

Olympic Delivery Authority

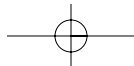
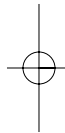
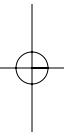
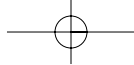


Planning Decisions Team

Olympic, Paralympic & Legacy Transformation Planning Applications

Main Report - Appendices

14 AUGUST 2007



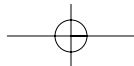
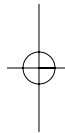
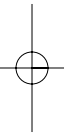
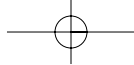
C O N T E N T S

Olympic, Paralympic & Legacy Transformation Planning Applications

Report to ODA Planning Committee 14 August 2007

Main Report Appendices

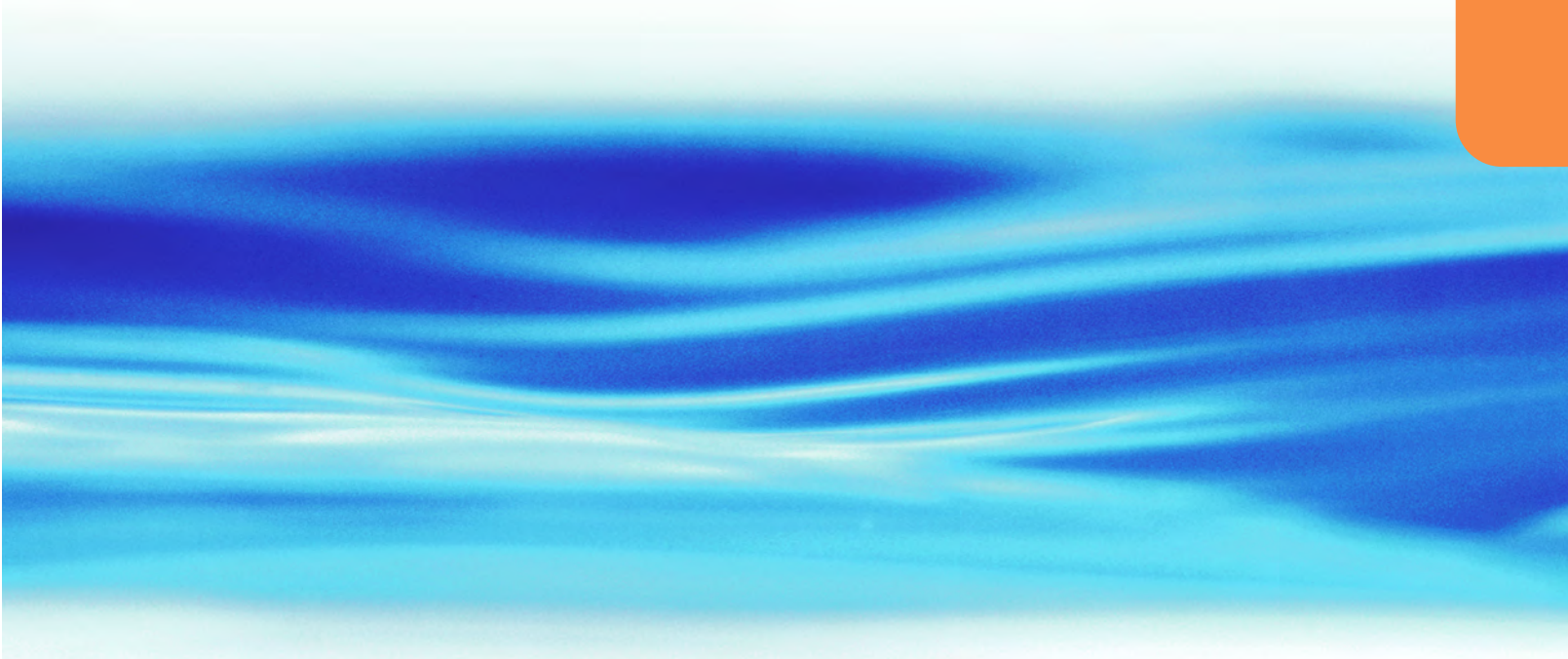
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Consultation Responses Summary Tables



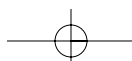
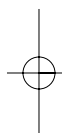
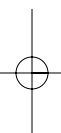
Statutory Consultees

