancy Catchment Board
Lea Rivers Trust
Lea Valley Association
Lea Valley Youth Cycle Club
Leaside Partnership
Leaside Regeneration
Leyton Allotment Society
Leyton and Whipp's Cross Community Council
Leyton Lea Valley Forum
Leyton Orient Community, Sports Programme
London Cycling Campaign
London Cyclo-Cross Association
London Parks and Green Spaces Forum
London Playing Fields/London Football Partnership
London Sports Forum for Disabled People
Manbey Street & Manbey Road Residents Association
Manor Gardening Society
Manor Park Community Forum
Maynell Football Club
New Lammas Land Defence
New Spitalfields Market Committee
North and East London Sports Network
Open Spaces Society
Oscar Bravo Cycling Club
Peterborough Road Residents Association
Southern Lea Valley Federation
Stratford & West Ham Community Forum
Stratford Renaissance Partnership
Stratford Town Centre Forum
Federation of Stadium Communities
First Group Plc
Hackney Allotment Society
Hackney Football Partnership c/o
Hackney Voluntary
Hackney Lea Valley Forum
Hackney Marsh Partnership - Community Group

Sutton Cycling Club / Luciano Cycles
Team Darent
Team Economic Energy
The Hackney and Leyton Sunday Football League
The Hackney Society
The Kingston Wheelers cycling club
The London Cyclo-Cross Association
The Lower Lea Project
The Ramblers Association
Trelawn Residents Association
UK 5-A-Side Plc
Victoria Garden Residents Association
Walk London
Waltham Forest Access Alliance
Waltham Forest Civic Society
Waltham Forest Pedestrians Association
Walthamstow Village Residents Association
Walthamstow, Leyton, Leytonstone NHS PCT
Waterden Crescent Residents Group
Westdown Residents Association

- 6.2 A note on the consultation scope for these applications is included in appendix 4 to this report. Newspaper adverts were put in the four boroughs' local newspapers. No neighbour letters were sent out in view of the limited public response to extensive consultation on other major applications and the extensive pre-application engagement on the transformation proposals undertaken by the applicant (detailed in appendix 4 to this report). Fourteen site notices were put up around the Park at Stratford station, outside Stratford shopping centre, Leyton Road, High Road Leyton, Leyton Underground station, Ruckholt Road, Eastway, Hackney Wick station, the towpath near White Post Lane, on the Greenway, near the Viewtube, Pudding Mill Lane station and Stratford High Street.
- 6.3 The application was advertised on the front page of the PDT website to make it easier for the public to find the information and comment on the applications.
- 6.4 Four hundred copies of the ODA's leaflet "Transform" were left at Hackney Central library, Stratford library, Walthamstow library, Bow Idea Store and the View Tube, with the summary sheet of the application proposals, reference numbers and site plan, and most (280) with self addressed envelopes for people to return their comments in. No public response was received in terms of these leaflets.
- 6.5 Two public drop-in exhibitions were held on Sunday 17th January and Saturday 23rd January at the Viewtube, advertised by notices next to the site notices around the Park, by the consultation letters sent out to non-statutory and statutory consultees and in the borough newspapers. The material for the public drop-in (including display boards, visuals and the submitted information) was left at the View Tube for people to read. A note on the public exhibition is included at appendix 4 to this report.
- 6.6 All consultee responses, applicant's and officer response are attached in appendix 5. It is noted that the key issues raised by consultees are also discussed in depth under the Consideration and Assessment section.
- 6.7 One letter was received from a Hackney resident welcoming the PGT proposals but with strong concerns. Concerns relate to the gaps which will restrict access and community integration;
- The insufficiency of plans for public toilets other than those at the venues will mean older people and those with young children will not use the park; the lack of shelters; and lack of refreshment shelters (which provide recuperation and meeting points and integrate the Park into local community life) which are especially needed in the north-west part of the Park.
 - It is not clear from the plans that the needs of those with mobility issues who use public transport have been properly considered – access from Hackney Wick looks very difficult.
 - Playgrounds near to local communities should be part of the PGT Park plans; in the present plans they are not seen as integral to community use. Playgrounds are part of community access and inter-community integration with the life of the Park, and they improve safety for all groups, and are the basis for some families' summer holidays.
 - Concern about the straight-sided river and canal walls making it difficult for people to get out in the event of an accident/rescue. This issue should not be allowed to deter public access. Transformation phase can be an opportunity for extensive water safety education programme in schools and the community.

- 6.8 Reconsultation was undertaken when the amended general arrangement plans and additional cycle circuit plans were received. Reconsultation was carried out on 12th March with;
- The four boroughs,
 - cycling groups (Beastway Mountain Biking, Eastway Users' Group, London Cycling Campaign 2012 Working Group, London Cyclo-Cross Association, Catford Cycling Club
 - Lea Valley Regional Park Authority,
 - Manor Gardening Society,
 - Sports England,
 - Sustrans,
 - British Waterways
 - Environment Agency,
 - Eton Manor Association,
 - Stratford City Consultation Nominees: London & Continental Railways Limited and
 - Stratford City Consultation Nominees: Stratford City Developments Limited – Westfield
- 6.9 In terms of the F10 Study and LTD.18 approval of details applications, the Stratford City consultation nominees were consulted and re-consulted in accordance with the requirements of Condition LTD.33 highlighting that the Yellow Area was included within two applications. No responses have been received from the Stratford City Consultation Nominees.
- 6.10 Regarding the Stepped Access Study, British Waterways, the Environment Agency, London Borough of Newham, Lee Valley Regional Park Authority, ODA Access and ODA Security were consulted. British Waterways' comments are summarised at the end of section 7.6 below.

7 CONSIDERATION AND ASSESSMENT

7.1 Introduction

- 7.1.1 This report assesses the submitted suite of planning applications (both the stand alone slot-in application and the discharge of conditions applications) which make up the PPR PGT development.
- 7.1.2 The submitted suite of applications covers the areas of landscape that will be created in the post-Games Transformation (PGT) period, creating a new park for London, serving both existing and new local communities, as well as visitors. It should be noted that the term "Legacy Transformation" used in 2007 OLF consent is now referred to as "post-Games Transformation (PGT)"; both referring to the period from September 2012 to the end of 2014.
- 7.1.3 The ODA has advised that it is its intention to open up parts of the Park to the general public as soon as practically possible after the Games; it is intended that this will be in May 2013. In response to the submissions the Commission for Architecture and the Built Environment (CABE) has stated that they "...support the clearly defined objectives for Transformation, to create an accessible, functional and manageable new park soon after the Games and to leave development platforms adaptable for future use. If the current proposals were built out, CABE believe the primary aims of optimising the lasting benefit of Games investment and connecting to the existing communities would largely be achieved..."
- 7.1.4 The assessment and consideration of these applications concludes that the timely and detailed development of the PGT works will ensure that the benefits to be derived after the London Olympics will be maximised, in accordance with Section 5(5) b) of the Act.

7.1.5 As Members are aware the overall Games phase PPR scheme has been designed with the post-Games use of the parklands in mind. Key elements of the Games phase parkland will remain in Legacy, including the sculptured landform, wetland habitats, meadows and woodlands in the North Park and the 2012 Gardens and extensive river valley planting in the South Park, as well as most of the seating and lighting columns. The majority of the bridges approved for Games phase are retained or transformed.

7.1.6 The submitted PGT proposals essentially seek planning approval for two main elements of landscape within the Olympic Park during Transformation:

- Transformation Parklands - landscape areas that will provide public parklands including allotments, cycle circuit, mountain bike trails and bridges;
- Interim Landscape Zones (ILZs) - areas where temporary landscape treatments will be provided to create connections into the Olympic Park and edges to the public parklands and key development platform edges before longer term Legacy development comes forward through the Legacy Masterplan Framework (LMF).

Context

7.1.7 These PGT PPR planning applications are, together with the highways transformation applications and submissions reported elsewhere on this agenda, the principal set of applications seeking approval for the transformation of the Park post-Games. Members will recall that some elements of the proposed Transformation phase have recently been approved (Waterden Road and Lea Interchange). Other PGT proposals such as the Western bridges, IBC/MPC and Stadium Island are expected to be submitted to PDT for consideration during the course of 2010 onwards.

7.1.8 The PGT development is part of the process of transforming the site from a major sporting venue for the Olympic and Paralympic Games into a post-Games destination and a context new and existing communities. This work is the third of a four stage process to regenerate this part of the Lower Lea Valley.

- The first stage was the preparation of the Olympic site. This has required significant remodelling and remediation of contaminated land and the introduction of new services, highways and public transport infrastructure followed by the construction of the temporary and permanent venues and supporting facilities.
- The second stage is the staging of the Olympic and Paralympic Games.
- The third stage is the implementation of the PGT works following the end of the Games. This stage removes the temporary Games facilities and venues, and converts retained venues, infrastructure and facilities for permanent uses, delivering a permanent park and preparing the site to receive future permanent Legacy development. This phase is defined as concluding at the end of 2014.
- The final phase represents the build-out period of the Legacy development plots prepared and readied in the transformation phase.

7.1.9 Some of the Games infrastructure will remain in the post-Games Transformation and will be inherited by the Olympic Park Legacy Company (OPLC) and Lea Valley Regional Park Authority (LVRPA) and where agreed by the relevant host Boroughs.

7.1.10 Key connections and elements of infrastructure, such as the F10 landscape proposals and Waterden Road, will be retained and continue to serve as key connections to Stratford City.

7.1.11 The key issues arising from these PGT PPR proposals are as follows and are discussed in depth below:

- The principle of the development
- Environmental Impact Assessment
- Design and Appearance
- Lighting
- Connectivity and transport
- Cycle Circuit and Bridges
- Metropolitan Open Land and Public Open Space
- Allotments
- Biodiversity
- Accessibility
- Management and Maintenance
- Sustainability
- Flood Risk
- Remediation

7.1.12 In each case consideration is given to compliance against the 'baseline' of the 2007 OLF planning permission and its conditions and s.106 legal agreement obligations.

7.2 PRINCIPLE OF DEVELOPMENT

7.2.1 The consideration of the principle of the development proposed applies only to the 'slot-in' application. The principle of the details being brought forward under reserved matters (such as the Interim Landscape Zones) was assessed in the context of the OLF applications in 2007 and the subsequent 'slot-in' applications for the Aquatics centre, Velodrome and Handball (MUSV) venues.

7.2.2 The 2007 Olympic and Paralympic and their Facilities and Legacy planning permission (07/90011/OU MODA and 07/90010/FU MODA) is material to the determination of the current slot-in planning application.

7.2.3 Also relevant are the Games phase slot-in PPR proposals granted in April 2009 under planning application references 08/90310/FU LODA to 08/90314/FU LODA. Those Games phase permissions established the changes to the 2007 landscape approach and resulted in the laying back of the valley slopes and reduction in concourse areas, whilst retaining the 2007 concepts of rim, plateau and valley. This resulted in a softer landscape with more useable and physically accessible areas with the prospect of greater ecology and biodiversity opportunities.

7.2.4 The current submitted proposals do not sufficiently accord with the approved 2007 PPR Legacy PPR scheme, and therefore have been submitted as a new (slot-in) planning application. The principal alterations relate to topographic changes, creation of development platforms on previously identified open space (and vice versa), and the inclusion of new elements without any existing planning consent such as the bridges proposed within North Park (discussed below and set out in full in section 3).

7.2.5 The slot-in application has areas (PDZs 6, 7, 15 and part of 5) which are within designated Metropolitan Open Land (MOL) under the Newham, Waltham Forest and Hackney UDPs. Policy 3D.10 of the London Plan and similar policies now included in the new draft replacement London Plan affords MOL the same degree of protection as Green Belt. The landscape proposals are essentially outdoor recreational uses and are considered to be acceptable in terms of national and local MOL policy and to preserve the openness of the MOL.

7.2.6 The slot-in proposal introduces a number of new pedestrian/cycle bridges/underpass (Y01, Y02, Y03 and U11 - see the site-wide drawing in the separate drawing appendix) to the site, associated with the North Park's cycle circuit, which were not included or

considered as part of the 2007 OLF consent. Y01, Y03 and U11 are situated within MOL as designated by the London Borough of Newham's UDP.

- 7.2.7 PPG2 states that the construction of new buildings within the Green Belt is inappropriate unless it is for specified purposes. These can include essential facilities for outdoor sport and outdoor recreation and for other uses of land which preserve the openness of the Green Belt. The new bridges and underpass structures therefore constitute inappropriate development in themselves, though in the context of the overall parklands the resulting loss of openness is considered minimal. The principle of the cycle circuit in the North Park was established within the 2007 OLF consent, when an assessment of the overall Olympic development's impact on MOL was made. It was established at that time the loss of openness to MOL arising from the Games was mitigated by the provision of extensive high quality open space in Legacy. The hosting of the Games and the significant regeneration benefits that would result were considered to constitute the very special circumstances required to allow for inappropriate development within MOL. The proposed bridges/underpass facilitate the creation of a cycle circuit, an outdoor sport facility approved within the 2007 OLF consent, to an appropriate length (one mile as specified in condition LTD.11 of the 2007 OLF consent), and thereby allow creation of a development which is part of a wider development which has been previously assessed as justified by very special circumstances. The relatively small loss of openness due to these structures should be seen in the context of an overall gain in publicly accessible open space throughout the Park.
- 7.2.8 The allotments and landscaping proposed in PDZ7 are in the MOL designation by Waltham Forest UDP and are considered to be appropriate land uses for this designation.
- 7.2.9 The proposals do not affect the MOL designation which will remain in situ unless the designation is revisited and altered by the plan-making authorities. The host boroughs may alter their MOL designations to include the Olympic Park at a later date.
- 7.2.10 With regard to Open Space it should be noted that the proposals result in 60.2ha of open space in total. The 2007 Legacy Transformation commitment which is secured under condition LTD.22 of the OLF permission is to provide 102 hectares of open space in Legacy capable of being designated as MOL. The present proposal therefore makes a significant contribution to the 2007 OLF consent commitment. The OLF consent granted permission for a large and accessible area of open space on a site which was previously limited in terms of accessibility and generally of poor environmental and visual quality and the present applications seek approval of the details to ensure that this objective is maintained, albeit in a varied way. As Members are aware the parklands will occupy an area in East London which currently has deficiencies on all Park categories as identified in the London Plan from large to small scale open spaces. This is a gap which the East London Green Grid concept aims to fulfil through new open spaces and linkages. The Olympic Park will be a vital part of this green infrastructure and will comply with the development plan policies which seek to create and enhance open space.
- 7.2.11 Bridge Y02 which forms part of the slot-in application is located within the LB of Hackney. The land use designated in the Hackney Unitary Development Plan as Employment Area. The proposal does not accord with that designation. However, whilst it is acknowledged that employment land is being lost, the principle of the loss was accepted and established in the granting of the OLF consent in 2007.
- 7.2.12 The PPR PGT proposals facilitate achievement of biodiversity objectives through the provision of new landscape and planting to establish a wide range of habitats. The creation of new habitat would contribute to the delivery of the ODA Biodiversity Action Plan (BAP approved by ref 08/90297/AODODA) which is a requirement of the 2007 OLF consent (Schedule 6 of the Section 106 Legal Agreement and condition OD.0.11 refers).

The BAP identifies habitats and species to be provided within the Park setting out a target of 45 hectares of new habitat in Legacy.

7.2.13 Design development of the PPR PGT landscape proposals has been guided by the principles set out in the 2007 OLF Design and Access Statement (DAS), the Urban Design and Landscape Framework (UDLF) as well as Games phase 2008 PPR DAS. The Games phase 2008 PPR DAS was approved as constituting the appendix to the UDLF (required by condition OD.O.9 of the 2007 OLF consent) providing typical design details and palette of materials to be used in development of the Parkland and Public Realm.

7.2.14 PDT Officers are satisfied that the PPR PGT applications proposed are acceptable in principle. The sections below examine the relevant issues in more detail.

7.3 ENVIRONMENTAL IMPACT ASSESSMENT

7.3.1 PDT Officers have assessed whether there are any new issues which arise from these applications, which were not previously considered in the Environmental Impact Assessment which accompanied the Olympic and Legacy Facilities and Site Preparation planning applications.

7.3.2 Having carefully considered the details currently proposed, Officers with advice from PDT's environmental consultants have concluded that the characteristics and likely significant effects arising from the entire PPR site (see the site wide proposals plan in the separate drawings appendix) have already been identified in the 2007 Environmental Statement (ES) covering the entire Park.

7.3.3 Accordingly, PDT's Screening Opinion for the application site (reference SCRES/09/00032) concluded that development was not likely to have new or additional significant environmental effects when analysed in the context of the previous ES for the development and moving baseline which takes into account the approved changes within the Olympic Park.

7.4 DESIGN AND APPEARANCE

7.4.1 PPG17 states that "...new open spaces should improve the quality of the public realm through good design..." and continues "...well designed lighting, street furniture, careful detailing and attractive planting can improve the quality of public space. Uncluttered and well maintained areas that are designed for a variety of experiences will help create places which are lively, pleasant to use and develop a sense of wellbeing among users..."

7.4.2 PDT considers that the proposals generally follow the principles of PPG17 and demonstrate attention to detail. Where PDT Officers have assessed that further details will ensure that the proposals fully align with the requirements of PPG 17 and enhance the public realm, conditions have been recommended.

7.4.3 It should be noted that in order to ensure continuity of design quality that the design team responsible for the Games phase PPR landscaping has been retained to continue the work to produce a detailed plan for the PGT parkland and public realm ensuring continuity of design.

7.4.4 Members will note that key elements of the Games phase parklands remain in Legacy, including the sculptured landform, wetland habitats, meadows and woodlands in the North Park and the Olympic Gardens, extensive river valley planting in the South Park and enhanced connectivity between concourse and waterside levels. The central Games phase parkland landscape remains as a permanent feature, the exception being modifications to topography to accommodate the Legacy cycle circuit north of F02 and

the additional link at U11. The other principal topographic changes relate to the creation of landforms in the north west Park and adjacent to the Aquatics venue. The north west Park changes will achieve a high point in the Park and the Aquatics landform changes will help to settle the venue into the landscape.