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	British Transport Police	Conditional Support		1
1	An operational policing facility to accommodate 50 staff should form a key component of the Stratford station complex.			
2	Request that a contribution from the Olympic related planning applications through an S106 agreement. Request discussion of this.			
3	Design: There should be liaison with the Police at an early stage; appropriate CCTV systems and Automatic Number Plate Recognition Systems should be used; Park boundary fencing should be a high security specification and agreed with Police and Counter Terrorism Security Adviser; Airwave emergency services communications coverage should be guaranteed for gateway stations.			
4	Construction phase: A safe and secure environment should be maintained in terms of street furniture, construction hoarding, lighting etc; railway operators should be consulted regarding network capacity in view of construction worker demand.			
5	Games mode: Railway infrastructure capacity should be adequate; crowd management on site should be addressed; no litter bins to be provided to gateway stations and bus interchanges and highways immediately outside these stations.			
6	Legacy: Explaining requirement for a new permanent BTP police office at Stratford to meet policing requirements of regeneration projects in area. The level of 2012 development will have a significant impact on the level of policing required. This can be required via a legal agreement.			
	British Transport Police	Conditional Support		2
1	All bridges should be designed to reduce the potential of trespass and vandalism. BTP should be consulted on design. Under rail bridges should be designed to provide natural lines of site and prevent vehicles from parking under key infrastructure. Rail over road bridges should be designed to avoid bridge strikes. Road over rail bridges should comply with Government recommendations.			
2	Olympic and Village fence lines must be high security specification where close or adjacent to railway infrastructure. BTP should be consulted on design. Construction must not compromise existing railway safety and security.			
3	State requirement for BTP facility of 850sqm at Stratford Station, should be secured through S106 agreement.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	British Waterways London	Conditional Support		1 – Part 1
1	Global remediation strategy: Further information required on foul and surface water drainage. Benefits of construction of Prescott Lock should be included. Boat traffic advantageous rather than an adverse impact.			
2	Ecology: Temporary and permanent lighting should be low level without spillage over waterways to allow for bats to forage.			
3	Landscaping: Navigation should not be inhibited. Access to banks and channels must be maintained. Potential for greater use of waterways for example transport/leisure should not be sterilised.			
4	City Mill River: Potential for new moorings should be investigated; opportunities to widen towpaths, improve landscaping and access to the waterside- waterside access could include trip boats/water taxis. New moorings could create revenue for future Park maintenance. Back of House for stadium adjacent to the river would be ideal location for marina/basin in Olympic phase. Disappointing that scheme as a whole has not included marina sites in accordance with London Plan and LLV OAPF and 2004 permission.			
5	Waterworks River: should incorporate paths and link to existing /proposed routes; opportunity for improved public access to waterside and for navigation.			
6	Treatment of riverbanks should take account of navigation safety in consultation with BW.			
7	Design and Access statement: i). Must recognise multi-functional value of active waterways and their primary purpose as navigable rivers. Support remodelling of waterways with re-used structures/materials where appropriate.			
8	Design and Access statement: ii) Where loop road runs parallel to towpath in Legacy this will have negative impact on the perception and role of the canal in this location.			
9	Design and Access statement: iii) Carpenters Road Lock: retention welcomed. Design of bridge over should be complementary.			
10	Flood Risk/Hydrology: Channel works should take account of fixed water level following new water control structures in Prescott Channel (notionally fixed water level of 2.3m AOD).			
11	Walking and Cycling: i) Towpaths in and around Olympic Park will see significant increase in use - demand, capacity and safety modelling should be done. Support western access point and provision of wide towpaths. Should be well designed shared use paths along all waterways in Bow Back Rivers network. Lee Navigation path requires significant upgrading.			
12	Walking and Cycling: ii) A number of detailed points made in respect of ensuring safe access on/off boats from the waterside and the benefits of taking advantage of appropriate locations for water taxi/trip boat landing points.			
13	Security: believe the waterways should remain open and in use during the Games in a managed way.			



Ref	Organisation Name	Position Round 1	Position Round 2	Round
	British Waterways London			1 – Part 2
1	Sets out the strategic policy context relevant to waterways. The London Plan Blue Ribbon Network policy recognise the strategic importance of the network and encourages its use for passenger transport, freight, sport and leisure requires high quality of design and deals with impact of new structures.			
2	The Lower Lea Valley Opportunity Area Planning Framework envisages the area as a vibrant, sustainable mixed use city district set in high quality parkland and waterways. The 'Water City' concept includes ecological enhancement and re-naturalisation of sections of waterways, maintaining and extending the use of waterways for living, transport and recreation and ensuring flood risk is appropriately managed.			
3	Global Remediation Strategy (GRS): Further information required on urban drainage system.			
4	British Waterways (BW) is disappointed that the GRS is critical of the perceived loss of tidal mudflats resulting from the Prescott Lock scheme. The positive benefits of the water control scheme should be included.			
5	More balanced approach to the effects of boat traffic which should be seen as advantageous rather than having an adverse impact.			
6	Ecology: critical references to the new water control structure should be removed as there is no evidence to support this.			
7	It is critical to avoid adverse impact on bats by ensuring that all lighting is low level, does not spill over waterways and kept to a minimum at the waters edge.			
8	Landscaping: key issues are: remove proposals which inhibit navigation, maintain access to the waters edge, proposals should not sterilise opportunities for greater use of waterways, access for maintenance must be considered, location of utilities must be considered.			
9	Detailed comments to improve landscaping are provided for the different waterways as follow:			
10	River Lea: vertical separation of paths using battered naturalised rock features, create wider paths, gated access to floating pontoons and residential moorings, different level paths to separate users e.g. cyclists and anglers, more formalised landscaping on Stadium side, development opportunities exist beneath concourse levels of Stadium. Opportunity above Carpenters Road lock to create turning head and activity at waters edge; Carpenters Road lock is a listable 1930s structure which could become important defining feature and destination; retained building adjacent to Carpenters Road lock needs careful consideration.			
11	City Mill River: new habitat may be difficult to create, access should be provided at lower level and potential for new moorings investigated; elevated waterway edges need to be designed out; creation of deeper water sections could provide opportunity for moorings set amongst vegetation; opportunities to widen towpaths and give access for trip boats, water taxis etc; more formalised landscaping should be considered; terraced or formal landscape treatment must be incorporated to soften landscape on Stadium side and provide better access to water with possibility of creating moorings; application fails to recognise opportunities for visitor moorings; back of house for Stadium area adjacent to City Mill River would make ideal location for marina/basin in Olympic phase.			