- 7.4.5 The southern end of PDZ2 will become a development platform in the LMF, it should be noted that no enclosure such as fencing or hoarding is shown to demarcate these areas in PGT phase. A concourse strip of variable width will remain from Games running north to south through the Park in which furniture and lighting will also be retained from the Games phase. This will be an important north-south promenade and will form part of the Lea Valley Path; a long distance footpath connecting Ware in Hertfordshire with the River Thames.
- 7.4.6 Obligations on the 2007 planning permissions s106 require various works including the removal of temporary structures installed only for Games purposes, maintenance and security measures, the inclusion of soft and hard landscaping of the Development Platforms (where appropriate and reasonable) and the creation of temporary access routes across the Olympic Park via permissive paths constructed to suitable standards by a target timescale of December 2014. According to the s106 responsibility for the condition of the development platforms passes to the LDA after 2014.
- 7.4.7 Throughout the PGT phase, the ODA is to consider, in consultation with PDT, the LDA and the newly formed OPLC, appropriate interim uses of the Development Platforms pending Legacy Development in the Legacy Phase. At the end of the post-Games Transformation Phase, the OPLC is to ensure all Development Platforms are maintained in a landscaped, neat, tidy and safe condition and to maintain accessibility across the Olympic Park via the temporary permissive paths created by the ODA.

Functionality of the Park

- 7.4.8 The principal issue identified by all of the four Host Boroughs, the LVRPA, CABE and PDT covered in this section relates to the functionality of the Park post-Games. The 2007 committee report makes it clear that in the Legacy Phase, the Park is expected to fulfil a range of functions, in terms of visual amenity, formal and informal recreational space, sports functions, nature conservation and hydrological functions. In terms of recreation it is envisaged that the Park will include, for example, a variety of children's play facilities, multi-use games areas, climbing facilities, a skate park, running and cycling trails, water based activities and picnic areas. It was expected that the exact details would form part of a reserved matters application following consultation with stakeholders.
- 7.4.9 While the applicant has successfully proposed a high quality of landscape, planting, street furniture and connections within and around the Park, the function and facilities to support the use of the Park are absent from these applications. PDT Officers consider facilities such as children's play equipment, toilets, storage and support accommodation are important in terms of establishing the identity of the Park and ensuring post-Games the Park becomes a working destination that people are encouraged to visit and spend time in.
- 7.4.10 LB Newham state that "...the Council is very concerned over the omission of basic amenities within the parklands which would not deliver against the public's expectation of quality and result in a failure to achieve the objectives of achieving Metropolitan Park status. The Council has listed a number of facilities and amenities (play facilities, toilets, café, visitor centre, maintenance depot, ecology centre) considered necessary to achieve Metropolitan Park status..."
- 7.4.11 The London Plan defines a Metropolitan Park as large areas of open space that provide a similar range of benefits to Regional Parks (i.e. recreational, ecological, landscape, cultural or green infrastructure benefits) and offer a combination of facilities and features

at the sub-regional level and are readily accessible by public transport and are managed to meet best practice quality standards.

- 7.4.12 The applicant has advised that "...it is not for the ODA to determine the function of facilities of the Park and that the OPLC will take a view in due course on how facilities will be operated and what their function will be. The applicant has suggested that the existing venues within the Park would cater for the needs of the general public. The applicant has stated that it is difficult to predetermine the location and offer of facilities at this time. But has nevertheless identified two 'hub' locations where such facilities could be located. After discussions with Officers, the applicant has accepted that facilities should be provided, the minimum specification of which is to be appropriately secured as part of the determination of these applications. Any park facilities will be complemented by areas within the Legacy facilities which make provision for café facilities within Velodrome, Aquatics and Handball. It is also noted that the Energy Centre will include a visitor centre.
- 7.4.13 Officers acknowledge the situation the applicant finds itself in terms of future ownership and management of the Park, particularly as management and maintenance of the venues and the phasing of the opening of the Park and the venues has not yet been finalised. Nevertheless, PDT Officers consider that at the very minimum certain facilities should be provided by the applicant in the post-Games phase which should include public toilets, areas for informal play and passive recreation, and accessible children's play for different age groups including appropriate shaded areas, a café with internal and external seating, internal community space, drinking water fountains and management and maintenance areas. As well as facilities which are considered to be commensurate with a Park of this size, having regards to relevant guidance such as the Green Flag Award Guidance manual.
- 7.4.14 To that end PDT Officers recommend the imposition of a condition that restricts the opening of the Olympic Parkland post-Games until the minimum facilities listed above have been completed. The proposed condition will ensure all the facilities are approved by PDT prior them being installed. The condition will also allow the phased provision of facilities where the park is to be opened up in stages.
- 7.4.15 It should be noted that LOCOG will be providing various overlay facilities for use during the Games and to that end have published a Showcasing Prospectus which includes indicative details of Games phase LOCOG Front of House, Back of House and Spectators Support Areas and multiple planning applications for the detailed design will be made over the course of 2010 and early 2011 for the Temporary Overlay. The aspirations set out within the Showcasing Prospectus seek to encourage sponsors to invest in elements such as play facilities, landscape and leisure experiences which have the potential to be retained for the long term Legacy of the parklands. Although the proposed conceptual overlay design intent does not form a material planning consideration in the determination of these applications, it is considered reasonable and appropriate to make allowance for the differing programmes of the Transformation applications against Games overlay and allow for the two sets of proposals to be considered as a whole, in order to allow that the potential for retention, for both economic and sustainability benefit, be further explored. Games phase temporary overlay is an approved component of the 2007 planning permissions and as such the broad concept of considering the sequencing and potential retention of any suitable elements is an appropriate consideration.
- 7.4.16 The proposed park facilities condition on park facilities would therefore also require the application to have regard to the retention and utilisation of LOCOG's Games overlay when preparing the specification for the park facilities.

7.4.17 PDT Officers are of the view that the imposition of a condition requiring facilities to be provided within the Park would suitably address the concerns of stakeholders. The wording of the condition will require that the applicant undertake prior consultation with the local community, Boroughs, LVRPA, and OPLC in developing their proposals.

PDZ 2

7.4.18 PDZ2 occupies an area between the Aquatics and Stadium venues and is indicatively shown as ‘Festival Grounds’ within the urban South Park.

7.4.19 Under the 2007 planning permissions PDZ2 was to be a combination of Legacy Open Space and future development land. The northern extent of the zones was to comprise ‘Parks and Gardens’ type open space, which is a reference to the PPG 17 open space typologies, whilst the southern extent of the zone was shown as development land.

7.4.20 Under the PGT PPR designs for this space it is proposed that the large extent of concourse be retained with no intermediate boundary enclosure between the ‘Open Space’ area and the ‘Future Development Land’ area. Essentially, the majority of the concourse level within PDZ 2 will be retained as hardstanding, with some tree planting proposed around the perimeter of the concourse area and there will be no delineation between the future development platform and permanent parklands area.

7.4.21 The area of retained concourse within the ‘Open Space’ area has been calculated by the applicant to equate to 3.1ha (see plan in the separate drawing appendix of PDZ2). The area within the ‘Future Development Land’ area covers 3.2ha. The total retained concourse area is therefore approximately 6.3 ha. It is noted that the total area of PDZ 2 is approximately 9.6ha. The approximate breakdown of ‘open space types’ was set out within the 2007 Environmental Statement which supported the 2007 planning applications. The breakdown of types of space is set out below.

Civic Space	Green Corridors	Open Water	Parks & Gardens
0.1ha	2.6 ha	1.7 ha	5.2 ha

7.4.22 Although the table has not been updated to reflect changes since the 2007 planning permissions were approved, including the 2008 PPR Games phase scheme, it is evident that the intention was for this space to comprise a significant quantum of ‘Parks and Gardens’. It is considered that the difference in ‘Open Space’ type against that approved in 2007 is significant due to the function and use inherent in each type of ‘Open Space’. Although a Park and Garden can clearly incorporate some element of hardstanding, there is a clear difference between the uses and functions facilitated by a ‘Civic Space’. A Civic Space is predominated by hard surfaced areas intended to facilitate active enjoyment of a space such as markets, civic events, concerts and other active uses. A Park and Garden allows for a more passive enjoyment of a space.

7.4.23 Whilst Officers acknowledge that there may be a requirement or demand for some form and quantum of large hardstanding area for temporary events, such an area is unlikely to provide meaningful benefit for the passive enjoyment of the parklands during periods in which the space is not utilised for such interim events. The applicant has provided some comparative UK examples of a public open space which they consider include an equivalently large extent of unrelieved hardstanding.

7.4.24 It is noted that the largest of these is the Old Market Square, Nottingham which is the largest historic square in the UK. The area of the square however is 2.2ha, less than the 3.1ha of hardstanding open space in PDZ 2, and Officers note that this area still includes sizable water features and raised planter beds despite its design for active uses as a civic space directly adjoining the City Hall and located within the centre of Nottingham. The applicant has also referred to George Square, Glasgow which has an area of 1.1ha. Officers consider that neither is either of comparable scale or indicates an area of

unrelieved hardstanding such as that proposed in this instance. Both spaces adjoin City Hall and City Chambers civic buildings and although being designed for civic functions still incorporate significant elements such as a cenotaph in George Square and a number of other monuments/statues and grassed areas. The examples, despite both being of smaller scale, all incorporate some form of landscaping intervention such as water features, topographical elements or raised planter beds.

- 7.4.25 Officers are concerned that there is little in the way of treatment offered to this mitigate this large expanse of concourse hardsurfacing. The applicant has responded by stating that the proposal to retain this concourse area post-Games is required by the OPLC and is to be a "...future venue for big events and fairs..." and go on to state that approximately 100 trees (these being the perimeter trees set out above) will be planted to soften the space and mitigate the effects of wind. No details have been received relating to the regularity of such events or indeed the numbers expected at such events. It is understood that the space could contain up to 22,000 people. As submitted Officers do not consider that the proposals for PDZ2 meet the objective of PPG17 and relevant development plan policies in terms of improving the quality of the public realm.
- 7.4.26 The OPLC is expected to be responsible for the management of this space and is satisfied with the submitted proposals relating to this zone. The OPLC has indicated that it will be coming forward with an operational plan for the area in accordance with the requirements of condition LTD.5 of the 2007 OLF permission which requires details of the overall long terms management, funding, public use and maintenance of the Park.
- 7.4.27 PDT Officers are not convinced that the proposed perimeter trees and anticipated use of the space for events is sufficient to mitigate the amenity concerns relating to this large expanse of hardsurfacing. As set out above, examples provided by the applicant, even at a slightly smaller scale, still incorporate landscape interventions. A recent announcement has been made in relation to the proposed construction of the Mayor's Sculpture (Arcelor Mittal Orbit) project within PDZ2, the footprint of which is proposed to include ancillary buildings and street furniture. Its proposed location is shown on a plan in the separate drawings appendix with the PDZ2 area. The applicant has therefore reasoned that the expanse of hardstanding around the Mayor's Sculpture can be deducted from the total open space hardstanding and suggest that officers should consider that only 1.8ha of retained concourse really remain (assuming the southern part of PDZ2 were to be hoarded off).
- 7.4.28 Officers note that planning permission for the sculpture has not yet been applied for. The siting, detailed design and impact of which would need careful consideration by Members and PDT against existing Park infrastructure and landscape and emerging development platforms. Officers consider the siting of any object within PDZ 2 does not preclude a requirement for suitable and sympathetic landscaping regardless of the size or scale of sculptural form proposed. PDZ 2, due to its location between the Stadium and Aquatics at the visual termination of the F10A and B decks, is necessarily integral to the experience of the parklands, as well as providing a suitable entrance for pedestrians entering the Park by U07 and U03. Landscape should enhance the pedestrian and cycle experience of traversing the space for the number of public users who will come into and through the park and may not wish to visit any specific venue or building.
- 7.4.29 A condition is recommended to be imposed on any grant of planning permission requiring the submission of both an Events Use Strategy and a Landscaping Plan which covers both temporary and permanent landscaping, for PDZ2. The Strategy would require the submission of details on the type and numbers of activities proposed and require the provision of crowd modelling detail. The Strategy would provide Officers with assurances that the space as designed can be reasonably filled on a relatively frequent basis with appropriate uses. The second component of the condition would require a Landscaping Plan taking into account the interim use strategy conclusions.

- 7.4.30 Officers consider that a recommendation to approve the extent of hardworks proposed cannot be made without a proper mechanism for the provision of a landscaping scheme if the events strategy does not suggest that the space will be reasonably filled for an appreciable amount of time. Such a condition would reasonably allow the OPLC to further develop their interim use strategy whilst ensuring that a landscape scheme can be implemented which does not preclude the OPLC's future proposed use of the space.
- 7.4.31 PDT Officers consider that, given the importance of this space and the necessity of mitigating the proposed change in the nature of the open space typology since the 2007 permission, that there recommended condition should include 'grampian' restrictions on the opening of PDZ2 to the public until any agreed works in the Events Use Strategy and Landscaping Plan have been undertaken. Sufficient flexibility is provided for to amendments if appropriate to this restriction. The implementation of such a condition will result in not only breaking down the unrelieved expanse of concourse and offer visual amenity interest but should also satisfy the requirements related to the availability and usability of this space.

West of hockey stadium (PDZ7)

- 7.4.32 The legacy hockey venue requires a large expanse to the west of the field to accommodate up to 15,000 people in temporary stands, as well as back of house space during large national and international events England Hockey intend to host. It is proposed to use reinforced grass/turf to help soften the large concourse area.
- 7.4.33 PDT has concerns on the large expanse of this space that may only be used every 15 years for a large event such as the hockey World Cup (there is no guarantee on this frequency as England Hockey will have to bid to host such large-scale events). The space measures approximately 40m by 110m which is equivalent to approximately half the size of Trafalgar Square. Officers have suggested this area be treated as one of the ILZs or stitches, with temporary landscaping and trees, but the applicant has not adopted this approach. Given its size and location as a thoroughfare for pedestrian and cyclists from Leyton entering the park and crossing E13 towards the Velodrome it is considered that an area of this size with no short to medium term use may result in an inhospitable area that will discourage users and create a "no go zone" in this important pedestrian/cycle link from Waltham Forest into the Olympic Park. The applicant has recently agreed to accept a temporary landscaping condition for this area.
- 7.4.34 PDT Officers are mindful of the requirements of a large space to allow temporary stands to be erected by England Hockey, however, it is considered that a use strategy and temporary landscaping for this area should be provided to improve the usability of this space whilst ensuring that the provision temporary stands are not compromised. A similar condition to that of the large concourse space in PDZ2 is therefore proposed to overcome this potentially large inhospitable area.

Landscaping (Hard and Soft):

- 7.4.35 Much of the Games phase hard and soft landscaping is to be retained in PGT phase. The reduction in the amount of concourse (and the resulting increase in soft landscaping) is considered a benefit to the long-term character of the Park. Officers note the attention to detail in the type/location of planting proposed, for example the meadow vegetation planting proposed along the Aquatics venue reflects the topography of this area and to that end the applicant is proposing to use species that will tolerate the site conditions yet still look attractive.
- 7.4.36 The main areas of new soft landscaping created in PGT phase are on the Eton Manor site with the removal of the temporary Games facilities and North East Security Plaza, and in PDZ5 to the east of Waterden Road with the removal of the Hockey venue and most of the Games phase concourse (set out in section 4, and shown on the site-wide plan in the separate drawing appendix). The planting types, along with the proposed hillocks in PDZ7 and the events lawn are set out in section 3 above.

- 7.4.37 PDT Officers also welcome the visual planting links proposed i.e. the F10 bridges and Stratford Promenade area will continue planting established in the 2012 Gardens. The applicant advises that the type of planting proposed in this area will allow for a long season of floral interest.
- 7.4.38 Members will recall that dry moist meadow to shadier, moister meadow species rich planting types have been approved for use across the Park during Games which is designed using a range of native species to create the maximum visual drama needed at that time.
- 7.4.39 During the post-Games Transformation a range of additional species will be added to the existing meadow communities that are important components of regional diversity in East London and which also support a range of regionally important invertebrates. Whilst the focus during Transformation will be on increasing biodiversity, given that the meadows will continue to be part of an urban park, it is also important to recognise that the visual appearance of the meadows will continue to be of importance.
- 7.4.40 The display meadows in North Park are proposed to be retained into Transformation and beyond, they provide a feeding habitat for bees in late summer, and provide colourful planting. These mixes were designed to maximise their display in late summer and autumn for Games-mode, and are less colourful earlier in the year. PDT Officers are satisfied that robust species will be added to extend the season.
- 7.4.41 PDT Officers note that within the Velopark the vegetation is used as a transition between the edge of the track and a woodland edge, with species rich lawn (to be mown every week or two) and brown-field site treatment that runs up to the woodland margin. The brown-field seed mix contains robust species that are unmanaged other than for a late winter/early spring cut. The EA are satisfied that this allows the standing elements of the vegetation to be used as over wintering sites by invertebrates and also a seed source for foraging birds.
- 7.4.42 Following consultation with the EA a number of changes to the proposed planting has been made which now satisfies their concerns. Those concerns related to the Green Wall in Zone 1 along the Waterworks River which is now proposed to be made of Ivy, no under-planting at the base of the trees, in respect of concourse transformation tree planting. The EA accept the use of Lime 'Greenspire' as concourse transformation tree predominantly planted at the rear of the 8m buffer zone in South Park. There was some concern that they are not naturally occurring native trees. The EA now raise no objections.
- 7.4.43 The additional PGT soft landscaping areas, especially in the large areas in PDZ5 and 6 with the removal of the Games phase concourse, the new landforms around the Aquatics Centre, and the smaller elements of the bowls and lenses and ILZs will all provide greater opportunities for recreation and leisure, with a range of planting types (meadows, formal gardens, wetland walks, woodland etc) and seating and tables. The mix of different planting types and different sizes of spaces would allow for a range of informal recreational activities, with the parklands providing a high quality setting for the venues and long-range views of the venues across the Park.
- 7.4.44 Typologies of the proposed plant communities will extend and enhance the Games phase communities (e.g. birch stem woodland, wet woodland, marginal planting, meadows). The chosen species will be predominantly native species. The ILZ soft landscaping would include hedges and fast growing shrubs as well as trees and meadows.
- 7.4.45 The proposed enhanced and additional planting will contribute towards the habitat areas required by the BAP by the end of the Transformation phase. A landscaping condition is

suggested requiring details of the species, size, provenance in respect of a soil source compatible to that on the site, and the means by which remediation measures are to be protected to ensure a high standard of design and landscaping, and contribution towards the BAP targets (see section 7.11 below).

- 7.4.46 The large areas of hard-standing that form the Game phase concourse are substantially removed in Transformation. The rim (usually a 10m wide strip, although wider where it crosses L03) is retained at the junction between the river valley slopes and the plateau areas to form a grand promenade that runs north to south through the Park. The concourse paving in PDZ 2 will be retained as detailed above.
- 7.4.47 The Games has been designed so that seats, trees and lights sit within the zone that will become the rim enabling them to be retained in situ in Transformation. Paving not required will be available for recycling in the Legacy development. New paths will be surfaced in materials from the approved Games phase palette to provide continuity throughout the Park.
- 7.4.48 Games phase furniture is retained throughout the post-Games Transformation Park with further furniture added where it is required. The selection of this furniture has been based upon its consistency with the UDLF, its appearance and its robustness. Litter bins are also added in the post-Games phase. These have been located along all of the principal pedestrian routes at regular intervals. Further details of the street furniture such as their design, appearance and materials can be secured by a proposed condition.
- 7.4.49 PDT Officers are overall satisfied that all elements of the proposals are of sufficiently high quality and are of acceptable design and appearance in accordance with the provisions of relevant development plan policies. Officers are satisfied that the materials chosen illustrate pedestrian movement around the Park and provide legibility ensuring that routes are easy to understand. Paths and concourse areas throughout the Park are also designed to be robust and of high quality, and surfacing details will be secured by condition.

War memorial

- 7.4.50 The illustrative location of the war memorials has moved from a previous position near the car park along Ruckholt Road to the plaza at the entrance of the Sports Centre (see illustrative layout in section 4 above). The illustrations demonstrate three distinct memorial areas with the grouping of the three Eton Manor memorials, an etched paved strip with text on the footpath and the Churchill memorial on the other side of the footpath. Either side of the memorials a tree boulevard is created with trees species which turn red in autumn to provide a colour theme for Remembrance Day. There are a series of benches opposite the Eton Manor memorial location to allow a resting point for visitors to reflect. The details are illustrative and a condition is suggested requiring details of the design and layout of the memorials including any lighting.
- 7.4.51 The applicant has confirmed that the principles of the design have been discussed and agreed with the Eton Manor Association. To date, no comments have been received from the Association in response to the consultation of the illustrative layout. The applicant also confirmed that further discussions will take place with the Association once the detailed designs are worked up prior to submitting to the PDT under the suggested detailed condition.
- 7.4.52 It is considered that this new location and illustrative details will provide an appropriate setting for the war memorials.

7.5 LIGHTING

- 7.5.1 The Games phase approved PPR lighting was sited so that most of it could be retained into PGT, and this is confirmed by the comparison drawings submitted with the current applications. The character and identity of the PGT Park will thus be formed by the Games phase Park, with the temporary light overlay removed. The proposed design of lighting columns in the North Park and South Park would continue to read as a family of designs. The lighting of the rim paths would be based upon the retained Games phase lighting (mainly 6m high lighting columns with either single or double luminaires) across the central areas of the Park. This approved Games phase lighting extends from L03 north through PDZ5 and over F02 and well as over F03, along the concourse in front of Basketball and the Velodrome, and from L03 south through PDZs 1, 2, 3 and 4.
- 7.5.2 In PGT phase the lights in PDZ5 will be removed, so that the route from L03 extends over F03 into PDZ6, past the site of the removed Basketball venue and the Velodrome. The additional lit routes proposed to be extended by these applications would link into the proposed stitches into the Games phase lighting, and will provide lit routes to the north through Eton Manor to three parts of Ruckholt Road and to Temple Mills Lane. Indicative lighting is shown within most of the stitches; along Park Street and the route up to the Velodrome, on the MUSV stitch from Waterden Road to H10, on the stitch through PDZ4 to H14, between F09 and Carpenters Road, some of the lighting on F10A is shown illustratively, the link from E42 to H05 and lighting of the routes in PDZ8 including up to the Greenway. Further details of this lighting would be secured by conditions on the approvals to ensure a suitable design(s) of the columns to relate to the retained Games phase lighting columns, light levels, spread, siting etc.
- 7.5.3 Lighting is also proposed to the Eton Manor and Aquatics car parks. In the Aquatics car park this will be double headed 6m high parkwide lights (in the same design as the retained from Games phase) which would match those along the riverside of PDZ1. For Eton Manor double and single headed 6m high columns are proposed, but the detailed design has not been provided and would be required by condition.
- 7.5.4 The additional PGT Park lighting proposed is considered to generally comply with the approved Lighting Strategy, and with the later Lighting Masterplan: Assessment and Recommendations Report by Speirs and Major (which took into account the likely PGT changes such as the cycle circuit and revised Eton Manor layout). The additional routes around the edges of the Park are in broad accordance with the lit routes envisaged by the approved Lighting Strategy. The proposed lighting of certain routes would accord with the Lighting Strategy's objectives of creating a safe, secure and accessible environment, of making best use of Games investment for Legacy, of adopting a sensitive approach to the character of the Park, of creating an uncluttered landscape and adopting a sustainable approach to lighting.
- 7.5.5 The lit routes that are additional to those indicated in the Lighting Strategy (within Eton Manor and along the Old River Lea in PDZ4) are considered not to cause significantly different impacts in terms of biodiversity, amenity, or design to those considered in the 2007 OLF application, or the subsequent Games phase PPR applications approved in April 2009 and March 2010. These routes will form the links to surrounding areas and should encourage connectivity with the wider area for pedestrians and cyclists. Details of the lighting spread and design, hours of operation etc will be required by condition on the slot-in application and by LTD.1.11 on the OLF permission for the areas covered by the approval of details application under that permission.
- 7.5.6 The main additional lighting that was not previously included in the 2007 permission or subsequent slot-in permissions is the lighting to the cycle circuit. The approved Lighting Strategy proposed the North Park to be a dark area to aid ecology, so the cycle circuit lighting must be sensitively designed to minimise its impact in PDZs 5 and 6, especially in terms of foraging bats that may be affected. The amended plans show additional tree planting around Y01 and F02. The report by Atkins submitted with the application assessed the proposed lighting in terms of its impact on the light levels reaching the

watercourse as the cycle circuit crosses F02 and Y01. The proposed lighting was found to result in a light level of 1 lux reaching the watercourse (comparable to moonlight) under Y01 and 0.3 lux reaching the watercourse under F02. The EA have confirmed that the report's conclusion is acceptable and have asked for a condition securing the lighting design to follow the recommendations of the Atkins report and for the cycle circuit not to be lit past 10.30pm. A condition requiring further details of the cycle circuit lighting in terms of its design and appearance, light spread, and a statement of compliance with the Atkins report is suggested below and require the tree planting to be in place prior to the first use of the cycle circuit. Another condition is suggested restricting the hours of illumination to ensure the lights are not on throughout the night in the interests of biodiversity, the amenity of the area and sustainability. The biodiversity impact is considered further in section 7.11 below.

7.5.7 The use of the approved 85 integrated PV panels on the single headed lighting columns in the North Park in Games phase will continue in PGT, and be added to (so that in total 106 PV panels are included). This will contribute to the park-wide 20% carbon emissions reduction through on-site renewable energy generation required by condition LTD.1.3 of the OLF permission; while the CO₂ reduction will be relatively small they will be visible renewable features in the parklands. If the future proposal of wind turbines on top of each of the seven 25m lighting masts in PDZ2 is approved, these would also contribute towards the carbon dioxide emission reduction. Details of the siting and design of the PV integrated columns will be required as part of the lighting condition. Other sustainability issues are considered further in section 7.15 below.

7.5.8 The seven 25m high masts in PDZ2 were previously given permission for Games phase, and are proposed to be retained into PGT phase. In the Games phase PPR applications Committee report, Officers stated that they raised no objection to the siting and height of these seven masts in Games, and that further details of the "look and feel" of the structures would be required by condition. At that time Officers were not yet convinced of their suitability in this location after the Games, how these sit with the lighting hierarchy for the rest of the Park and how these will relate with Legacy development identified in the emerging LMF; therefore only a temporary Games phase permission was granted (ref 09/90311/FULODA) which allowed the applicant the opportunity to revisit the issue of retention in Legacy in the light of any approved LMF development. An informative was added stating that PDT is unlikely to support their retention into Legacy phase. The LMF planning application(s) has not been submitted and will not come in until late 2010/early 2011. A condition is therefore suggested to limit the lighting masts to the end of PGT phase (2014) so that the inter-relationship between the future development platforms (including those on the opposite side of Waterworks River to the halo lights) can be considered and any necessary alterations made to the 25m high lights.

7.6 CONNECTIVITY AND TRANSPORT

7.6.1 Within the site a strong connection between the North and South Park is essential and is provided by the concourse. The concourse is the primary hard paved pedestrian "artery" that connects the major entrances and exits to all the public elements of the Olympic Park. The Park's layout ensures that all areas are accessible to all. Its linear form allows the venues to be arranged to either side maximising convenient access. The laying back of the valley slopes enhances north-south views as well as views across the valleys, thereby enhancing wayfinding.

7.6.2 The PPR PGT designs ensure that at the end of Transformation phase strong physical links will connect into existing neighbourhoods and long distance cycle routes and footpaths. The elements of the concourse retained in legacy will form a north-south promenade and form part of the Lea Valley long distance footpath linking the upper stretch of the river valley to the Thames. New east-west routes will deliver the

connections that will link the existing, emerging and future communities to the Park and its waterways, public transport interchanges and other destinations.

Connectivity

- 7.6.3 Schedule 19 of the Section 106 Agreement sets out the obligations on the ODA is required to take in relation to a series of specified steps it is required to undertake during the Legacy Transformation Phase in order to make the Development Platforms ready for post-Games Uses. One of these steps relates to the creation of a network of “temporary accessible routes” across the Olympic Park from north, east, south and west via a series of temporary permissive paths, all constructed to Technical Approval Authority Standards. The network of “permissive paths” is set out at Appendix 14 of the Section 106 and is referred to as the “Temporary Permissive Paths Plan”.
- 7.6.4 The section 106 allows the permissive path network to be amended by the provision of alternative routes where such routes are approved by the Local Planning Authority. The section 106 also sets out the various circumstances when the ODA is allowed to divert or close a permissive path.
- 7.6.5 The connections proposed by the current applications do not correspond with the routes on the Temporary Permissive Paths Plan. The ODA has therefore requested that the planning authority exercise its discretion under Schedule 19 of the section 106 and agree to a number of amendments to the Temporary Permissive Paths Plan. Officers have therefore considered the new routes and analysed them in the context of the routes shown in the section 106 agreement. It is considered that all derivations, omissions and additions should form part of the assessment and consideration of the PGT suite of applications and be reported to Committee for formal approval.
- 7.6.6 In order to provide a sound analytical basis for the assessment of alternative paths and omissions, Officers have taken into account approximate walking times which result where either alternative paths are proposed replacing those shown on the annexed plan, or in instances where paths are omitted. It is noted that it takes approximately 5 minutes to walk 400 metres (1 minute per 80 metres) or a quarter of a mile. The average fitness walking pace is close to a 15 minute mile.
- 7.6.7 **Links into the Olympic Park from Surrounding Communities:** The applicant’s documentation suggests that the PGT proposals show greater connectivity between the Olympic Park and surrounding communities. Considering the number of links into the Olympic Park, as defined by the boundary line of the 2007 applications, Officers have assessed that although there are some alternative paths proposed there are in fact no additional links into the Olympic Park.
- 7.6.8 Officers have considered the connections proposed through the post-Games Transformation suite of planning submissions by concurrently assessing the linkages proposed under the Legacy Highways applications and PPR submissions (referred to below as the “suite of PGT submissions”) together with new infrastructure elements currently being implemented under the Stratford City Outline Planning Permission. In the context of the Olympic Park, the street network is an integral element of the post-Games Transformation pedestrian and cycle network, both in terms of its function in providing pedestrian and cycle routes which sit within the parklands routes but also in terms of its spatial role within the parklands.
- 7.6.9 Overall it is considered that the current suite of PGT applications do however propose a real and positive increase in the level of interconnectivity and cycle choice within the Park which provides for additional options when traversing the Olympic Park and therefore has consequent beneficial impact on permeability. It is noted that the annexed permissive paths plan was not updated at the time of the 2008 PPR applications to reflect the topographical adjustments to the parkland which resulted in an increased potential for providing greater connections from concourse level down to riverside/tow

path level. These changes resulted in a number of additional paths between these two levels and the result is a broader network of options which allow a greater number of connection choices overall.

- 7.6.10 **Connections into the Park:** The alterations are considered and assessed below. In order to provide a sound analytical basis for the assessment of alternative paths and omissions Officers have taken into account approximate walking times which result where either alternative paths are proposed replacing those shown on the annexed plan, or in instances where paths are omitted. It is noted that it takes approximately 5 minutes walk to walk 400 metres (1 minute per 80 metres) or ¼ mile. The average fitness walking pace is close to a 15 minute mile.
- 7.6.11 Officers have considered the connections proposed through the post-Games Transformation suite of planning submissions by concurrently assessing the linkages proposed under the Legacy Highways applications and PPR submissions (referred to below as the “suite of PGT submissions”) together with new infrastructure elements currently being implemented under the Stratford City Outline Planning Permission. In the context of the Olympic Park, the street network is an integral element of the post-Games Transformation pedestrian and cycle network, both in terms of its function in providing pedestrian and cycle routes which sit within the parklands routes but also in terms of its spatial role within the parklands. The assessment considers the key strategic links and considers in detail the omissions against the Schedule 19 requirements.
- 7.6.12 **Strategic Pedestrian Route – East Bank River Lea:** The applicant has suggested that an additional route is provided along the eastern side of the Lea River (at riverside/tow path level) from East Marsh underneath Bridge E06, through PDZ 7 and then underneath Bridges E11, E12 and H01. This link then continues south and access into the North Park is gained between Bridges F02 and F03 by a choice of ramped access up to concourse level or steps midway between the two bridges. The link also allows users to continue their journey southward underneath F03 to the Channelsea River area of the parklands which adjoin the Stratford City attenuation ponds area. At this point there is potential to cross over an existing Bridge E19 which traverses the Channelsea River and continue further south underneath the Stratford City Western Access Road.
- 7.6.13 Officers have assessed that this link is considered to be a variation/alternative not an addition as the applicant has suggested. However, it is considered that this link does provide a suitable and adequate replacement for the similar functioning western bank north-south permissive path which is not proposed under the PGT suite of submissions. The variation is considered to provide a north-south strategic route which provides a similar level of connectivity between the North Park and the Hackney Marshes within the same general area. Access to this path from LBH is most conveniently gained either by crossing the River Lea at either Bridges F02 or F03 at concourse level and then taking the ramped access down to river level. In terms of difference in travel time the increase is in crossing the River Lea and the total journey walking time is not considered to be significant as crossing the river and reaching a ramp to access the path takes less than approximately 2 minutes. The greatest journey time to access the riverside path is actually taken up by the ramped access from concourse level down to riverside level due to the topography changes in the north park and this would occur regardless of which side of the river the path was located if it is to reach the required level to achieve adequate head height under the numerous bridges the path is required to cross under. Further the applicant has provided feasibility work in relation to the existing structural and utility constraints underneath the existing bridge E06 and taking into account the difficulties in gaining sufficient headroom underneath this bridge, it is considered that given the constraints and difficulties in accommodating the currently proposed eastern bank path that it would be unreasonable to require another path which provides essentially the same function on both sides of the River Lea.