Ref	Organisation Name	Position Round 1	Position Round 2	Round
12		Waterworks River: left bank 8m set back should include connecting pathways; location for river taxi; opportunities to create improved public access to waters edge, widen towpath and construct timber fendering; wetland edges need defining, opportunity for timber fendering; east bank could have more formal treatment with opportunities for wharves, moorings, pedestrian access.		
13		Bow Back Rivers: opportunity for timber fendering and possibility of cycle ways and more urban section of towpath.		
14		River Lee Navigation: opportunities to improve waterway edge widen towpath and provide moorings; impact of use of towpaths during Greenway closure needs clarification.		
15		Old River Lea: widen towpath, allow greater access to waters edge.		
16		River banks: details of culverts and sluices required, habitat shelves are hazardous to navigation and need detailed consideration; BW recommend naturalised rock structures to create better access; greater depth of water needed to avoid danger to navigation from submerged aquatics; suggest masonry cladding to high level walls and timber fendering to lower levels.		
17		The Waterway Design Concept (July 2006) identified potential marina sites and it is disappointing that none have appeared in the application. Moorings could provide revenue stream towards maintenance of Olympic Park and waterways.		
18		Design and Access Statement (DAS): The DAS must recognise multi functional value of waterways and their primary purpose as navigable rivers.		
19		The DAS has failed to address DEFRA's sustainability objectives.		
20		The DAS has not addressed key objectives to promote multi functional waterways that promote social, environmental, sustainable and economic values and integrate new development with waterways.		
21		There does not seem to be a strategy for the use of waterways for passenger transport. It is extremely disappointing that there are no dynamic uses proposed to animate waterspaces.		
22		The DAS does not appear to have understood the unique opportunities presented by the waterways including for navigation or articulate the differences between the waterways.		
23		It is critical that BW is involved in the preparation and implementation of a Waterspace Strategy for the Games and Legacy.		
24		Heritage: The application fails to fully integrate the heritage value of the area within the current landscape proposals.		
25		North of Old Ford Lock is a picturesque area with calm, green environment. Some features have not been taken into account e.g. details of the existing towpath. Two permanent road bridges cross the River Lee Navigation and with associated road traffic would adversely impact on the secluded appearance of this area.		
26		The retention of the loop road in legacy will impact on the perception and role of the canal at this location.		
27		Bridge over Carpenters Road lock should complement the unusual design of the lock structure. There is an opportunity to expose the lock structure and create a visual experience.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
28		Flood Risk and Hydrology: Flood Risk Assessment (FRA) appears not to take into account key changes since 2004 application including: baseline hydrology has been reassessed by the Environment Agency, hydraulic models have been upgraded with recent survey information, further work has been done to model existing structures.		
29		New water control structures are not included in the assessment though BW has been advised that proposals take these into account.		
30		Not clear what is proposed with respect to volume and flow rates from Surface Water Discharge outfalls. It is important that this is agreed as soon as possible to ensure water levels do not impede navigation.		
31		Bridges and Waterways Walls: It is not clear whether BW objectives and requirements have been met particularly adjoining the main stadium. Not clear whether 1m encroachment during Olympic phase has been addressed in hydrology work. BW would resist any proposal to reduce the width of waterway.		
32		It is unclear whether pier locations for bridges have been fully defined. Insufficient account of BW concerns and comments in the design phase has been taken.		
33		BW has particular concerns regarding user safety and navigation under bridges, quality of design, permanent overshadowing of water and impact on ecology, location and treatment of abutments, piers and walls.		
34		Leisure: very little evidence in the application to support activity that takes place on the water and no clear analysis of how the park and its waterways would function post 2012. Boats and associated activity give high levels of interest and enjoyment but there are no plans to support this concept. As currently planned bank treatment will deter boating as boaters will not be able to get on and off their boats.		
35		Walking and Cycling: The ODA should carry out demand and capacity modelling for existing towpaths. This is necessary because most towpaths are narrow, have shared users and are likely to see a significant increase in use in the future.		
36		Welcome western access point, wider towpaths and cycle parking in Victoria Park. Where towpaths a less than 3m alternative higher level paths for cyclists should be provided.		
37		Appears to be no cycle path in legacy adjacent to the Old River Lea or along City Mill River, not consistent with objective of having shared use paths alongside all waterways.		
38		The suggestion of using the River Lee Navigation towpath as an alternative pedestrian and cycle route for the closure of Carpenters Road is noted. Currently this path is not suitable for increased cycle and pedestrian traffic without major refurbishment.		
39		Little mention of access onto and off the water. Many bank profiles would prevent boats from accessing towpaths leading to poor integration, sterilisation and reduced safety.		
40		PDZ1/2 bank profile drawings show existing waterway wall cut down and capped below water level. This creates very shallow water, dangerous hazard and prevents boats mooring. No plans to install floating structures to allow boats to moor. This is a major weakness given potential use for passenger transport, greater access to water and the 'water city' vision.		
41		Moorings: New boat moorings are required to ensure sustainable economic legacy and new funding streams to help maintain waterways. There is a chronic shortage of moorings and the application does not include plans to provide urgently needed additional moorings.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	There is an opportunity to provide at least one 120 berth marina and smaller linear moorings.			
42	The water control structures will greatly benefit all forms of boating but there is no specific reference to how the ODA will facilitate such an increase in boating and many proposals will actually inhibit their viability.			
43	Specific examples are given at Waterworks River, the River Lee above Carpenters Road Lock and City Mill River where river wall design and heights make access on and off boats impossible in areas where there is great potential for increased use of waterways.			
44	Increased opportunities for angling could be provided.			
45	Security: Discussions have indicated waterways will be closed during the Games for security purposes. BW believes this is not necessary. Waterways should remain open in a controlled and managed way. Active use of the waterways adds natural and passive surveillance. This view is supported by the Metropolitan Police.			
46	Transport: BW welcomes the aspiration to deliver 50% of construction materials by rail and water which will be aided by the water control structures. However it is unclear how the site will be organised to facilitate delivery of construction materials by water e.g. new infrastructure of wharves, piers consolidation centre etc.			
47	The TA para 4.9.2 implies Bow Creek is only navigable at certain times of the year. This should be amended to certain times of the day. The ES fails to appreciate that the early phases could be serviced by 120 barges via the Lee Navigation and the Bow Back Rivers.			
48	There is a failure to grasp the opportunities for passenger transport by water. Innovative water transport could meet a wide range of transport requirements including transporting officials, athletes and spectators around the site. BW endorses the comments of the London Borough of Tower Hamlets in Appendix 1 of their response.			
49	Informatives are suggested advising of the need for the agreement of British Waterways in cases of access being required, discharge of surface water, encroachments into BW airspace, works affecting towpaths, any other necessary consents and an appropriate commercial agreement before development commences.			
50	Conclusion: There are significant issues BW would like to resolve before commenting on final proposals. The overriding issue is that the current proposals have failed to grasp the opportunity to unlock the full potential of the most unique asset of these Games: its multi-functional waterways.			
	British Waterways London		Conditional Support	2
1	Confirms support for the Olympic and Legacy proposals, but raises issues to be satisfied in addition to those raised in the earlier response.			
2	The overriding issue remains how to grasp the opportunity to unlock the full potential of the multi functional network of waterways and BWL recommends that a Waterspace Masterplan is developed before all the details are finalised.			
3	The key landscaping issues remain as stated before, with further improvements to include:			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
		creating a continuous ecological edge must not exclude other uses, such as public walkways, towpaths and moorings; The height of river walls adjacent to the main stadium should be softened with formal landscaping or an alternative 'green face' retaining method; marginal shelves which protrude into the river channels are a danger to navigation and should be removed; the towpath cantilevered over Waterworks River should be removed immediately after the Games.		
4		No recognition in the Global Remediation Strategy for the benefits of the control structure in excluding contaminants, including raw sewage, from washing back upstream.		
5		Agree that the scheme will result in a co-ordinated approach to surface water drainage, with separation of foul and surface water and the use of SUDS to improve surface water quality.		
6		The long term benefits associated with dredging should be expressed more comprehensively in the BAP.		
7		The BAP predicts higher siltation rates associated with the water control structures, but BW will manage these through operational regimes.		
8		There is no evidence to support the claim in the ES that the water control scheme will lead to a reduction in water quality and increased sedimentation. Current modelling suggests no increase in contamination or sedimentation will result. If modelling indicates deterioration in water quality, BW is obliged to mitigate the impacts.		
9		There will be no localised erosion around the water control structures as the rivers are hard banked.		
10		The possibility of increased flood risk from gate failure or operational error is minimised by 'fail-safes' built into the operation regime. BW successfully operates many other similar schemes.		
11		An increase in water-borne traffic would not cause erosion to the channel bed and the risk of increased pollution from boat traffic is extremely limited. Also dispute the claim that turbidity will have a negative effect.		
12		BW has knowledge and experience from managing 2000 miles of waterways. There is no evidence to support the critical or negative references to the water control scheme and they should be removed.		
13		The Design and Access Statement still fails to recognise the multi-functional value of active waterways and their primary purpose as navigable waterways. There is opportunity to promote vibrant, multi-functional waterways that promote social, environmental, sustainable and economic values and integrate new development with the waterways. It is critical that a Waterspace Strategy is prepared as soon as possible.		
14		BW welcomes the importance attached to waterways related heritage including Carpenters Road Lock. However, concern that this Lock is described as 'low importance' when it is unique and of listable quality. Concern about the proposed two bridges either side of the lock. The lock should be a focal point for heritage, navigation and education. Carpenters Road Lock should be fully re-instated to include a long-term solution to the current temporary flood conveyance requirement through the lock.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
15	The revised Flood Risk Assessment does not explicitly include the water control scheme in its assessment. This is a serious oversight although timing of the two projects has made full integration difficult. Surface Water Discharge (SWD) outfalls should be designed to accommodate the 2.3 AOD water levels. Volume and flow rates from SWDs are not clear and need to be agreed as soon as possible as the volume of water entering the waterways is important.			
16	Concerns about bridges and waterway remain. Main concerns are: user safety and navigation under the bridges, quality of design, overshadowing of the watercourse, details of abutments and walls.			
17	Concerns remain regarding leisure use of waterways after the Games. There are no details of support facilities for water based activities such as boating, angling, freight and passenger transport.			
18	British Waterways promotes walking and cycling and is a member of the Active Travel Advisory Group. Towpaths in the vicinity of the site are likely to see increased use. BW would like to see demand, safety and capacity modelling and where necessary a programme and budget for improvements put forward.			
19	BW is continuing to discuss security issues with the ODA and Police. For now, previous concerns remain.			
20	The Transport Assessment fails to embrace opportunities relating to freight and passenger water transport. Prescott Lock will provide the most significant opportunity to revive inland water freight in London for 50 years but the current plans do not provide an action plan to facilitate water freight through all phases of the development. Areas for wharves, boat waiting areas are not shown. Water freight operators must receive assurances now in order to invest in barges and equipment needed if water freight is to be successful.			
21	As a supplement BW submitted a brief for a Waterspace Masterplan (WM). A vision is set out which includes: achievement of a carbon neutral footprint, creation of a strong sense of place, fully explore added value of waterspace as leisure and commercial attraction, respect the wider river network and its function for flood conveyance, improvements to water quality, promoting the use and appearance of different areas of waterspace, public realm and buildings. The brief outlines the main roles of the waterways through the four phases of construction, Games, legacy transformation and legacy. The brief also sets out detailed issues in relation to public realm, waterspace, towpaths, employment and bridges.			
	CABE	Support	No Comment	1
1	CABE broadly support the masterplan subject to a number of reservations - as follows:			
2	Parameters are a quantitative and predictive basis for design and do not embed design quality. There is a risk that projects will be procured, designed and built to meet functional requirements without taking opportunity for excellent design. Design quality must be made capable of enforcement - The DAS should include clear development principles and be tied to permissions by conditions.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
3		Principles for the character of large scale infrastructure should be set out in DAS and conditioned - utilities building and water management works, security fence, highways and bridges should all be designed to enhance rather than harm the park particularly where these will become elements of landscaped park.		
4		Bridges - Parameters should not be so broad that worst case scenario creates significant blight. E.g. width of bridges will sterilise a lot of land. Parameters should also be extended to include vertical expression rather than only a flat structure. Number, scale and location of bridges is fundamental to successful integration in legacy and must be got right. Location and orientation of bridges needs further testing to optimise access from legacy districts to facilities, transport etc. e.g. links from Hackney Wick run counter to most direct route to the centre and to Stratford. CABE want to be involved in design and decision making process for family of bridges and their relationship to the Park.		
5		Retained elements - parameters should be tested now to anticipate impact on character of legacy communities. Development platforms need to be tested as useable developable sites.		
6		Pedestrian movement - needs further consideration to ensure direct access to venues, minimise walking distances, make good east-west connections and links to surrounding areas in legacy.e.g. Currently lacks strong connection from Victoria Park to Stadium.		
7		Topography - 3D experience is fundamental to legibility of park and should be expressed in the movement infrastructure. The current 2 dimensional presentation misses this opportunity and not convinced that concourse and crossings are yet robust enough to adapt to the topographical conditions across the site.		
8		Venues - parameters need to be flexible enough to allow resolution of relationship between buildings and concourse.		
9		IBC/MPC - scale, orientation, layout and sustainability is not necessarily the best basis for its legacy transformation. The site is fundamental to the regeneration of Hackney Wick and the parameters need to consider how the large development blocks proposed will positively address and integrate with the existing community.		
10		All venues need clear development briefs to ensure sound design principles whatever the procurement route.		
11		Clays Lane - separate response being prepared. Think there are too many units proposed. Character of this development will influence that of other legacy residential so has to be good. Suggest spreading the volume over a larger site to maintain an urban grain and detail more characteristic of London.		
12		Stratford City should be revised to relate better to Olympic Masterplan and include connection to Leyton station.		
13		Legacy - welcome Commitment to Sustainable Regeneration - ODA need to work with other public sector partners.		
14		Legacy Park - overall vision must be established before move to detail. Engage local communities in legacy ownership of venues and identifying parts of park most valued as open space. Need as much certainty as possible asap. Built edges adjacent to park and water (including IBC/MPC) need careful handling - scale, urban containment, relationship		