- 7.6.14 In their representation LBH have noted that it is not possible to travel along the west bank the River Lea to South Marsh, to the north of Eastway and the A12 and have stated that this lack of connectivity will not improve access to the green spaces and woodland to the north of the A12. Officers consider that satisfactory connectivity is provided, as set out above, by the alternative east bank path and that this alternative route does not significantly or detrimentally lengthen journey times for users from the western communities. Connectivity to the Hackney Marshes and woodland to the north will be reinforced and improved by the proposed east bank riverside path proposed and will result in a discernable improvement in permeability from the site to the north in comparison to the situation prior to the 2007 planning applications. The A12 corridor represents a significant constraint in relation to its severance of the site from the Hackney Marshes and Regional Park beyond. It is considered that the east bank path together with the approved E13 Bridge, U01 Underpass and pedestrian crossing points through the Lea Interchange have significantly improved the situation by providing 4 new north-south connections under and over the A12 in comparison to the original site conditions.
- 7.6.15 **Route to connect under E24 bridge to area south of Stratford City Western Access Road:** The applicant has suggested that an additional route is proposed under the Western Access Road (Bridges E24 and bridge 13) and will provide a connection with the north park and also to the Stratford City Western Access road. Officers consider this link to be a variation/alternative not an addition. This link would replace the omitted "H08-transformation replacement" permissive path but would fail to allow a continuation of the journey along the eastern bank over the North London Line. Further it is noted that the provision for a footway under Western Access is not "additional" in the sense that it has already been permitted and constructed as part of the Western Access Stratford City works relating to the Stratford City permission and previous CTRL works (Image ****). The annexed plan indicates that this route should allow an eastern bank crossing point over the North London Line, allowing a direct link from the Stratford City Western Access Road area across the rail line (Lea Curve), Stratford City ecological areas and into the northern extent of PDZ 1 near Carpenters Road. During Games phase this connection will be provided by the H08 Bridge given temporary planning permission under planning application ref: 08/90045/REMODA. Condition 2 on this permission requires that the applicant submit a study which investigates and considers; i) the potential for the transformation of the temporary H08 bridge and retention to accommodate use as a high quality, well designed pedestrian and cycleway in the Legacy Phase; and ii) options for the detailed design of a replacement pedestrian and cycle bridge to replace the temporary H08 bridge, the provision of which shall be required for opening to the public by 30 December 2014 if the temporary H08 bridge is not to be transformed and retained.
- 7.6.16 The applicant has submitted the H08 Study (currently under consideration reference 09/90418/AODODA) which concludes with a proposal for the permanent removal of the H08 Bridge with no permanent replacement. It takes approximately 2.5 minutes to cross the North London Line and Carpenters Road and arrive at road level in PDZ 1 using the H08 Bridge. The fastest alternative route, using stepped access, and crossing over L03 has been calculated by officers to take approximately 6 minutes and to undertake the same journey using ramped access (assuming walking speeds set out above) would take approximately 9-10 minutes (approx. 780m). This variation is still being discussed and reviewed and the applicants are undertaking further feasibility work.
- 7.6.17 **Pedestrian connection from Main Stadium to South Aquatics:** The applicant has suggested that an additional route is proposed through PDZ 2 between Bridges H04 and H05. Officers consider that this link is a variation/alternative not an additional link. The pedestrian link here varies the omitted 2007 approved H04 to H05 "Local access road" link which was intended to service Stadium Island and would have served as a pedestrian/cycle connection. Within the scope of this submission, this link is provided for service vehicles along concourse through reinforced concourse surfacing and base. Officers do however consider that in light of the absence of the 'Local access road' that

this link should be secured as a “permissive path addition” in order to ensure that access is provided in the currently proposed form or suitable alternative in the future within the same location. The link provided here is considered integral for connectivity from LBN Carpenters and Warton Road areas directly into the park.

- 7.6.18 Route across Aquatics Centre to Carpenters Road and new Carpenters Road (retained Loop Road) to Carpenters Road:** The applicant has suggested that an additional route is proposed through a future development platform to Carpenters Road. Officers consider that this link can potentially be considered as an addition as the link directly from the southern extent of PDZ 1 to Carpenters Road, underneath Stratford City Bridge 12/Southern Access Road is not included on the annexed plan. Officers consider that, taking into consideration the considerable highways infrastructure constraints in this area, that the design work on the EDFE-2 Art Wall and Legacy Highways tar spray and chip/bonded gravel surfacing treatment underneath Bridge 12 provide appropriately enhanced connectivity towards Carpenters Road and Stratford High Street beyond. As detailed interface resolution between the PGT suite of applications and the Head House EDFE-2 landscaping is being currently reviewed in order to ensure that connectivity is maximised it is recommended that details be secured by condition and that the new link is secured as a “permissive path addition” in order to ensure that the access is protected in the currently proposed form or suitable alternative in the future within the same location.
- 7.6.19 Route under E41 and H07 to Warton Road:** The annexed plan shows a link from the southern extent of PDZ 1 to Warton Road. This path would link the southern extent of the Waterworks waterfront promenade and travel under the H07 Loop Road fly-over linking up with the revised arrangements for Warton Road approved under the Stratford City Southern Access permission. A connection is proposed here however detailed resolution of the stepped access interface is required and it is recommended that this be secured by condition.
- 7.6.20 To Greenway – Linking U03 to Greenway:** The annexed s106 plan includes a link between U03 and the Greenway by means of a new pedestrian footway which follows the general alignment of the Waterworks River. Following officer comments noting that this link appeared to be omitted in earlier designs the applicant has amended plans and has undertaken to provide this link as a pedestrian/cycle connection as shown on the illustrative masterplan. Detailed interface resolution between the new footway and the pending Greenway and U07 surrounds area, which will detail the Transformation connection between the Greenway and U07, will need to be developed in tandem prior to the pending planning application. Officers recommend that development of the link and submission of a scheme be secured both by condition.
- 7.6.21 Southern Loop Road to Greenway link:** The annexed plan does not include a link directly from the Southern Loop Road to the Greenway at this point, however following comment from officers the applicant has amended the Legacy Highways drawings to allow for a pedestrian and cycle connection from the Southern Loop Road to the Greenway. This is considered to represent an additional interconnection within the Olympic Park. The applicant has stated that this route will be used as both a daily and event route and the design is being developed to provide a high quality arrival at the main stadium. The route will require ramped access due to the level difference between the highway and Greenway at this point. The creation of a link here would create a northern link from the road to the Greenway and supplement the alternative path which requires that users take a longer journey from the Southern Loop Road underneath U02 and ramp up to the Greenway from the south. This link is not included within the current scope of the PGT suite of submissions officers recommend that development of the link and submission of a scheme be secured both by condition and secured as a ‘permissive path addition’ in order to ensure that the access is protected in the currently proposed form or suitable alternative in the future within the same location.

- 7.6.22 **Omission of the north-south pedestrian link to the south of the Main Stadium:** The annexed s106 plan includes a link between the Greenway and the Main stadium. The applicants state that the pedestrian link south of the Main Stadium to the Greenway has been excluded from the Transformation infrastructure pending the separate planning application for the Main Stadium. The applicants note that the Stadium and areas to the south including the identified path is not part of the PPR application area and is intended to be part of future planning for the Main Stadium facility but there is still however the potential to provide a connection to the Southern Loop Road in this area when details are developed. Officers consider that given that the pedestrian and cycle journey times of any alternative paths to the Main Stadium would be considerably longer from the south (which are either via PDZ 2 or 4) that an omission here cannot be justified within the current context of the submissions. Officers acknowledge that the Main Stadium PPR proposals are still required to be submitted and that there is still opportunity prior to Transformation phase for this link to be developed. It is recommended that an informative be attached to inform the applicant that a link is required to be developed and submitted as part of the future Stadium Island PPR PGT proposals. As this link is secured as a permissive path on the s106 annexed plan there is no need for a condition in this instance.
- 7.6.23 **Southern Loop Road – Old Ford Towpath:** The annexed plan includes a link from the southern extent of PDZ 4 linking down to the Lea Navigation Cut towpath. The current suite of PGT applications does not include this link and it is considered to fall within the out of scope “white area”. Following comment from officers the applicant has acknowledged that this link should be provided and will be developed as a separate planning application to be submitted in due course. It is proposed that the link here will connect the Southern Loop Road to the Lea Navigation tow path. As this link is not included within the current scope of the PGT suite of submissions officers recommend that development of the link and submission of a scheme be secured both by condition and secured as a ‘permissive path addition’ in order to ensure that the access is protected in the currently proposed form or suitable alternative in the future within the same location.
- 7.6.24 **Western Bridges and Lea Navigation:** In relation to the Western Bridges, which are defined as H10, H14 and H16 (and F13) and which traverse the Lea Navigation, the 2007 permission has two central obligations:
- Before 2014 (but in any instance prior to any retained venue, public open space or IBC/MPC being brought back into use) - two bridges (in addition to bridge F13/ Gainsborough school bridge) be provided which provide pedestrian and cycle access across the Lea Navigation before 31st December 2014 (legacy transformation development phase is defined within the permission as concluding in 2014); and
 - Before occupation of the first building in the relevant development platform - that unless otherwise agreed, bridges H10, H14 and H16 be provided before the first occupation of the first building within either of the relevant development platforms within planning delivery zones 4 and 5.
- 7.6.25 The applicant has stated that they will be making submissions for two Western Bridges to be constructed during transformation, one at H10 and one at H14. These are proposed to be pedestrian and cycle bridges. No further connections are proposed as part of the Transformation masterplan. There is no requirement to impose a new condition on the applicant as the existing conditions require the implementation of these bridges.
- 7.6.26 LBTH have made comments stating that pedestrian routes through the Olympic Park to the main attractors from Tower Hamlets to/from Stratford City, Stratford Regional and International Stations are indirect and may make accessing the above sites difficult for

people. They have also noted that there are wider access issues to the Olympic Park such as A12 severance and wayfinding to the bridges through Fish Island. LBTH has also made comment on the preference for pedestrian and cycle movement along streets rather than along linkages detached from roadways. LBTH have also stated that people prefer to move along street networks as opposed to pedestrian/cycle only links and as no 'new streets' are proposed to Fish Island, LBTH will not be significantly better connected to the Olympic Park than prior to the 2007 permission. They further suggest that the lack of 'new street' connections to fish island within the transformation proposals will curtail potential development/regeneration planned within the fringe masterplans, including that on fish island and that limited connectivity will impact on the viability and vitality of the adjoining neighbourhoods. They conclude that the current suite of PGT proposals will result in LBTH not being able to maximise the opportunity of the Olympic Legacy.

- 7.6.27 The 2007 permissions considered the issues of connectivity to the west and imposed the conditions set out above. A 2013 Legacy Highways plan was approved showing a highway connection of Bridge L03 and setting out a horizontal alignment which would allow a future highway connection over H14 to be made and the plan denotes 'future construction' in this zone, but planning permission was not sought for nor approved for a Transformation phase highway connection over either H14 or H16. Officers have sought to ensure that a highway link is made over L03 when an agreed traffic level is reached at the White Post Lane/Kings Yard junction. This is secured by a condition recommended in as part of the determination of the transformation highways application reported elsewhere on this agenda.
- 7.6.28 It is noted that the LBTH Local Development Scheme (LDS) programmes adoption of the Fish Island Area Action Plan (AAP) for September 2011. The LBTH Core Strategy is submitted (December 2009) but not yet adopted. It is considered that the L03 Highway Link Scheme condition recommended will allow sufficient time for the Legacy details for PDZ 4 and Legacy planning applications to come forward together with the Fish Island Area Action Plan. Officers also note that there are physical constraints in light of development progress on Fish Island since the 2007 planning permissions were approved. New development such as Omega Works now adjoin the already constrained development envelope for the west bank landing of Bridge H14 and this presents a realistic constraint on the landing of a highway bridge at H14 and which is outside the control of the applicant. The 2007 planning permission and connections approved under that application are the primary connections against which the suite of Transformation submissions is being assessed. As noted the condition trigger for these bridges (H10, H14 and H16) is for their provision prior to occupation of the development platforms. The OPLC have confirmed that they will make a corporate commitment in relation to western bridges and PDZ4 loop road alignment. The OPLC have confirmed that the commitment will state at a minimum (i) a commitment to provision of connections over the River Lea Navigation, provide clear confirmation and explanation that there is nothing as a result of this application that further precludes their construction, and (ii) state intention to do any required PDZ4 road re-alignment to ensure connectivity is achieved at the latest by two years of the re-opening of the Main Olympic Stadium or as required by the LMF consents.
- 7.6.29 In conclusion it is considered that the level of connections into the park cannot be considered to be inadequate when assessed against the 2007 permission requirements in numerical or quantitative terms as considered in detail above. The 2007 s106 required Greenway improvements and Wick Lane improvements have also recently been considered and approved by Members and works have commenced.
- 7.6.30 It is noted that the timescales of the LBTH Area Action Plan for Fish Island is behind that set out in the LDF and that the proposed condition will allow for the timescale of the Fish

Island AAP, L03 proposals and Legacy development to be developed in tandem and an appropriate scheme developed.

- 7.6.31 When assessing the proposals against the requirements of the 2007 permission the current suite of planning applications together with the pending Western Bridge submissions will provide the required level of pedestrian and cycle connectivity during Transformation.
- 7.6.32 Officers have requested that the applicant further consider the scope gap areas along the Lea Navigation and conditions are recommended for detailed resolution of arrangements in order to secure the detailed implementation of the permissive paths proposed and assessed above. British Waterways has also noted that proposals should be developed to include landscaping around the western Legacy bridge connections (Bridges H10 and H14), as these areas will effectively become pocket parks. A condition is recommended to require submission of proposals within this corridor as part of a condition requiring details for areas which are currently omitted under the current suit of PGT applications.
- 7.6.33 **Interconnectivity within the Park:** Cycle and pedestrian routes through the site utilise the highway infrastructure as well as “traffic-free” routes through the park. The ‘traffic free’ pedestrian and cycle network provides key strategic north-south and one east-west axial routes through the site. As set out above, the connections into the park are assessed as broadly providing a level of connectivity, in accordance with proposals approved under the 2007 planning permissions.
- 7.6.34 Interconnectivity, in relation to the general location and pedestrian linkages within the Olympic Park site boundary is also set out within the permissive paths annexure. However, as set out above the annexed permissive paths plan was not updated at the time of the 2008 PPR applications to reflect the topographical adjustments to the parkland which resulted in an increased potential for providing greater connections from concourse level down to riverside/tow path level. These changes resulted in a number of additional paths between these two levels and the result is a broader network of options which allow a greater number of connection choices overall.
- 7.6.35 When assessing the proposed internal connections within the permanent parklands against the annexed plan all paths required, with the exception of the H08 and Southern Stadium link considered above, are provided. Further, there is a significant number of additional new pathways proposed under the Transformation parklands proposals than those which are required. Interconnectivity between concourse and riverside level is particularly enhanced within PDZ 2 through the 2012 gardens and this is a notable improvement on the 2007 base network of connections required. In response to officer and consultees comments the applicant is proposing stepped access at Bridge H04 and it is recommended that a condition be imposed to require detailed submission of a scheme for stepped access here. The links proposed through PDZ 7 are also a marked improvement on those which would be required under the 2007 planning permission as a minimum obligation, with new through access to the south of the approved Legacy facilities which provide additional linkages to Ruckholt Road and Temple Mill lane.
- 7.6.36 In relation to cycle connectivity, as with the quality of the pedestrian linkages made, it is noted that the s106 requirements do not set out the type of cycle provision required in transformation and indeed the permissive paths plan does not refer to cycle provision only pedestrian.
- 7.6.37 Northern-South Strategic Commuter Cycle Route: The north-south route is proposed to be part of the National Cycle Network Route 1 and provides a strategic link between from LBH East Marsh Playing Fields (PDZ15) / Eton Manor (PDZ27) /Ruckholt Road zones of the site to LBN Stratford High Street / LBN Pudding Mill Lane / LBTH Fish Island areas. Although a number of alternative pedestrian and non-demarcated cycle

routes are available providing a similar North/South route connection, all routes must travel over the L03 landbridge in order to cross the North London Line and traverse between the North and South Park.

- 7.6.38 **East-West Strategic Commuter Cycle Routes:** The applicant's documentation suggests that there is one strategic east-west cycle route through the parklands. In reality looking at both the Legacy Highways applications and PPR submissions together two key primary cycle routes in addition to the north-south route considered above are proposed as part of the PGT suite of applications, one route providing an east-west link the other an east-south/west link. Further there is also potential for another east-west/south route available taking into account the Western Access Road and first Avenue (AV1) provisions within Stratford City which exit onto LBN Warton Road.
- 7.6.39 The first route proposed is an on-carriageway designated cycle route from LBTH White Post Lane to LBN Carpenters Road which forms a clear and continuous demarcated cycle lane on the carriageway and falls within the Legacy Highways applications scope. The proposed provision is for a 1.5m width cycle lane in each direction on the carriageway. This provides the type of cycle provision preferred by LBH Policy as set out within their response to the UDLF Streetscapes Transformation Components Appendix.
- 7.6.40 The second route, which falls within the PPR scope, commences in the west in LBH Prince Edward Road and traverses the Lea Navigation at the proposed Western Bridge H10, travelling alongside the proposed MUSV Access Road (to the north of the MUSV), crossing Waterden Road at a signalised crossing (as approved under the Waterden Road application) and continuing through the permanent parklands over a reduced width Transformation Bridge F03. The route through the permanent parklands is along a designated cycle route demarcated with corduroy paving. The route then continues running to the north and parallel with MR1/Park Street/Frigoscandia Way, This section is also a designated cycle route demarcated with corduroy paving. The route then crosses the intersection of Temple Mill Lane and North Avenue and continues on-carriageway over the Lea Valley Line across the Temple Mill Lane Bridge/Stratford City Bridge 1.
- 7.6.41 Designated parkland routes are demarcated with a buff coloured corduroy tactile paving and the cycle route itself will be non porous asphalt. The start and finish of cycle only sections will be marked to indicate areas in which both cyclists and pedestrians should be aware that a surface is intended to be shared. Where cycle routes are delineated then the hardworks details will clearly identify and separate pedestrian from cycle routes. Hardworks details submitted for approval correlate demarcated cycle routes with the illustrative site-wide strategic cycle strategy diagram submitted in support of the PGT suite of applications.
- 7.6.42 **Leisure/Recreational Cycle Routes:** In addition to the strategic links through the parklands and street network, a number of two-way shared surface links are proposed which are intended to serve 'leisure cycling' through the parklands. It is proposed that these routes differ from the strategic commuter routes in order to minimise conflict by not being demarcated, thereby signifying that commuter cyclists should utilise strategic through routes rather than shared routes. In summary links are proposed in an east-west direction: Over Bridges F02, F03, F09, F11-F10, H04-H05, through the 'stitches' in PDZ 2, 4 and 5. In a north-south direction links are available: Along the River Lea east bank riverside, over Bridges L01, E13, L05, L03 F06, and down the lengths to PDZ 1, 2, 4 and 5.
- 7.6.43 As with pedestrian interconnectivity it is considered that ample interconnections are possible and that the demarcation of key strategic routes, together with minimum shared surface widths is sufficient to minimise conflicts with pedestrians. The links available are considered sufficient to ensure a choice of cycle provision options which respond to differing cyclist groups in terms of confidence and skill level, from recreational/leisure cyclists to commuter cyclists. A range of cycle options are allowed for, with a minimum of

one commuter and multiple leisure routes crosscutting through the park in both east-west and north-south directions.

- 7.6.44 LBN comments note that from a Transport perspective, there is insufficient detail within the application to assess the adequacy of the proposals for internal cycle and pedestrian arrangements, and for the connections to the networks and areas outside of the park. LBN have set out that they need to be provided with the full rationale behind the arrangements proposed, in order to achieve the optimum arrangements to service the Legacy arrangements and support sustainable transport modes.
- 7.6.45 It is considered that full and appropriate details have been submitted for the assessment of cycle and pedestrian provision within the PGT suite of applications. Officers have made detailed comment in relation to the detailed drawings submitted under both the Legacy Highways and parklands proposals. Although officers acknowledge that the site-wide provision is complex, with numerous types of provision and options available, it is considered that the range of options and interconnections is to the benefit of cyclists and maximises choice and permeability through the park. The drawings submitted for approval indicate the geometry of all pedestrian and cycle options together with the proposed delineation or shared surface provision for individual cycle arrangements and the material palette proposed.
- 7.6.46 LBN comments also note that the stitches could present a stumbling block in the parks usability for local communities particularly where the stitches run between vacant development sites, where future use for access is not safeguarded. This comment appears to be inconsistent with LBN's observations that insufficient pedestrian provision or details of provision has been provided as part of the PGT suite of applications.
- 7.6.47 As set out above the proposed stitch connections are necessarily an interim position which acknowledges that the Olympic Park will be the subject of future development. Where deviations have occurred these are assessed and considered above. It is considered that the stitches are not a stumbling block, but rather form part of the network of pedestrian and cycle choices which are proposed and are broadly consistent with the permissive paths plan annexed to the s106. The supporting documentation explains that the choices for the location of the stitches has been based on space syntax studies undertaken during design development and represent a judicious selection of interim paths where these are most likely to be utilised and provide strategic and functional linkages. It is acknowledged that a balance is required between providing an adequate number of pedestrian and cycle choices to facilitate permeability but also create a network which does not provide an overwhelming number of choices which results in the dispersal of users to the point where pedestrian and cycle hierarchy is lost, wayfinding convoluted and safety is compromised.
- 7.6.48 Officers consider that, contingent on the recommended conditions, the proposed connections and interconnections which will result from the PGT suite of applications provide appropriate, functional and markedly improved access arrangements when considering the current proposals against both the site condition prior to implementation of the 2007 planning permissions and the minimum requirements set out in the 2007 s106. When compared against the pre-2007 condition of the site and when assessed against the 'baseline' scheme established by the 2007 OLF permission and obligations, it cannot be concluded that permeability and connectivity is inadequately addressed. Officers believe that the proposed scope of connections makes a significant and positive enhancement which markedly redresses the historic severance of the site.
- 7.6.49 Where appropriate conditions and informatives are recommended to ensure that the permissive paths indicated on the Appendix 14 plan will be implemented or that schemes are developed having regard to the appended s106 plan.

- 7.6.50 Condition 1 and 2 of permission 08/90028/REMODA require that an Urban Integration Study (Bridge F10A with Zone 2 of Stratford City) and Legacy Transformation landscape Strategy (Bridges F10A and F10B and the Aquatics Plaza) be submitted for Bridge F10. This area comprises land adjoining and over Waterworks River between PDZ1 and PDZ2 and Land adjoining and over Carpenters Road and existing rail lines between PDZ1 and PDZ9, Olympic Park.
- 7.6.51 The PDT PPR scheme proposes the incorporation of both permanent parkland elements and Interim Landscape Zones within this area. The treatment will form one of the 'stitches' providing a primary pedestrian and cycle connection into the core of the permanent parklands.
- 7.6.52 The proposed landscaping treatment incorporates soft and hard landscaping which is intended to extend the parklands both visually and physically up to the Olympic Park's planning application boundary with Zone 1 Stratford City. The interface between the two elements will occur at the western footway of AV1 (First Avenue) of Stratford City. The 'stitch' itself will be within the 'yellow land' and Zone 2 of Stratford City. Across the Bridge F10A deck the proposed landscaping has been assessed both in terms of the physical works proposed and the planning interface issues which arise as a result of works within the 'yellow area'.
- 7.6.53 It is considered that the landscaping works, incorporating a sweeping arc of species rich lawn, native hedge and ornamental planting bordered is generally effective in reducing the visual impact and perception of the deck's width of approximately 44m. CABE and LBN have both commented that the F10 entrance should incorporate some form of more dramatic feature or landscaping intervention. It is considered that the F10A deck treatment should provide a suitably recessive foreground for the Aquatics centre and Stadium, which are both visually prominent interventions which will provide visual interest and draw pedestrians and cyclist into the parklands at this point. It is considered that a dominant or overly prominent treatment or architectural insertion along the F10A deck would compete with and confuse the implicit wayfinding cues represented by these two iconic structures. The Aquatics Centre and Stadium are considered to act naturally as visual anchors drawing people into the parklands and the potential park facilities located within the interior of the park. Taking these matters into account it is considered that the proposed landscaping treatment is appropriate, providing an enhanced pedestrian and cycle experience.
- 7.6.54 Although it is considered that the proposed works fulfil the requirements of the Legacy Transformation landscape Strategy condition, they are incompatible with the Stratford City parameters for this area of land, as set out within Parameter Plan 6 and the Part 8 plan annexed to the Stratford City s106. As such the requirements of the Urban Integration Study cannot be considered to have been fulfilled. It is recommended that a condition and informative be imposed requiring that details be submitted and approved by the LPA setting out which works are proposed to be retained within this area after 31 December 2014.

Transport

- 7.6.55 The 2007 OLF consent requires the PGT proposals to support and promote sustainable modes of transport through extensive high quality pedestrian and cyclist facilities and routes which connect with London wide existing and developed networks, local communities and provides direct access with the transformed venues within the Park. These routes also connect with the existing and improved rail and bus interchanges at Hackney Wick, Pudding Mill, Stratford International and Regional stations which in themselves have been improved through station upgrades or service uplifts. The new highway arrangements support venue access for day-to-day and event operations and also support bus networks which serve adjacent communities with the new facilities of the Park and Stratford City.

- 7.6.56 Generally, post-Games it is expected that public transport will become integral to the entire Olympic site; increasing the PTAL ratings (Public Transport Accessibility Level) for all parts of the Park and that cycle and pedestrian linkages will be developed by on- and off-site transport measures.
- 7.6.57 It should be noted that roads are not covered by these PPR PGT applications. Legacy Roads Transformation proposals are considered elsewhere on this agenda (ref. 09/90417/AODODA). That submission seeks to discharge planning conditions/obligations covering the road hierarchy, footways including widths, verges, indicative bus stop locations as well as issues relating to cycle and pedestrian connections that form part of the highway (i.e. on carriageway cycle lanes and footpaths adjacent to the highways). The remaining pedestrian and cycle lane connections are considered as part of the PPR PGT planning applications.
- 7.6.58 The applicant has designed the pedestrian connections through the Park to facilitate people's ability to access the venues and parkland with clear, direct links to the main stations at Hackney Wick, Pudding Mill Lane, Stratford International and Stratford Regional. For people visiting the northern areas of the Park such as Eton Manor it is also possible to connect with the Central Line underground service at Leyton via Ruckholt Road and Leyton High Street. Consideration has also been given to the future connections between the park and the Crossrail stations at Stratford Regional and the repositioned Pudding Mill DLR station.
- 7.6.59 Members will note from the Legacy Roads Transformation proposals (ref. 09/90417/AODODA) that general accessibility by bus for adjacent communities to facilities within and around the Park will be improved. Pedestrian links through the Park are designed with consideration to allow passengers to easily catch bus services from stops located within the park or the three main bus stations in the area (Stratford International Station, Stratford City and Stratford Regional Station). Officers are therefore satisfied that adequate provision has been made within the parklands design to facilitate connections to public transport links.

Parking – car and cycle

- 7.6.60 The amount of cycle parking provision applied for in these PGT PPR submissions (set out in section 4) is taken from the 2007 Transport Assessment that accompanied the Olympic, Paralympic and Legacy Transformation planning applications, which based its calculations on predicted staff and visitor demands for both everyday use and event scenarios, as well as assumptions on modal share.
- 7.6.61 The 2007 Transport Assessment, in line with Government guidance, identified what measures would be taken to deal with the anticipated transport impacts of the Olympic Park development and to improve accessibility and safety for all modes of travel particularly assessing alternatives to the car such as cycling, walking and public transport.
- 7.6.62 The London Cycling Campaign (LCC) welcomes the applicant's intention to provide good cycling facilities on the Park and comment that the cycle parking provision should not be lower than TfL standards. However, they consider there to be an under provision of cycle parking at the Velodrome and the MUSV. The applicant has submitted a plan showing numbers of cycle racks and where they are located (see the plan within the separate drawing appendix), which shows that the provision is in excess of the numbers quoted by LCC. It should be noted that the numbers for Velopark depend on what is counted as within the Park and what is counted as cycle racks for the venue. Assuming parking to the west of venue is used by visitors to the VeloPark (which is likely to be the case as they are equally as close to the Velodrome entrance as those in the car park) then there are 220 spaces. If you exclude these racks then there are 178 spaces.

- 7.6.63 PDT Officers are satisfied that the cycling provision accords with the 2007 Transport Assessment for the venues included within the PGT applications and for the parklands. A condition is suggested requiring details of the cycle parking design, which will also require details of how adapted cycles and tandems will be accommodated (in accordance with the Inclusive Design Standards).
- 7.6.64 With regard to car parking following receipt of swept path analysis for each of the venue car parks PDT Officers are satisfied that the car parking at venues is in accordance with the respective 2007 conditions which restrict the maximum provision for car parking at each venue and that the car parks are workable in terms of larger vehicles.
- 7.6.65 It should be noted that the parking was not included in the Eton Manor venues application, but accords with the maximum set for legacy parking by annex 3 to the 2007 permissions for the hockey and tennis venues (even though the current scheme would also provide the parking for the five-a-side football pitches and include five spaces for the allotments). The accessible spaces are located closest to the venue entrances, and represent between 8.6% and 15.6% of parking spaces for each venue, which accords with the ODA's Inclusive Design Standard of a minimum of 8% accessible spaces for sports facilities.
- 7.6.66 In 2007 the allotments were all approved on PDZ7 and therefore could have been provided with parking spaces as part of the parking available for tennis and hockey facilities in PDZ7, as limited by annex 3. However, in the current applications the allotment provision has been divided into PDZ7 (for which the five accessible spaces are included as part of the Eton Manor parking total for all venues), and in PDZ8 (for which five accessible spaces are proposed). The spaces in PDZ8 do not fall within a venue permission, and therefore are additional to those set out in annex 3. The PDZ8 allotments are distant from any venue parking, far further than the 50m maximum distance recommended in the Inclusive Design Standards. The area on which they are located will be hardstanding in Games phase (as an accreditation area). The provision of these additional five accessible spaces is considered not to have a significant adverse impact on the sustainable travel aims of the Olympic development, and to comply with the sustainable transport aims of the London Plan and borough UDPs.
- 7.6.67 The vehicle access onto the H04 and H05 servicing access for the Stadium (and potentially for the Arcelor-Mittal Orbit Structure if approved) will need to be controlled so that only servicing vehicles and emergency vehicles can use this access. The concourse along this link will be reinforced for vehicular access but is designed as a shared surface, with bollards and tree planting along the route to delineate it. This area is level with no kerbs shown on the plans. There are no areas where pedestrians or wheelchair users would not be able to move out of the way of a vehicle. An informative is suggested informing the applicant that details of how pedestrian and vehicle conflict will be managed in this area will be expected as part of the park-wide management plan condition LTD.5 (as this is a slot-in application, a revised version of LTD.5 is suggested).

Stepped Access Study

- 7.6.68 The submitted Study shows that additional steps are feasible at three locations, one at the north side of H04 and two at F06 on the PDZ4 side. The applicant has stated that in their view only the H04 location would add any value in terms of investing public funding in additional connections. This is on the basis of the relatively high levels of pedestrian activity in the vicinity of H04. They consider that the F06 location is far less likely to attract the same levels of use and that any investment from the lock to concourse level at F06 should prioritise a ramped accessible route: the potential of delivering this via a path under F07 is currently being investigated.

- 7.6.69 The applicant is willing to provide additional steps to the north side of H04. Officers welcome the additional connectivity this will achieve between concourse and towpath levels, and a condition is imposed to secure its provision and approval of design details.
- 7.6.70 British Waterways commented on the initial connectivity study. Their comments on the updated study are awaited. BW object on grounds that infrastructure which enables use of towpaths and waterways immediately after the Games is essential as part of Transformation works; principles of permeability, variety, vitality and legibility are not taken in to account; variety of uses and users of waterways has not been considered; connectivity and desire lines have been overlooked; potential of F06 as activity node has been overlooked; boaters using the Park are not considered; F17 on Stadium side is not considered; most users will be able to use steps sometimes preferably to meandering ramps; steps should be installed around bridges as a fundamental part of their design rather than disruptive and costly retrofitting; greater connectivity increases security and reduces maintenance liability.
- 7.6.71 BW's initial comments have been considered. Regarding the comment on F17, Stadium Island does not form part of the present applications and did not form part of the connectivity study. In terms of their other comments, the study does reference a wide range of users, including use of the rivers for freight and commercial and recreational craft, and F06 is not overlooked but referenced as a meeting/gathering point/hub. Desire lines and route hierarchy are also assessed and it is argued that the greatest level of accessible connections is provided in the areas of highest activity: principally the 2012 Gardens and east bank of the Waterworks River. While BW argue for provision of steps as an integral part of the Transformation design, the connectivity study argues that additional connections outside the main areas of activity should be justified by future water based activities as these develop within the Legacy Park. Officers understand BW's views and Members will be familiar with their point of view from many previous representations. However, on balance, officers consider that provision of additional steps at H04 at post-Games Transformation and the increased connectivity to the riverside that this will provide is a reasonable compromise at this stage.
- 7.6.72 Officers are not convinced by the applicant's argument that levels of activity will be significantly higher at H04 compared to F06. F06 occupies a central point in the Park at which people are crossing from the main concourse at PDZ2 across the lock into PDZ4. This is a key point in the Park where people are moving from South to North Park, and hopefully a destination space in itself in terms of the landscaped bowls. However, the applicant's point is taken that the bowls have shallow gradients and the adjacent towpaths can be directly accessed from these slopes. In these circumstances it is considered that omission of steps or a ramped accessible route here is acceptable at post-Games Transformation. As at Games phase, the proposed development does not preclude additional connections in the future based upon Legacy development scenarios, including additional water based activity.
- 7.6.73 Officers therefore consider that the relevant stepped access conditions (PPR.2 of 08/90317/AODODA; PPR.55 of 08/90311/FULODA; FLT.27 of 08/90319/FULODA) can be discharged, subject to imposition of a condition on the slot-in permission to secure provision of stepped access at bridge H04.

7.7 CYCLE CIRCUIT AND BRIDGES

LTD.11 – Legacy Cycling Facilities

- 7.7.1 After the Games the area to the west of the Velodrome is to be converted into a Velopark. The Velodrome venue will be the central element of the Velopark which will include a BMX track, mountain bike trails and a racing circuit.

- 7.7.2 These cycling facilities are required by condition LTD.11 of the 2007 consent. This requires provision of off road cycle trails, a one mile road cycle circuit and a BMX circuit.
- 7.7.3 The proposed location takes the circuit around the BMX course, past the north side of the Velodrome, across the River Lea and back via bridges F02 and Y01.
- 7.7.4 The proposed PGT Velopark infrastructure will be overlaid on top of the existing Games phase PPR. It should be noted that the current submitted proposals do not include details of the BMX circuit, which will be submitted at a later date.

One Mile Cycle Circuit

- 7.7.5 Condition LTD.11 (ii) requires that “Before 31 December 2014 a one mile road cycle circuit to a specification to be approved by the Local Planning Authority shall be provided within PDZs 6 and 7”. The slot-in application includes a one mile cycle circuit, albeit the route now runs within PDZs 6 and 5. The route takes the circuit around the BMX site in PDZ5, past the north side of the Velodrome, across the River Lea via bridge Y01 into PDZ6, then returns to PDZ6 across the River Lea via amended bridge F02.
- 7.7.6 The cycle circuit is shown as being 12m in width; this includes a 3m safety track on either side of the circuit. Officers have asked the applicant to justify the width of the circuit given that it is located in the ecological part of North Park. The applicant advises that the safety zone is a requirement of the track designs from early consultation with the cycle users groups.
- 7.7.7 The EA and other stakeholders have raised similar concerns in terms of impact on biodiversity (see section 7.10) mainly from the lighting of the circuit but have been reassured following receipt of a Lighting Design Report, which sets out various recommendations on lighting design and spill. The EA also advises that a condition be imposed ensuring that the cycle circuit is not lit after 10.30pm. The reason for the time limit is to minimise adverse impacts on bats and other wildlife. The applicant has raised no objection to this and relevant conditions will be imposed.
- 7.7.8 The London Boroughs of Hackney and Newham raise strong concerns about the proposed layout of the road circuit cycle track, on the basis that it crosses the River Lea (PDZ 5). They consider that this would compromise the amenity value of the parkland on the west side of the Lea and sterilise an element of the waterside parkland by restricting access to both the river’s edge and adjacent parts of the parkland. There is also concern at an increase in the number of bridges across the Lea and that the cycle circuit will impact negatively on park vistas, the parks wildlife value and the recreational use of the river edge. CABE state that whilst accepting the location is fixed considers that the design intention for integrating the cycleway into the topography needs to be more carefully demonstrated.
- 7.7.9 PDT officers are aware that in considering the location and route of the circuit the applicant considered a number of options including retaining the whole circuit on the east side of the River Lea. It was found that to move the cycle circuit east of the Lea would impact on the north-south Olympic Loop Road link east of the Velodrome: post Games this would need to be relocated further east if space allowed, or if the link was removed to accommodate the circuit Temple Mills Lane would need to be widened to accommodate additional traffic. In addition the options studied showed that keeping the circuit on the east of the River Lea would not provide a satisfactory cycle circuit experience with too many long straights and only tight corners. The applicant confirms that the design chosen has been developed in consultation with British Cycling and the Eastway Users Group.
- 7.7.10 The applicant has responded to the concerns regarding restricted access to the Lea and parkland, commenting that the design has been carefully considered to ensure that the

areas bounded by the circuit are accessible to all. It is considered that access to the riverside towpath and surrounding parkland are adequately safeguarded: for example access to the Lea is provided via steps added post Games at F02.