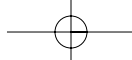
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	between backs and fronts. Concern re these edges in the period after security fence comes down and before legacy comes forward.			
15	Sustainability - separate response being prepared. This project is an opportunity to set standards for sustainable design and construction.			
16	Working of masterplan in reality must be tested. E.g. walk from Victoria Park ends up at back of main stadium; how will a Leyton resident walk to tennis centre? What views will visitors get from site? What will route from Stratford International to stadium be like?			
	Civil Aviation Authority	Neutral		1
1	Proposals involving wind turbines should be discussed with the Directorate of Airspace - new consultation letter sent 26/02/07.			
	Cross London Rail Links Limited (Crossrail)	Conditional Support	No Comment	1
1	No objection from Crossrail subject to 5 conditions designed to ensure that the construction and operation of Crossrail is not prejudiced by the development, including access from greenway and roads within the site.			
2	Chelsea-Hackney line tunnel is proposed below PDZ 15 and Crossrail is proposing to use part of zone as worksite. No objections subject to a condition designed to ensure that Crossrail is consulted on details of foundations and construction methods for the pedestrian bridge over Ruckholt Road.			
	Directorate of Airspace Policy, Civil Aviation Authority	Neutral	No Comment	1
1	Unable to view the details on the website but have particular interest in heights of proposed developments.			
2	Essential that London City Airport & Heathrow Airport have opportunity to comment regarding aerodrome safeguarding issues.			
	EDF Energy Networks Ltd.	Neutral	No Comment	1
1	Construction works undertaken before overhead powerlines are dismantled need to be carried out under HSE Guidance Note GS6 - Avoidance of Danger from Electrical Lines. A survey will need to be carried out for works in the vicinity of powerlines and a GS6 supervisor may need to be appointed. (EDF Energy Networks).			
2	Access to towers and substations must be maintained.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	English Heritage	Conditional Support		1
1	It is important that the final design relates well to the surrounding Stratford City and Olympic Park developments. (English Heritage commenting on the Olympic Village (Part) application 07/90012).			
2	Concerned about the demolition of the locally listed Stratford station buildings (between Platforms 10A and 11) and would urge reconsideration due to its history.			
3	It is important that the proposed West Ham Ramp respects the setting of the Greenway.			
4	Welcome the decision to retain more of the historic river banks but would encourage some of the hard edges to be retained.			
5	Note that Old Ford locks is a particularly sensitive location and request that the design of the bridges and other structures be sympathetic.			
6	Comment on the impact on views to and from nearby listed buildings including Abbey Mills, St Mary's of Eton Church and the former Bryant and May Match Factory.			
	English Heritage		Conditional Support	2
1	Pleased that the Johnstone Boathouse and the locally listed section of Stratford Station are to be retained.			
2	Regret decision to not retain the chimney near the west side of the Lea Navigation within DZ4. Keen to see Fish Island designated a Conservation Area and features such as this are an important part of the area's robust industrial character.			
	English Heritage - Greater London Archaeology Advisory Service	Conditional Support		1
1	Archaeological evaluation does not need to be undertaken prior to determination of planning application but see conditions below:			
2	Two conditions re <i>sub-surface archaeology</i> : 1. on each PDZ written scheme of investigation to be produced by acceptable body; no development prior to submission/approval of scheme; development only in accordance with approved scheme. 2 Approved scheme to be implemented and if other remains are encountered during work additional works/written scheme may be needed.			
3	Two conditions re <i>historic buildings and structures</i> : 1 on each DPZ written scheme of investigation for historic building recording and analysis to be provided by acceptable body; no demolition or other work prior to submission/approval of scheme; development only in accordance with approved scheme 2. Approved scheme to be implemented by approved body.			

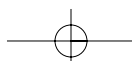
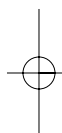
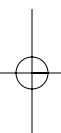
Ref	Organisation Name	Position Round 1	Position Round 2	Round
4		Condition re <i>publication and analysis</i> : results of archaeology and historic recording to be included in an updated project design submitted/approved by LPA and deposited in archive.		
5		EH welcomes inclusion of Archaeology and historic buildings in the CoCP and wish to advise on preparation of Historic Environment Management Plan. There are currently concerns with the Code of Construction Practice as it relates to archaeology:		
6		Para 12.1.1 a statement not an objective.		
7		Para 12.2.1 a statement not an objective.		
8		12.3.3 reword bullet point 3 - 'A written Scheme of Investigation for a programme of archaeological works in accordance with published guidance'.		
9		Para 12.3.3 The primary mechanism is for programme of archaeological field evaluation - watching brief is only a fall back position where full evaluation not possible (e.g. river walls) Built heritage resources will generally already have been identified but early provision needs to be made for brief internal inspection of buildings not identified as of historic importance from external appearance so significant interiors can be recorded.		
10		12.3.3 all archaeological work and recording should be undertaken by a suitably qualified body following a written scheme of investigation approved by the local planning authority to ensure the work is to an appropriate, recognised standard and that the results are appropriately disseminated and archived.		
11		Some baseline data has been omitted e.g. Chobham Manor - affected by bridge T13 (NB T13 not on Masterplan Drawings) The omissions have already been explained to the applicant.		
12		Disagree with ES non-tech summary which suggests the process of archaeological recording be incorporated in CoCP with its recommendation for a watching brief during development. This is NOT an appropriate strategy.		
13		ES also states that only built heritage (Clays Lane) is three power transition towers. Whilst their demolition is in consented scheme for undergrounding power lines this application proposes to remove all buildings and structures on the site. Scheme of recording of features to be destroyed is therefore required. See conditions.		
14		Two conditions re sub-surface archaeology: 1. on each PDZ written scheme of investigation to be produced by acceptable body; no development prior to submission/approval of scheme; development only in accordance with approved scheme. 2 Approved scheme to be implemented and if other remains are encountered during work additional works/written scheme maybe needed.		
15		Two conditions re historic buildings and structures: 1 on each DPZ written scheme of investigation for historic building recording and analysis to be provided by acceptable body; no demolition or other work prior to submission/approval of scheme; development only in accordance with approved scheme 2. Approved scheme to be implemented by approved body.		
16		Condition re <i>publication and analysis</i> : results of archaeology and historic recording to be included in an updated project design submitted/approved by LPA and deposited in archive.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
17	Welcome inclusion of Archaeological and historic landscape in the CoCP and look forward to advising on Historic Environment Management Plan (12.2.1) Wish to have opportunity to comment on procedures outlined in that document.			
18	CoCP makes no provision for facilitating programme of archaeological investigation following the completion of geotechnical investigations previously undertaken. Historic Environment Management Plan should include programmes and procedures for this with the inclusion of a written scheme of investigation for the evaluation of any archaeological mitigation strategy that may be required following evaluation.			
19	All archaeological work and recording should be undertaken by a suitably qualified body following a written scheme of investigation approved by the local planning authority to ensure the work is to an appropriate, recognised standard and that the results are appropriately disseminated and archived.			
	English Heritage - Greater London Archaeology Advisory Service		Conditional Support	2
1	Information provides a good level of information which confirms the findings of the Environmental Statement that there is a considerable potential for archaeological remains to exist on the site. Recommend conditions regarding subsurface archaeology, historic buildings and structures, and archaeology and built heritage analysis and publication.			
	Environment Agency	Conditional Support		1
1	Site Prep ES requires further info on some topics, see below:			
2	Site prep ES: BW Prescott Lock - ES does not adequately address effects on water quality, hydrology, tidal characteristics or detail of mitigation/compensation. Further assessment with impact on all elements of water environment required.			
3	Site prep ES flood risk assessment has questionable methodology. Applicant should discuss with Environment Agency.			
4	Site prep ES suggests that increase in impermeable surfaces and reduced infiltration is a positive effect (because it will reduce contaminant leaching) - EA disagrees as this is not consistent with SUDS and if land is remediate properly this risk will be minimised. The negative effects of reducing infiltration are not identified but are significant.			
5	Construction methodology required, to show impacts on river channel particularly proposed reducing water levels to facilitate construction.			
6	Geomorphological assessment required, including stream reconnaissance survey, with ref to BW lock proposals.			
7	Phase 1 survey of Pudding Mill River and Hennikers Ditch is inadequate. Needs to include detailed ecological information.			
8	Negative effects of bridges, particularly wide ones and those in sensitive locations inadequately identified.			