- 7.7.11 To ensure that the retained bridge design is consistent with the appearance of other bridges in the Park PDT Officers have required further consideration of the cladding and treatment to this bridge (design development discussed below). Officers are not of the view that the bridge, with PDT secured changes, will be of detriment to its setting and an appreciation of the river.
- 7.7.12 In response to the concern expressed regarding impact of the cycle circuit on park vistas, PDT officers note that the landform and planting continue the landscape typology of the North Park into the area around the cycle circuit. The dome landform is retained, the alignment of Games paths and swales are integrated into the mountain bike route, trees are arranged in a combination of groups and include an under storey of meadow planting. The river edge planting is also a continuation of the reed beds and marginal planting south of bridge F02.
- 7.7.13 The applicant has submitted revised drawings which demonstrate further works undertaken to integrate the cycle circuit and its infrastructure within the Park, which include enhanced planting and a revised fencing design developed from the approved Park-wide balustrade. The fence around the cycle circuit will generally be 1.1 m high with an open mesh (final details to be approved) which is considered acceptable as it minimises visual disruption to the landscape in this open location. Views to the cycle circuit and its fence are partially obscured by tree planting.
- 7.7.14 The cycle circuit is separated from the oval lawn by a landform up to 5 m high. This separates the park function from the cycle circuit so that the amenity of the park to the west is not in the view of PDT Officers unduly affected. The landform also provides a spectator seating area for the cycle circuit on one side and the oval lawn on the other, tree planting has been arranged to facilitate this. Officers are satisfied that trees within the north-west park also limit views to the cycle circuit and are reassured that the natural landscape will not be unduly interrupted.
- 7.7.15 Following concerns raised by members of the cycling groups the applicant held a stakeholder workshop in January, which resulted in a number of changes to the proposed cycle circuit. Whilst the length and shape has not altered it is now capable of being converted to enable a possible cyclo cross loop to be included allowing cyclo cross racing events to take place within the Velopark. A scorers hut is also now proposed, the details of which will be secured by condition. Safety concerns arising from the proposed location of handrails and lighting columns have also been reconsidered and redesigned. The light stanchions now sit outside the 3m safety strip to the back of the proposed fencing.
- 7.7.16 The proposal complies with the requirement of OLF condition LTD.11 that a road cycle circuit of one mile in length be provided. Inevitably a circuit of this length and width will impact to a degree on the North Park landscape, and concerns regarding appearance, access and ecology have been carefully considered. Conditions are proposed to address concerns relating to biodiversity. It is considered that the impact on accessibility to parkland and riverside is adequately safeguarded with routes maintained to the Lea towpath from where the North and South Park can be accessed. In terms of visual impact, it is considered that while the circuit will be a visible feature, it will be satisfactorily embedded in the landscape, particularly as parkland landscape around and within it matures over time, and will not be an incongruous element in its surroundings. The applicant has carefully assessed alternative options to the configuration proposed and the one chosen was found to be the optimum in terms of cycle user experience and integration with the remainder of the Park. It is considered that the overall benefits outweigh the limited adverse impacts on connectivity, biodiversity and appearance.

Mountain Bike Trails (MTB)

- 7.7.17 Condition LTD.11 (ii) requires that “Before 31 December 2013 an off road cycle track/trails to a specification to be approved by the Local Planning Authority shall be provided within the site”.
- 7.7.18 The submitted MTB trails (set out in section 3) have been designed by Dafydd Davies, an experienced leisure trail designer. Three trails totalling 6.5km are included within the submission ranging from easy to difficult and technical with a width of between 400mm and 900mm. A children’s skill area is also proposed immediately west of the velodrome. The applicant’s aim is to ensure that the Velopark is a leisure facility for all levels and ages of cyclist. The proposed trail heads are shown to commence at the Velodrome.
- 7.7.19 One of the major concerns raised by stakeholders to the proposals relates to the technical challenge of the trails with the charge that as designed they are too easy. Following these concerns a stakeholder workshop was set up with the MTB user group and included the applicant design team and the trail designer. The applicant has responded by drawing up plans showing how the routes can be cut off/adapted during race situations to make them technically more difficult. They have discussed with the user groups and LVRPA (who will manage the facility) the need for temporary controls and marshalling for races. These elements are still being discussed by the applicant with the relevant parties. Conditions relating to long term management of the Park and events management are proposed. Controls to be exercised to ensure appropriate segregation of cyclists and other users during race events can be pursued through these and an Informative to that effect is proposed.
- 7.7.20 PDT officers are of the view that the proposed MTB trails are acceptable and understand the challenge facing the applicant in terms of providing satisfactory facilities for various users whilst at the same time ensuring the Park is fully accessible to the general public. The movement of cyclists will be controlled as a result of careful design on the MTB using the experience of other similar public park situations. Where the trail crosses a pedestrian footpath, cycle speeds will be reduced by the narrowing of the path using either vegetation or a block stone chicane. While potential users have been concerned about the impact of this on cyclist experience, the number of points where it will be necessary are few and officers consider that given the overall combined length of trails interruptions have been kept to an acceptable minimum. Access to the MTB is available along the riverside towpath from the north and south on the eastern side of the river, access is also available from the south under bridge F02 and there is a direct route via proposed stairs adjacent to the bridge. There is also access from the Lea Interchange under the cycle track connecting to pedestrian routes north under the A12. Officers are satisfied that a key objective to ensure access is available from this part of the Park to all of the Parkland is achieved.
- 7.7.21 Officers consider that the requirements of condition LTD.11 of the 2007 OLF consent are met in respect of the mountain bike trails and that management issues can be adequately addressed by condition.
- 7.7.22 In addition to requiring provision of the specified Legacy cycling facilities, condition LTD.11 requires the Local Planning Authority to “have regard to the availability, location and specification of any other similar cycle tracks or circuits in East London”.
- 7.7.23 In assessing the proposals officers have taken account of the Hog Hill Cycle Circuit. This is located approximately 8kms from the Olympic Park within the London Borough of Redbridge. It was provided to accommodate users of the Eastway Cycle Circuit which was required to be relocated due to the Olympic development. The facility includes a 2km cycle circuit (with variations to provide a range of possible courses) and a range of mountain bike trails (up to 5.5kms). The site accommodates a range of ancillary facilities

including a club house, café area and parking. This is a permanent facility managed by LB Redbridge. Officers consider that in combination the Olympic Park cycling facilities and those already in use at Hog Hill will together constitute a significant overall upgrade in the cycling facilities offer within the East London area compared to that existing prior to the Olympic development. In addition to the cycle circuits and mountain bike trails at both locations the Olympic development will add the Velodrome and a BMX facility.

Bridges

- 7.7.24 As set out in section 3 the proposals introduce three further bridges and an underpass to the Park. These bridges/underpasses are as follows: Y01 1-Mile Road Cycle Bridge; Y02 1-Mile Road Cycle Bridge; Y03 Off-road Cycle Bridge and U11 Underpass, which sits beneath bridge F03.
- 7.7.25 The proposals also involve modification works to the existing retained Bridge F02 to a combined cycle and footbridge and changes to the design and appearance of retained construction bridge T07 (renamed in post-Games as Y01).
- 7.7.26 Following concerns expressed by PDT Officers over the design of the bridges various amendments have been made by the applicant.

Y01

- 7.7.27 The retention of construction bridge T07 as part of the cycle circuit has been an issue of concern for officers in terms of its appearance. While the sustainability benefits of retaining and using an existing structure rather than constructing a new bridge are accepted, in officers' view the proposed external treatment of the bridge is not of sufficient quality. Officers expressed concern that the appearance of the bridge despite mesh and timber treatment to its elevations would be unsatisfactory. Officers have asked the applicant to revisit the design with a view to an improved design, greatly enhanced elevations and improved transitions into adjacent land. Discussions have taken place with the applicant on various ways this might be achieved. Following these officers are confident that an appropriate scheme can be achieved to ensure a satisfactory appearance in what is a very prominent location. A condition is proposed to require submission and approval of an amended design.

Y02

- 7.7.28 Y02 has been amended in respect of design refinements to its abutments and parapets which are now compatible with UDLF design principles.

Y03

- 7.7.29 The proposals for Y03 (cycle/footway) seek outline planning permission. The design parameters sought at this stage relate to size/dimension limitations. The submitted plans include spot heights and relationship with A12 and the Loop Road. The detailed design of the bridge will be considered in a later reserved matters application. PDT Officers recommend a condition similar to OD.0.19 (Bridge Design Details) requiring the submission of details to come forward for approval at a later date, to include compliance with the UDLF and design details of the external appearance.

U11

- 7.7.30 Outline planning permission is also sought for underpass U11. The parameters have been revised, and the underpass has been significantly reduced in length (from 10m to 3m). Officers consider that its reduced scale and appearance would result in a visually more acceptable structure and therefore recommend approval subject to the submission of a reserved matters application comprising design details.

7.7.31 With the exception of bridge Y01 officers are generally satisfied with the further design development that has occurred since the submission of these proposals. Subject to conditions, including in respect of Y01, it is considered the proposal can be accepted.

7.8 METROPOLITAN OPEN LAND AND PUBLIC OPEN SPACE

7.8.1 Condition LTD22 'Metropolitan Open Land' of the 2007 OLF Planning Permission set out a requirement that, site-wide, in 'Legacy Transformation Stage' 102 hectares of publicly accessible open space be provided that also met the London Plan requirements for designation as Metropolitan Open Land.

7.8.2 The Parklands and Public Realm planning applications being considered in this report represent a significant element of, but not all of the area to which the condition LTD22 requirement applies. The applicant has provided information to demonstrate how they consider the Parkland and Public Realm areas contribute to the fulfilment of the target in their post-Games transformation state.

7.8.3 Map 1 attached in appendix 6 illustrates the areas that fulfil the requirements of the condition within the redline boundaries of the PPR applications. This shows that 60.2 hectares of publicly accessible open space that is capable of designation as MOL is to be provided.

7.8.4 Map 2 attached in appendix 6 illustrates the total area of publicly accessible open space that it is considered will be provided within the redline boundary of the 2007 OLF planning application, the balance of which would be confirmed by other required submissions that have yet to come forward. The information presented suggests that it will be possible to achieve a total of 106.4 hectares of publicly accessible open space across the whole Olympic Park that is either already MOL or capable of being designated as MOL as a result of post-Games transformation.

7.8.5 It should be noted that in order to reach the figures provided, the calculations have included areas of water that within the application boundaries, including the River Lea and the Lea Navigation. However, this is considered to be consistent with national planning policy guidance in PPG17, which includes areas of open water within the definition of open space.

7.8.6 It is also noted that in calculating the open space figures provided the applicant has excluded areas that will not perform a public open space function, such as areas of allotments, covered sports stadia and the Old Ford Nature Reserve. Some of these excluded areas may be suitable for designation as MOL, or are already designated as MOL. Although no specific figure is available, it can be concluded that the amount of existing or potential Metropolitan Open Land within the 2007 redline boundary is likely to exceed the stated 106.4 hectare figure.

Areas of Land Excluded from publicly accessible open space calculations	
Indoor Sports Buildings on Eton Manor	3.6 ha
Footprint of Velodrome	1.3 ha
Allotments (PDZ7)	1.29 ha
Allotments (PDZ8)	0.89 ha
Triangular shaped land north of Carpenters Road between railway lines, PDZ 9	0.87 ha
Old Ford Nature Reserve	1.5 ha

7.8.7 Given the information provided, it is considered that the applications being considered in this report demonstrate an adequate contribution to the overall requirement for 102 hectares of publicly accessible open space which is or will be capable of designation as MOL. It is also considered that sufficient information has been provided to indicate that it

will remain possible to achieve the site-wide quantity of such open space required by Condition LTD22.

7.9 ALLOTMENTS

7.9.1 The original Manor Gardens allotments site was located east of the River Lea and west of the Eastway Cycle Circuit. The 2007 Olympic permissions necessitated removal of the allotments to facilitate remediation, earth re-profiling and construction of Olympic parkland and concourse. The LDA identified an alternative site for temporary allotment provision at Marsh Lane in Leyton 1.5kms from the original location. This was granted permission by London Borough of Waltham Forest in 2007 for a temporary period (expiring on 31st December 2014) to provide replacement provision until permanent replacement allotments were established under the terms of the 2007 OLF consent at Eton Manor (PDZ7). The Manor Garden Allotments Society objected to the loss of the allotments and these objections were carefully considered in the determination of the OLF proposals. PDT concluded that in the context of the overall proposals, and given the commitment to make both interim and permanent replacement provision, the relocation of the site was acceptable. The permanent replacement allotments were to be at least equivalent in terms of size and facilities as the original. The original allotments comprised 1.7 hectares. The OLF application included a commitment to provide replacement provision of 2.1 hectares, in a location close to the original site. While the location and area of the allotments were identified details of their layout, boundary treatment and facilities were reserved for future consideration by condition LTD.10. This was considered to form an acceptable solution in the context of the development as a whole. Condition LTD.10 states:

“Before 31 December 2011, details of the allotments to be provided in Planning Delivery Zone 7, including remediation for allotment use, ancillary structures, fencing and the location of communal composting facilities shall be submitted to and approved by the Local Planning Authority. The allotments shall be provided and available for use no later than 31 December 2014.

Reason: To meet the commitment to re-provide these facilities.”

7.9.2 While the condition did not include the figure of 2.1 hectares the commitment was included in the Environmental Statement accompanying the OLF application.

7.9.3 Subsequent to the 2007 consent, design development occurred which resulted in the required 2.1 hectares of allotment provision being split into two separate areas. The applicant explains that as detailed design progressed it became evident that it would not be possible to accommodate the full 2.1 hectares on Eton Manor along with the other proposed Legacy facilities and uses to be accommodated here. The present PPR post-Games Transformation application includes provision for 1.2 hectares of allotments at Eton Manor, and a smaller area of allotments (0.9 hectares) in PDZ8 in the South Park. This area occupies land bounded by the Greenway to the south, the Waterworks River to the north east, and the Great Eastern Railway line to the north-west. Illustrative drawings are submitted showing possible internal layouts for both areas. The North Park allotments are shown with 50 individual plots ranging in size from 5 to 10 “rods” (a unit of length equal to approximately 5m). The South Park allotments are shown with 35 plots ranging in size from 6 to 10 rods. The larger northern allotments are shown with a community area, storage area and two compost areas. The smaller southern site is shown with a community area and compost area. Each area is served by five accessible parking spaces. It is stressed that the proposed internal layouts are indicative only and that the application seeks full permission only for the allotments’ location and areas. A condition is proposed similar to LTD.10 requiring submission of details of boundary treatment and internal layout and facilities. The applicant considers the two locations provide the potential for two differing characters, with a quieter area in the South Park alongside the river and rail line, and a more active environment at Eton Manor, bounded by the mountain bike trail and hockey pitches. The northern allotments would be

managed by the Lea Valley Regional Park Authority and the southern by the Olympic Park Legacy Company.

- 7.9.4 The applicant held specialist stakeholder events at pre-application stage. These included a meeting with the Manor Garden Allotment Society on 18/11/09 (the comments received are set out in the submitted Statement of Participation). A further pre-application meeting was held on 19th November 2010 with the Manor Garden Society committee which informed the illustrative layout designs. A further meeting with the committee was held on 21st January 2010. A presentation to the full Manor Garden Society was made at the View Tube on 13th March 2010. This included a workshop with direct input from Society members into detailed design development. The applicant advises that the information gathered during this session will be used to inform the final designs to be submitted pursuant to a proposed condition reserving final layout and design details.
- 7.9.5 Concerns have been expressed by members of the Manor Garden Society, in writing and at the recently held workshop. These include a view that there has not been meaningful consultation; that the provision is inadequate in location, design, quality and inferior to the original allotments; splitting into two locations will result in a reduction in quality and the original community will be fragmented; location next to the wind turbine is inappropriate and dangerous due to risk of ice throw; Eton Manor site is located next to road and sports facilities and would be an unpleasant environment, high brick walls should be used to increase seclusion; tree species chosen will produce allergenic pollen loads; uninteresting topography; parking at Eton Manor during sports events will be a problem; two management bodies will be a problem; is there a possibility of having the entire 2.1 ha on the southern site?
- 7.9.6 The applicant has given a detailed response to these concerns which is summarised as follows. In terms of consultation it is pointed out that there have been a number of meetings with the Society (as set out above). At 2.1 ha the provision represents a greater area than the original. Many sites were investigated and the applicant considers the two sites will provide high quality allotments in appropriate locations. They will be designed to be safe, secure, with a sense of enclosure and community, with north and south sites having the opportunity to develop unique character. One of the design principles for Eton Manor has been to open it up to achieve a physically accessible, visually open area to reinforce that this area is a principally accessible part of the Olympic Park which should be inviting and welcoming: the applicant states that they will work with MGS and the landowner to bring forward a solution which can accommodate the need of the landowner to supervise the site and the Society's desire to generate a sense of enclosure. In respect of the wind turbine the allotments fall outside the structure's exclusion zone. Risk assessments have concluded that the probability of ice formation on the turbine blades is less than one day a year and anecdotal evidence suggests in the London climate it may be less than this. The turbine will be physically inspected on a six monthly basis and will be remotely monitored 24 hours per day, all year round from an operations control room. The LVRPA and OPLC will be consulting with the Society on future management arrangements. Location of 2.1 ha on the southern site is not possible given the range of uses which need to be accommodated across the Park. The quality of the allotments will be high in respect of appearance and facilities. Trees likely to produce allergens are avoided almost entirely. Parking availability will be a management issue.
- 7.9.7 PDT Officers consider that the post-Games Transformation scheme is acceptable in terms of allotment provision. It fulfils the commitment made within the 2007 OLF scheme to provide 2.1 hectares of allotments to mitigate loss of the pre-existing site, and the illustrative drawings demonstrate how a similar number of individual plots to those at the original site can be provided. High quality layout, design and facilities can be secured by condition. The Society will be consulted when details to discharge the condition are

submitted. The management bodies are committed to discussing management arrangements with the Society, which the condition can also secure.