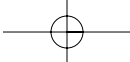
Ref	Organisation Name	Position Round 1	Position Round 2	Round
9		Intertidal fish survey inadequate due to time of year and only done at low tide. Detailed survey needed throughout next year at various states of tide -urgent because Spring run of eelers is due.		
10		ES says no effects on Cypranid fisheries - this is incorrect simply because the fact that the Lea is a Cypranid fishery has not been identified. Need to reassess.		
11		Inaccurate conclusions on risks to bats -There are bats in the area. They are light sensitive and this is not considered by the ES.		
12		Initial assessment of contamination gives confidence that site can be effectively remediated.		
13		There are Environment Agency water quality/level sampling points in the area which may be lost. Protection of or replacement sites required.		
14		ES does not address all effects of ground source heat pumps relating to construction and availability of water resources. More Information needed.		
15		Mitigation/compensation for effect of development (as provided by 2006 waterway concept design) needed. Phasing, bank design, river wall design, bridges, wetland, living roofs, water demands. Water monitoring points, prevention of pollution increased run off, safe havens, restriction of lighting, hours of operation, translocation of marginal vegetation, habitat creation, removal of watercourses.		
16		ES says all details of landscape reserved for subsequent approval is this incorrect?		
17		Development has potential to deliver significant benefits to the environment but full details of how this will be achieved are not provided. As the normal pre-commencement conditions are undesirable because of potential delays to start of site prep the additional info must be provide prior to determination.		
18		Strategy for integrated management of surface water from the entirety of the Olympic Park, including Clays Lane, should be provided using SUDS unless justified otherwise.		
19		Use of overland flood flows in culverts is unacceptable-these are costly, and require regular maintenance and are unsustainable.		
20		Hennikers Ditch Culvert - too small.		
21		River walls retained in PDZ 1, 2, 4, 5, 8 - concern re integrity and load bearing capacity. Need to establish needs for repair etc.		
22		Drawings to be submitted detailing access points for emergency flood risk management to river and river walls, required for all sites abutting rivers.		
23		proposed spillway from R Lea to Channelsea wetland no explanation and not acceptable - cause increase in flood risk and detriment to biodiversity.		
24		PDZ3 bridge F17 - will damage natural vegetation and cause habitat fragmentation. Suggest 3 small bridges, positioned to avoid trees, instead of one 42m wide.		
25		PDZ1 and 2 bridges H07, F10 F11 -abutments encroach river channel which will trap debris and increase flood risk. Remove abutments.		
26		PDZ 5 and 6 bridges F02 and F03 - insufficient clearance - flood risk.		
27		PDZ 14 - no info on bridges.		



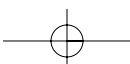
Ref	Organisation Name	Position Round 1	Position Round 2	Round
28		Wetland welcome but don't refer to it as 'ornamental lake' or as 'bowl-like depression' in landscape principles. Do not use as SUDS as that is detrimental to biodiversity, Remove spillway (see above) remove lighting, give details of management, include buffer zone with no paths around wetland. As this is a full application provide detailed design of wetland prior to determination of application.		
29		intrusive investigation method statement must be approved prior to ground works or site works agreeing methodology to deal with potential for mobilisation of contaminants during the investigation.		
30		Code of Construction Practice does not sufficiently define demolition procedures and control measures necessary to prevent contamination .e.g. waste minimisation, waste segregation, recycling, asbestos control etc.		
31		Facilities/legacy ES requires further info on some topics, see below:		
32		ES: BW Prescott Lock - ES does not adequately address effects on water quality, hydrology, tidal characteristics or detail of mitigation/compensation. Further assessment with impact on all elements of water environment required.		
33		ES flood risk assessment has questionable methodology. Applicant should discuss with Environment Agency.		
34		Site prep ES suggests that increase in impermeable surfaces and reduced infiltration is a positive effect (because it will reduce contaminant leaching) - E A disagrees as this is not consistent with SUDS and if land is remediated properly this risk will be minimised. The negative effects of reducing infiltration are not identified but are significant.		
35		Construction methodology required, to show impacts on river channel particularly proposed reducing water levels to facilitate construction.		
36		Geomorphological assessment required, including stream reconnaissance survey, with ref to BW lock proposals.		
37		Phase 1 survey of Pudding Mill River and Hennikers Ditch is inadequate. Needs to include detailed ecological information.		
38		Negative effects of bridges, particularly wide ones and those in sensitive locations inadequately identified.		
39		Intertidal fish survey inadequate due to time of year and only done at low tide. Detailed survey needed throughout next year at various states of tide -urgent because Spring run of elvers is due.		
40		ES says no effects on Cypranid fisheries - this is incorrect simply because the fact that the Lea is a C fishery has not been identified. Need to reassess.		
41		Inaccurate conclusions on risks to bats -There are bats in the area. They are light sensitive and this is not considered by the ES.		
42		Initial assessment of contamination gives confidence that site can be effectively remediate		
43		There are Environment Agency water quality/level sampling points in the area which may be lost. Protection of or replacement sites required.		
44		ES does not address all effects of ground source heat pumps relating to construction and availability of water resources. More Information needed.		