- 7.9.8 The allotments will form part of the open space secured by the 2007 consent; are an appropriate MOL use; will form part of the 45 hectares of new habitat required by the approved Biodiversity Action Plan (BAP) and will contribute to securing one of the post-Games Transformation objectives of encouraging healthy living by promoting, inter alia, passive recreation.
- 7.9.9 In response to the concern expressed by London Borough of Waltham Forest regarding the visual impact of a 2.4m high boundary fence at the Eton Manor allotments, the applicant explained that no such fence is proposed: the intended allotments boundary treatment is a 1.8m high fence softened by a 1.5m high clipped mixed native hedge to the outside of the fence. This has been discussed with LVRPA who would be managing the site and wish to retain some visibility into the site for security reasons. Again, the final detailed design will be discussed with the Society. Waltham Forest also commented on a potential adverse visual impact in views from Temple Mills Lane arising from the boundary fence being set close to the road and at a higher level. The applicant has submitted a section showing the allotments at a 2.5m higher level than Temple Mills Lane. There will be an intervening 6m deep belt of woodland. They consider that only glimpsed views of the allotment fence (which will be softened by a 1.5m high hedge to its front) will be possible. Officers consider that no visual harm will occur.
- 7.9.10 In conclusion, officers consider that the scheme is acceptable in terms of allotment provision; that high quality environments can be secured by condition; and that the applicant has satisfactorily addressed the concerns raised by the Manor Garden Society.

7.10 BIODIVERSITY

- 7.10.1 The ODA Olympic Park Biodiversity Action Plan (BAP) (approved 4th March 2009) contains targets for habitats and species to be achieved across the Park by the end of post-Games Transformation (2014). The BAP identifies locations and area targets for a variety of habitat types (Habitat Action Plans) and includes Species Action Plans which aim to establish or re-establish wildlife within the Park following Games and Transformation. The BAP aims to establish 45 hectares of habitat to replace the equivalent area of designated habitat lost through the Games development. The approved Games phase PPR proposals will contribute to the BAP objectives through provision of extensive new landscape and planting, the principal areas being within the North Park, to establish 21.4ha of a wide range of habitats.
- 7.10.2 The post-Games Transformation design involves conversion of Games phase habitats to transformation habitats, including Games phase lawns and meadows being replaced by Transformation species-rich meadows; replacement of concourse, front of house and the Hockey venue area with species-rich grassland; new allotments; and habitats established at Games phase requiring no change during Transformation. The latter include swales, wet woodland, ponds, reedbeds, rivers and brown/green roofs. The applicant estimates that the habitat to be provided within the boundary of the present proposals will comprise 37.2 ha. Habitat will eventually also be provided in areas outside this boundary, for example on Stadium Island and the BMX track, and the applicant estimates that in total this will achieve 49.5 ha of BAP habitats at the end of Transformation, exceeding the minimum target area of 45 ha. Of the BAP target of 23.69 ha of species-rich grassland for the Park the present proposals are to provide 17.36 ha. The present proposals will also establish 2.19 ha of Parks and Gardens habitat (in excess of the BAP target of 1.67 ha), the principal element being the 2012 Gardens, where an important element of species choice has been biodiversity value.

- 7.10.3 The approved BAP recognises that the relative contribution each habitat makes to the overall habitat target of 45 ha may vary due to changes in the design of the Park. Brownfield habitat for example is now to be reduced in overall area from 5.05 ha to 4.23 ha and concentrated at the Velopark, contained within the boundary of the road cycle circuit and the BMX site (the latter site is not being considered as part of the present proposals). This arose from design decisions that this habitat would be better suited to this location and would free up more prominent areas for higher quality landscapes. This is accepted by Officers.
- 7.10.4 The Games phase hard landscaping details approved pursuant to conditions imposed on the 2008 PPR permissions (committee of 23rd March 2010) included a number of wildlife installations to be established by Games phase which will deliver certain BAP Species Action Plan targets. All the approved installations will be established prior to Transformation and retained. Their locations are shown indicatively within the submitted post-Games Transformation Design and Access Statement. Monitoring of progress towards the targets is required by the 2007 OLF consent legal agreement: monitoring is to be achieved through submission of an Annual Monitoring Report, the first of which was recently received. The installations include two artificial sand martin banks with 50 nesting holes each, one in North Park on the River Lea and one in South Park on the City Mills River: this will achieve the BAP sand martin Species Action Plan target. Two artificial kingfisher nesting banks are to be provided by Games time, also meeting the BAP target for this species (one in North Park on the River Lea and one in South Park on the Old River Lea). Two artificial otter holes will be constructed, one in North Park and one in South Park, which again will meet the relevant BAP Species Action Plan target. Loggeries will be created to encourage invertebrates, also in accordance with BAP requirements. In addition 30 bat boxes will be erected on trees adjacent to the Rivers Lea and Old Lea. (The BAP requires provision of 150 boxes by the end of Transformation, plus 525 bird boxes.)
- 7.10.5 The new habitats and wildlife installations contribute to the delivery of the BAP targets and compliance with the 2007 OLF consent (Schedule 6 of the Section 106 Legal Agreement and condition OD.0.11 refers). It is considered that the proposals will contribute significantly to the final overall quantum of biodiversity habitat within the Park. The proposal therefore complies with guidance within relevant development plan policies and with guidance in Planning Policy Statement 9 - Biodiversity and Geological Conservation, which requires amongst other things "...enhancing biodiversity in green spaces among developments so that they are used by wildlife and valued by people, recognising that healthy functional ecosystems can contribute to a better quality of life and to people's sense of well-being; and ensuring that developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment..."
- 7.10.6 An important biodiversity issue has been the potential impact on bats arising from the introduction of the lighting (described at section 7.5 above) associated with the cycle circuit. Bats are sensitive to light (to different extents depending on the species) which can disrupt their behaviour. The BAP aims to achieve an increase in bat numbers in the Park by the end of post-Games Transformation. The impact of the introduction of lighting, particularly where the cycle circuit crosses the River Lea which bats use as a commuting and foraging corridor, has therefore been carefully considered. In response to this concern the applicant submitted cycle circuit lighting design report. This assessed the proposed lighting in terms of light levels reaching the watercourse as the cycle circuit crosses bridges F02 and Y01: 1 lux was found to reach the watercourse under Y01 and 0.3 lux under F02. The EA have confirmed that these low levels are acceptable and have requested a condition securing compliance with the lighting report and the cycle circuit not to be lit past 10.30pm. Additional landscaping around the two bridges is also proposed which will further reduce light spill. Details of this are also secured by condition. Subject to these conditions the proposal is considered acceptable in terms of its impact on bats and the BAP Species Action Plan.

- 7.10.7 It is noted that Natural England state that they consider the Transformation landscaping proposals reflect the aspirations and requirements of the BAP and demonstrate the ODA's commitment to developing the Olympic Park into one of the most important pieces of diverse and multifunctional green infrastructure in London.
- 7.10.8 Comments were made by some stakeholders at the time of the Games phase PPR application that they were concerned at the extent of non-native species included. The Environment Agency and Lea Valley Regional Park Authority have raised this in response to the present scheme. The applicant has responded that though non-native species form a relatively small part of the planting this matter can be addressed to an appropriate extent through the Maintenance Plan (see section 7.13).
- 7.10.9 An informative is proposed to request monitoring information to be fed into Greenspace Information for Greater London (GIGL) and reported on the Biodiversity Action Reporting System (BARS), as requested by Lea Valley Regional Park Authority.

7.11 INCLUSIVE ACCESS

- 7.11.1 As with all development throughout the Park, accessibility has been a key consideration in the design process of the park and public realm and this intent continues post-Games. The applicant has endeavoured to ensure that designed into its development is inclusive, easy and convenient access to all routes and facilities, with a clear and legible layout ensuring that accomplishments attained during Games are retained in Legacy.
- 7.11.2 The ODA Built Environment Access Panel (BEAP) has worked with the applicant and will continue to be involved in the design development of the PPR PGT proposals. PPS1 (paragraph 35) advises that high quality and inclusive design should be the aim of all those involved in the development process.
- 7.11.3 The gradients of the main concourse areas, as set out in section 3 of the report, as with other routes around the Park, have been kept below 1 in 60 with cross fall of no more than 1 in 50. It is recognised however, that in certain areas of the Park the topography of the existing site and the locations of venues/structures slightly steeper gradients are necessary.
- 7.11.4 PDT Officers are satisfied that in most cases the shallowest gradients possible have been achieved and where able resting areas and seats are to be provided. It is also noted that parks and gardens off the main concourse areas have also been designed to be wholly inclusive where gradients are steep and challenging a combination of steps, ramps and handrails are provided. PDT are of the view that the concourse, as with other parts of the Park, has been designed to ensure that circulation routes are free of barriers and obstructions, with gradients and external walking surfaces designed as being generally level or being within acceptable tolerances for all users.
- 7.11.5 The applicant advises that all concourses would be designed and constructed with a smooth, firm and even bonded resin finish with adequate slip resistance in both wet and dry conditions. They go to state that "...different grades or colours of asphalt will be flush..." and that the asphalt will not be bold and excessively contrasting to avoid confusion and disorientation for those people with visual impairment. The surfacing patternation will be retained from Games (not yet approved), and will be designed to avoid confusion and disorientation for those people with visual impairment.
- 7.11.6 With regard to lighting and street furniture (balustrades, handrails, seating) they have been designed and developed in accordance with the ODA Inclusive Design Standards. For example where bollards are required they are proposed to be at least 1m high and clearly contrasting for visibility. Wherever practicable seating is to be retained from Games and located at intervals of approximately 50m with suitable space adjacent for

wheelchair users to sit with companions and provided with arm and back rests to assist the ambulant disabled.

- 7.11.7 Accessible parking spaces are provided at various venue locations across the Park (see section 7.6 above). Officers are satisfied that the spaces accord with those set out in the 2007 OLF consent and the Inclusive Design Standards.
- 7.11.8 The UDLF requires the provision of clear signage that "... enables easy pedestrian wayfinding within the Park..." A Wayfinding Strategy is considered a key document/framework relevant to the legacy of the Park. Officers are of the view that wayfinding proposals should be comprehensive and compatible with the legible London system and have agreed naming systems with Westfield for Stratford City zone 1 Lendlease/ODA for the area north of CTRL box and Thames Water/ODA for the Greenway. A condition is proposed to secure the formal submission and approval of a Wayfinding Strategy and that relevant measures so approved within the document shall be provided prior to opening of the Park in transformation (or relevant alternative phasing as may be agreed).
- 7.11.9 Members should note that a strategy is also being developed by LOCOG for dog spending areas, which is expected to be retained, post-Games.
- 7.11.10 PDT Officers are satisfied that with the imposition of a wayfinding condition the proposals make adequate provision for all users in accordance with the provisions of the London Plan as well as the Inclusive Design Objectives of the ODA Inclusive Access Strategy.

7.12 MANAGEMENT AND MAINTENANCE

- 7.12.1 The proposal is accompanied by a Landscape Maintenance Plan which sets out the landscape maintenance regimes to be implemented during the post-Games Transformation phase. The Park is divided into four basic categories comprising site furnishings, including lighting and seating; hardscape areas, including concourse and paths; horticultural/ecological areas; and park features, including art work and surface water drainage infrastructure. The maintenance measures are explained and a maintenance schedule included. The applicant states that the goal is to establish high maintenance standards and that at Legacy handover many Park maintenance regimes will already be fine tuned and established.
- 7.12.2 While the document is broadly thorough and acceptable, the applicant has advised that a revised Plan will be submitted, to be updated to address a number of points raised by Officers and consultees, for example maintenance of brownfield habitat, and managing out at Transformation phase some of the non-native species used at Games phase (often used to achieve the required visual quality during Games). The latter point has been raised by the Environment Agency and previously by London Wildlife Trust. Lea Valley Regional Park Authority have also commented that tree species should be native wherever possible. The applicant has responded that elements of the non-native species (which do not form a substantial part of the overall planting) will be eliminated by selective management and/or natural competition with native species. The revised Plan will relate to the post Games Transformation phase and be a separate document to the longer term Plan to be prepared by the OPLC pursuant to conditions (see below).
- 7.12.3 The Lea Valley Regional Park Authority (LVRPA) made a number of detailed comments on the Plan. These are set out in detail in the consultation responses appendix and include both general and more detailed comments. General comments can be summarised as the following: concern that a longer term view should be taken, perhaps a 10 year period; does the Plan provide a model for management in Legacy?; consider the role that volunteers could play; the Plan needs a greater level of detail; what assets in the Park are not included?; the Plan should identify anticipated or recommended life

cycle replacement periods for the hard assets; support the emphasis on preventative maintenance but this is more expensive in the short term; how will events be managed? Many of the LVRPA's concerns focus on the longer term management of the Park, which is beyond the remit of the present Maintenance Plan which relates solely to the post-Games Transformation period. The applicant has responded that the OPLC will be bringing forward a 10 year Management and Maintenance Plan for the period following post-Games Transformation. This is secured by condition LTD.5 of the 2007 OLF consent. It is recommended that LTD.5 is re-applied to the slot-in application as relevant (including reference to allotments).

- 7.12.4 Officers consider that the Plan as it stands, subject to revisions to address outstanding points, is acceptable in terms of scope and detail for the post-Games Transformation period.

7.13 SUSTAINABILITY

- 7.13.1 The application is accompanied by Sustainability Statement covering matters of energy, water, materials, waste, microclimate and climate change adaptation. The applicant states that the ODA is committed to achieving a parkland lighting scheme which is more efficient than a conventional scheme whilst maintaining a safe and secure environment.

Energy

- 7.13.2 The Olympic Park and venues as a whole in their post-Games Transformation form are required to achieve a reduction of carbon emissions of 20% (condition LTD.1.3 on the 2007 OLF permission) through the installation of on-site renewable technology or inclusion of such generating equipment elsewhere in the Olympic Park.

- 7.13.3 In terms of energy use, the principal use in the parklands will be the lighting, with some energy needed for pumping water. The applicant advises that the lighting scheme has been based on the energy hierarchy (Mean, Lean, Green) set out in the park-wide Energy Strategy, and that the lighting energy demand will be met by the Energy Centre CCHP installation which delivers low carbon energy. Energy issues such as lamp efficiency and lamp life have been assessed in selecting suitable light sources. Subject to procurement it is likely that LED lamps will be used in the transformed parklands. LED lamps can have lower energy consumption and a longer life than more conventional lamps such as metal halide. The opportunity has also been taken to exploit the potential for additional renewable energy technology.

- 7.13.4 106 PV integrated permanent lighting columns are proposed to be located throughout the Park. In addition, subject to a separate planning permission, the intention is that the tall lighting masts in PDZ2 will accommodate wind turbines. The applicant has previously advised that the PV panels would offset around 40% of the energy used by the column on which it is mounted. Although the contribution to the overall requirement for renewable energy is relatively small, this would be a highly visible element of the overall sustainability strategy being applied to the Olympic Park and its venues while counting towards the overall figure of 20% carbon reduction target that needs to be achieved. Progress towards this target is monitored by the Energy Annual Monitoring Report required by Schedule 11 of the 2007 Section 106 agreement.

- 7.13.5 Officers are satisfied that the proposal makes adequate provision in respect of renewable energy commitments.

Water

- 7.13.6 The demand for water in the transformed parklands is primarily from the irrigation of planting, with a limited demand from the allotments. The applicant explains that two main principles are adopted in achieving a successful water reduction strategy: use of a non-potable water supply for the vast majority of the parkland irrigation, and the focus on a parklands planting strategy which, apart from the London 2012 Gardens will require

minimal irrigation.. The design approach to achieving water reduction has been through a similar hierarchy as is used for the CO₂ reductions: water demand is reduced through measures of efficiency, the reduced demand is supplied in an efficient manner and finally alternative water sources are used (termed “substituted supply”).

- 7.13.7 Proposed reduced demand measures include:
- Selection of more draught resistant plant;
 - Use of mulching to stop evaporation from soils;
 - Use of shallow slopes to increase infiltration; and
 - Use of non-potable supplies for irrigation
- 7.13.8 Proposed efficient supply measures include:
- The use of drip or trickle irrigation for shrubs and trees, which is more efficient than use of overhead sprinklers
 - Effective timing of irrigation to avoid watering during the day (when evaporation rates are highest)
 - The use of climate monitoring equipment to ensure water is applied only when required.
- 7.13.9 In terms of substituted supply the site-wide water strategy includes for the irrigation demand for the parklands to be served by a non-potable, utility provider owned and operated, water recycling treatment system (to be sited at Old Ford Nature Reserve). It is currently anticipated that all irrigation requirements with the exception of the allotments will be served from this non-potable source. The applicant states that given the allotment demand in the overall context is negligible, it is envisaged that against a parkland baseline and using current industry practice, a water demand reduction of 100% for the post-Games Transformation planting irrigation will be achieved, in support of the site-wide target of a 40% reduction in potable water use set out in condition LTD.1.4 of the 2007 OLF consent. The non-potable water supply is anticipated to be fully operational at the beginning of 2012. The application for Thames Water’s water recycling facility was reported to the Committee of 13th April, permission resolved to be granted.
- 7.13.10 Officers are satisfied that the proposal makes adequate provision in respect of efficient water supply targets.

Materials

- 7.13.11 The applicant advises that there has been a strong focus on selection of materials with a high recycled content and low embodied energy. Effort has also been made to make use of a significant amount of onsite material as part of the remodelling. The design of the hard and soft features within the Parklands makes use of a hierarchy of “reduce, re-use, recycle” to increase the sustainability of the material selection. Using this approach:
- The amount of material needed in the construction and specification of the features and landscape is reduced;
 - There will be a focus on the sourcing of re-used materials, sourced, either from the site itself or locally;
 - Materials will be used that have a high recycled content.
- 7.13.12 Games and Transformation designs have developed in parallel to ensure that transformation work is minimised.
- 7.13.13 The applicant states that their commitment to reusing material from the decommissioning of the temporary Games elements for the remodelled and new landscape and hard surfaced areas in post-Games Transformation phase will achieve high levels of use of secondary materials. As much of the material being moved around the site as possible will be retained as part of the new landform, to minimise the amount

of material which needs to be transported off-site. Original site arising material will be re-used for landscaping, and the security fence will be reused to enclose the development platforms.

- 7.13.14 Some concern has been expressed at the sustainability of porous and non-porous asphalt (including from BioRegional). The applicant states that the asphalt will have a significant recycled content, and that it has the advantage of being able to be recycled: for the areas not retained in post-Games Transformation the asphalt and most of the sub base is to be recycled after the Games and re-used by aggregate suppliers in construction projects
- 7.13.15 Aluminium lighting columns are to have a minimum 90% recycled content. Games phase furniture is to be largely located in its permanent position. In particular the lighting scheme is focussed on achieving maximum retention in post-Games Transformation and ease of development to fit evolving Legacy plans.
- 7.13.16 I assume we are not approving any Games phase timber benches proposed to be retained? Should add a sentence that 'The details of all materials for furniture have not been sought for approval. In light of Members stated concerns about the sustainability of the timber proposed to be used in benches and seating for the Games phase, the applicant is undertaking further work on this. No approval has been sought in this application for timber seating materials.

Materials transportation

- 7.13.17 Under Schedule 11 of the section 106 legal agreement, there is a requirement for the ODA to use reasonable endeavours to seek to achieve the target that overall at least 50% of construction materials (by weight) are delivered to the site by rail and/or water during the Construction, Games and post-Games Transformation phases. The applicant advises that appropriate measures to ensure compliance with this obligation will be incorporated into the revised Construction Transport Management Plan required by OLF condition LTD.14, and confirm that it is their intention to use rail and water for transport of materials to and from the site. The Olympic project up to this point has been significantly exceeding the 50% target, achieving in the range of 63%. Progress against the target is monitored by the Annual Monitoring Report pursuant to Schedule 11.

Waste

- 7.13.18 The applicant states that the reduction in waste is intrinsically linked to the reduction in material use arising from the alignment of Games and post-Games Transformation requirements and the endeavour to reuse 100% of decommissioned material.

Surface water drainage

- 7.13.19 Surface water drainage of the site was approved pursuant to conditions attached to the PPR Games phase application, with SUDs measures (including porous paving, swales, frog ponds) concentrated in North Park (they were largely precluded in the South Park to ensure no mobilisation of contaminants). For post-Games Transformation as much of the approved SUD's network is being retained as possible. There will be significantly less groundwater pollutants entering the system post-Games as there will be a reduced pedestrian footfall and vehicle numbers on the site.

Microclimate

- 7.13.20 The Games phase proposals have been reviewed in light of the landscape re-modelling for PGT in respect of microclimatic effects. The increased use of soft landscaping in the PGT parkland will enhance the microclimate benefits from pedestrian proximity to naturalised parkland and access to sunlight for pedestrians along the river edge through the relaxed banks has been improved. For the retained pathways the proposed surface topping and tree shading will help to reduce the effect that solar radiation has on temperatures within the parklands. The updated microclimate assessment demonstrates that the conditions experienced in the parklands will not be adversely affected compared

to the effects reported in the 2007 OLF consent Environmental Statement and have improved in some cases.

- 7.13.21 In conclusion, Officers consider that the proposals satisfactorily address sustainability issues, and are acceptable. Policy provisions as well as site-wide targets as set out in the OLF planning permission conditions and Schedule 11 of the accompanying section 106 legal agreement, and the ODA's Sustainable Development Strategy are considered to have been adequately addressed. Fundamentally the transformed parklands represent re-use of a brownfield site, creating a high quality area of accessible and attractive amenity and biodiverse space from a previously unsightly, contaminated and largely inaccessible area.

7.14 FLOOD RISK

- 7.14.1 The October 2008 flood model of the revised PPR proposals shows a reduction in the flood risk downstream of the Henniker's Ditch Extension inlet compared to earlier flood models, with benefits to surrounding communities against earlier flood models dating back to the 2007 planning permissions,. The October 2008 flood model resulted in approximately 4000 buildings being removed from the flood extent with key reductions in flood risk in the residential areas of Carpenters Road Estate and Canning Town.
- 7.14.2 A Flood Risk Statement was submitted in support of the applications and sets out that a minor impact will be experienced due to the minor topographical changes described above, with 4 dwellings being added to the flood extent with an increase of 2mm.
- 7.14.3 The Environmental Agency has commented on the suite of applications and has not made any comments on proposals in relation to their impact on flood risk. It is considered that this is negligible when taking into account the considerable benefits of the October 2008 flood model against the 2007 planning permissions assessment and that the situation overall is markedly improved.

7.15 REMEDIATION

- 7.15.1 The 2007 Olympic Park permission includes Condition LTD.16 which requires that: Before 31 December 2012, a method statement be submitted to the Local Planning Authority for approval, indicating how the integrity of the remediation measures installed for the Olympic Development will be maintained and any necessary enhancement or alteration to those measures are to be installed.
- 7.15.2 The applicant is not currently seeking to discharge LTD.16 but rather has submitted a Strategy document which is intended to inform detailed design work for each part of the transformation development and the submission of details. In essence this is a working document/protocol for use by the design teams. The applicant states that they will seek to discharge LTD.16 prior to December 2012 as required by that condition. Officers and the PDT's consultants have made detailed comments on the submitted strategy requesting that further details/parameters of the scope of the future method statement, as set by the submitted Strategy document, be considered in developing a final document.
- 7.15.3 Out of the suite of PGT transformation submissions, only one application (that which relates to the permanent parklands) is a full slot-in application and would require re-application of the contamination conditions on the 2007 OLF permission (including LTD.16). All other submissions are approval of detail submissions which have conditions which require the submission of the means by which installed remediation measures are to be safeguarded and these submissions are required to be approved prior to commencement of works. Again the applicant is not seeking to discharge these

conditions and the submitted strategy document is intended to set out the means by which the submission of details will address the protection of remediation measures. It is noted that there are some areas within the suite of PGT submissions where Games phase hardstanding is proposed to be modified to soft landscaping at Transformation phase. In such instances consideration of the existing Site Specific Remediation Strategy/Remediation Method Statement is required with regard to the protection of human health for any new land use.

- 7.15.4 Taking into consideration the applicant's stated objective to open the park early and commence Transformation works as early as practicable and the requirement for greater detail against the outline submitted in support of the suite of PGT submissions, officers consider it appropriate to recommend a modified form of condition LTD.16 be reapplied to the slot-in permission which requires earlier submission of a Remediation Strategy Update. The Remediation Strategy Update should provide further details and set out a programme for incorporating changes into an agreed final post-games Transformation Remediation Strategy prior to submission of the Method Statement for formal approval. An informative will also be applied providing clarity on the details which should be outlined within the Update document and will also assist in setting out the Local Planning Authority's expectations in relation to the matters which would be required to be addressed in order to fully discharge LTD.16 and the related remediation measures safeguarding conditions on the individual approval of details.
- 7.15.5 Detailed comments have been received from LBN EHO and LBTH EHO together with queries from LBWF EHO. The recommended condition will require that the Remediation Strategy Update set out a programme for the submission of detailed responses to officer and host borough queries prior to formal submission to discharge the remediation conditions. As the applicant has not currently sought to discharge LTD.16 and its equivalent remediation conditions at this time, this is considered an appropriate response, which will also allow Officers and the host boroughs to provide further in-depth comments prior to formal submission.
- 7.15.6 In summary, Officers will require that the Remediation Strategy Update set out detailed strategies for instances where: Remediation measures installed for Olympic Development will need to be maintained, enhanced or altered and also where new remediation measures not previously approved for Olympic Development are required. In order to address the second point it is recommended that the amended condition incorporate the wording of the remediation requirements set out at Conditions SP.0.32 to SP.0.36 of the Site Preparation planning permission (ref. 07/90011/FUMODA). Based on the imposition of the recommended conditions Officers are satisfied with the principles set out in the Remediation Strategy document submitted.

8. HUMAN RIGHTS IMPLICATIONS

- 8.1 Members should take account of the provisions of the Human Rights Act 1998 as they relate to the application and the conflicting interests of the Applicants and any third party opposing the application in reaching their decisions. The provisions of the Human Rights Act 1998 have been taken into account in the processing of the application and the preparation of this report. In particular, Article 8, of the ECHR in relation to the right to respect for private and family life and Article 1 Protocol 1 of the ECHR in relation to the protection of property have been taken into account.

9. CONCLUSION

- 9.1 The 2007 Olympic and Paralympic Facilities and Legacy Transformation grant of outline planning permission, clearly established the principle of providing a Parkland post-Games to complement the venue/infrastructure provision for the Park. Despite the alterations, resulting in one of the current suite of applications being a slot-in submission PDT Officers are satisfied that the requirements and obligations set by the 2007

permission and its s.106 legal agreement, as subjected to change by subsequent 'slot-in' permissions, have been appropriately achieved by the submission. .

- 9.2 Officers' assessment of the slot-in application concludes that the impacts of the proposals are acceptable. Where there are points of concern it is considered these can be satisfactorily addressed by conditions as well as the replication of relevant conditions from the 2007 Olympic planning permissions.
- 9.3 Overall PDT are satisfied that the proposals would post-Games result in a high quality Parkland creating a place that is safe, pleasant to use and attractive. The factors that have contributed to this view include the proposed high quality materials, compliance with 2007 sustainability targets and measures, strong emphasis on inclusive access and improved connectivity/permeability and accessibility. Maintenance has also been a strong consideration and has clearly influenced choice of materials and design features resulting in a sustainable environment with attention to detail in terms of interface and the resulting good accessible connections.
- 9.4 As appropriate, PDT is recommending a suite of conditions, some replicated and where necessary modified from the 2007 OLF planning permission and some which are new and relate to details and measures which Officers consider are appropriate to those concerns raised both by the Planning Authority and stakeholders. In some cases Officers are recommending that 'grampian' type restrictions are used where these are considered as essential requirements. Where submissions have been made pursuant to OLF conditions, Officers are recommending discharge in full or part as appropriate dependent on the level of detail provided.
- 9.5 Officers are satisfied that the proposed PPR PGT works will ensure that the benefits to be derived after the London Olympics will be maximised, in accordance with Section 5(5) b) of the Act, and become available for public access at the earliest opportunity.
- 9.6 The proposals will fulfil the ODA's commitment to provide a sustainable and ecologically rich park in Legacy for East London and will comply with relevant development plan policies which seek to create high quality sustainable development and enhance open space.
- 9.7 The proposals are therefore recommended for approval.

10. RECOMMENDATION

- 10.1 For the 12 submitted applications, Officers are satisfied with the principle of the submitted details and as such recommend all 12 applications for approval. The detail of whether conditions can be fully discharged or only partially discharged for the approval of details applications is still being assessed and Members will be provide with this detail in the Update Report.
- 10.2 The Committee is asked to:
 - a) Delegate authority to the Head of Development Control to grant planning permission subject to the conditions and informatives set out below and discharge or partially discharge conditions as set out below and in the Update Report, subject to any consequential or necessary changes and amendments to the recommended conditions.
 - b) Agree the conditions and reasons for approval for the slot-in application as set out in the section below and any amendments included in the Update Report.

- Discharge/partially discharge conditions OD.0.23, LTD.18, LTD.19, LTD.20, LTD.33 and LTD.34 of permission reference 07/90010/OUMODA (Members are to be advised of the details of the full and partial discharges on the Update report)
- Impose the following conditions;

Stratford City Relationship

The works hereby permitted within Planning Delivery Zone 9 have not been approved for retention after 31 December 2014 pursuant to conditions LTD.33 and LTD.34, and conditions LTD.33 and LTD.34 therefore remain to be complied with.

Reason: To regulate the development of the parts of the Site which benefit from both the Stratford City Consent and from the 2007 Olympic and Legacy Facilities permission.

Development Platform Frontage Appearance Scheme

Prior to the 30 December 2011, a Development Platform Frontage Appearance Scheme shall be submitted to the Local Planning Authority for approval.

The Development Platform Frontage Appearance Scheme submitted shall include the following:

- (a) details of the landscaping and boundary treatments at the Development Platform frontages in the following areas:
 - (i) PDZ 1 - Carpenters Road;
 - (ii) PDZ 3 – Southern Loop Road;
 - (iii) PDZ 4 – Southern Loop Road;
 - (iv) PDZ 6 – North Road, Temple Mill Cut and Temple Mill Lane;
- (b) for areas of landscaping the details shall include the incorporation of trees, hedge planting, woodland, shrubs, meadow and other soft and hard works the details of which shall be submitted on drawings at a scale to be agreed in advance with the Local Planning Authority and which shall include:
 - (i) Specification of planting;
 - (ii) Measures to protect remediation;
- (c) overall arrangements for the long term management, funding and maintenance;
- (d) a planting management and maintenance strategy including on site irrigation measures; and
- (e) the phasing and triggers for the provision of the landscaping and boundary treatments referred to in (a) above, such phasing and triggers to be linked to the opening of the Retained Venues and Olympic Parkland.

Unless alternative phasing and triggers have been approved in writing by the Local Planning Authority, the Retained Venues and the Olympic Parkland shall not be opened to the general public after the close of the Games unless all the works in the approved Development Platform Frontage Appearance Scheme have been completed to the satisfaction of the Local Planning Authority.

Wayfinding

Before 30 December 2011, a Wayfinding Strategy shall be submitted to the Local Planning Authority for approval. The Wayfinding Strategy shall have been prepared, in consultation with the Host Boroughs, LVRPA, TfL, BEAP and the ODA Access and Inclusion Forum. The Strategy shall have regard to the Inclusive Design Objectives of the Inclusive Access Strategy approved pursuant to Condition OD.0.12. It shall contain details of how it relates and integrates appropriately with the wayfinding proposals and strategy for the Stratford City Development and the Greenway.

All measures contained within the approved Wayfinding Strategy shall be provided in accordance with the approved details prior to the re-opening of the Olympic Park to the general public after the close of the Games (unless alternative phasing has been agreed by the Local Planning Authority in writing) and retained thereafter unless other minor variations are agreed in writing by the Local Planning Authority.

- An explanatory Informative will be added which confirms what still needs to be discharged pursuant to LTD.33 and 34 and its equivalents for the slot in.

2) 09/90409/AODODA – Handball venue

- Discharge/partially discharge conditions HLT.8, HLT.32, HLT.40, HLT.41, HLT.42, HLT.44, HLT.45, HLT.47 of permission 08/90328/FUMODA (Members are to be advised of the details of the full and partial discharges on the Update report)

3) 09/90410/FUMODA – slot in

See separate conditions and reasons for approval section at the end of this report.

Members should be aware that some conditions are currently under discussion with the ODA and OPLC – any changes will be reported to Members in the Update Report.

4) 09/90411/AODODA – Velopark

- Discharge/partially discharge conditions VLT.10, VLT.35, VLT.36, VLT.46, VLT.47, VLT.49, VLT.50 and VLT.52 of permission 08/90276/FUMODA (Members are to be advised of the details of the full and partial discharges on the Update report)

5) 09/90412/AODODA – U02

- Discharge/partially discharge condition ULT.24 of permission 08/90353/FULODA (Members are to be advised of the details of the full and partial discharges on the Update report)

6) 09/90420/AODODA – F10 feasibility study

- Discharge conditions 1 and 2 of permission 08/90028/REMODA

7) 09/90435/AODODA – Stepped Access

- Discharge condition PPR.55 (Stepped Access) on permission reference 09/90311/FULODA

8) 09/90436/AODODA – Stepped Access

- Discharge condition PPR.2 (Stepped Access) on permission reference 09/90317/AODODA

9) 09/90437/AODODA

- Discharge condition FLT.27 (Stepped Access) on permission reference 08/90319/FULODA

10) 10/90015/AODODA – Eton Manor venues

- Discharge/partially discharge conditions EMLTD.42, EMLTD.43, EMLTD.45, EMLTD.46, EMLTD.50, EMLTD.62 and EMLTD.65 of permission 09/90198/FUMODA (Members are to be advised of the details of the full and partial discharges on the Update report)
- Impose the following condition:

War memorial and its lighting

Before the development commences in Planning Development Zone 7 details of the new setting of the war memorials (comprising the Eton Manor Churchill memorial and three plaques) on Eton Manor at a scale to be agreed by the Local Planning Authority in advance, shall be submitted to the Local Planning Authority for approval. Such details shall include the location, elevations, hard and soft landscaping, lighting and materials of and around the memorials. A sample of the materials shall be submitted to approved to the Local Planning Authority for approval prior to installation of the war memorials. The war memorials shall be implemented in accordance with the approved details and samples and maintained thereafter.

Reason: To ensure a high quality design for these features of historic interest and in the interest of visual amenity.

11) 10/90105/AODODA – Aquatics centre

- Discharge/partially discharge conditions 10 and 35 of permission 08/90027/FULODA (Members are to be advised of the details of the full and partial discharges on the Update report)

12) 10/90106/AODODA – Basketball venue

- Discharge/partially discharge conditions BALT.2 and BALT.22 of permission 08/90346/FULODA (Members are to be advised of the details of the full and partial discharges on the Update report)

(see next sections for conditions and reasons for approval of the slot-in application)

Appendices

Appendix 1 – Detail on the November 2008 applications for Games phase parklands and public realm

Appendix 2 – Full wording of the relevant conditions the applicant is seeking to discharge/partially discharge with the PGT PPR applications

Appendix 3 – Full proposal wording for the PPR applications

Appendix 4 – PDT's Consultation Scope summary

Appendix 5 – Consultation responses

Appendix 6 – Potential Metropolitan Open Land and Publicly Accessible Open Space