Ref	Organisation Name	Position Round 1	Position Round 2	Round
45		Mitigation/compensation for effect of development (as provided by 2006 waterway concept design) needed. Phasing, bank design, river wall design, bridges, wetland, living roofs, water demands. Water monitoring points, prevention of pollution increased run off, safe havens, restriction of lighting, hours of operation, translocation of marginal vegetation, habitat creation, removal of watercourses.		
46		ES says all details of landscape reserved for subsequent approval is this correct?		
47		Development has potential to deliver significant benefits to the environment but full details of how this will be achieved are not provided. As the normal pre-commencement conditions are undesirable because of potential delays to start of site prep the additional info must be provide prior to determination.		
48		Welcome commitment to reduce carbon but Energy Strategy does not conform to Mayor's Energy Strategy in that use of renewables should come before not after efficient conversion of CCHP.		
49		Welcome commitment to feasibility of biomass CHP in long term, how will this be delivered by planning application More information needed.		
50		No apparent consideration of proximity of CCHP to sensitive uses e.g. residential. Has this been taken into account.		
51		Water use and efficiency during and after games should be assessed to ensure consumption reduced and water used sustainability and details of proposed water efficiency techniques provided.		
52		Strategy for integrated management of surface water from the entirety of the Olympic Park, including Clays Lane, should be provided using SUDS unless justified otherwise.		
53		Design of future buildings - it appears in some locations it may not be possible to design them to remain operational and safe in a flood. In particular PDZ7 - CCHP and underground car park.		
54		Deconstruction of river walls in legacy and provision of soft banks not included in description of development.		
55		Retention of new vertical concrete walls not acceptable - adverse effect on biodiversity and hydrology.		
56		Not enough footpaths are removed in legacy - footpaths interrupt continuity of green space, prejudice establishment of natural environment and footpaths close to water disturb flora and fauna. Suggest far more be removed in legacy, particularly PDZ2 and 5 and footpaths by waterways be limited to one bank only.		
57		Degradable hard surfaces - interesting but need more evidence that this would provide appropriate habitats. Do not agree with proposal to re-landscape and include softer landscaped areas.		
58		PDZ3 bridge F17 — suggested 3 small instead of one large (see site prep). In legacy two should be removed.		
59		All unnecessary bridges and their foundations should be removed in legacy. Bridges shade water and obstruct flow so impact on biodiversity and flood risk.		
60		Legacy plan should identify river corridor buffers to keep development away from watercourse to minimise flood risk, allow new habitats to form and maximise biodiversity.		



Ref	Organisation Name	Position Round 1	Position Round 2	Round
61	All non essential lighting should be removed in legacy to avoid permanent habitat disruption.			
62	Water transport for spectators should be included in transport plan.			
63	Facilities for small boats and canoes should be provided e.g. portage for canoes (round locks etc) and slipways for boats to avoid damage to marginal vegetation.			
64	Bridge design should allow for light perforation.			
65	Flood risk assessment will need to be reconsidered in light of detailed topographical survey.			
66	living roofs should be used whenever possible.			
	Environment Agency		Conditional Support	2 - part 1
1	Application 07/90011/FUMODA - No objections in principle but there are still many matters on which further clarification is required through the imposition of planning conditions. The Environment Agency will be providing further details of what is needed. The general conditions are listed herewith. Landscaping - details to be submitted, to include design of wetlands and watercourses.			
2	Finished ground levels - details to be submitted after and informed by fish and Geomorphological surveys (Reductions in width of watercourse channels and significant changes to profile of watercourses is not acceptable).			
3	Geomorphological Study to be submitted /approved before details of ground levels, landscaping, watercourse and wetland design submitted.			
4	River Walls - details of remedial works to river walls which are to be retained.			
5	Monitoring and Validation Strategy and Validation Report to be submitted/approved examining whether environmental effects have been appropriately identified and proposals for mitigation meet relevant standards.			
6	Scheme for management and Maintenance of the Park including management of watercourses, wetland and SUDS to be submitted/approved. S106 to ensure scheme is managed in perpetuity.			
7	Flood Risk Management No structures to be constructed within watercourse channels without prior approval. (To avoid obstruction of flow).			
8	Temporary construction bridges should be removed before Games commence.			
9	Details of Henniker's Ditch Culvert should be provided.			
10	CoCP to be conditioned but some matters require separate conditions see 11 and 12.			
11	Prior Approval of Waste Management Plan sought.			
12	Prior approval of Pollution Incident Control management Plan sought.			
13	A Water Management Strategy is required to include surface water disposal, SUDS, recycling, protection of boreholes, ground source heat pumps and surface monitoring points.			
14	Drainage Strategy, including SUDS, to be submitted/approved.			
15	Details of ground source heat pumps (to ensure the use of river water by the energy centre does not affect aquatic species).			



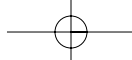
Ref	Organisation Name	Position Round 1	Position Round 2	Round
16	Existing EA bore-holes and surface water sampling points to be protected or relocated.			
	Environment Agency			2 – part 2
1	No objections in principle but there are still matters on which further clarification is required through the imposition of planning conditions. The Environment Agency will be providing further information to assist in the wording of conditions on the attached topics. 1 Landscape - full details to be submitted and need to be supported by an ecological masterplan.			
2	Full details of facilities and legacy bridges to be submitted/approved before works begin. To include details of bridges to be removed. All bridges must have 'mammal ledges' below them and riverbanks/walls must include 'stepping stone habitats'.			
3	Particular concerns re bridge F17. EA advice to divide this into 3 small bridges has not been taken, although design has been changed to allow more light penetration. Further mitigation may be required and must be taken into account, in design of watercourses and wetlands and evidence.			
4	Layout and design of buildings. Condition required requiring submission of effects of 1 in 100 year flood event on buildings and facilities and any necessary flood resilience measures.			
5	'Living roofs' to be used wherever possible.			
6	Dwg OLY OLF ILL DWG PDZ1/2/3 SPC IND 001A suggests Aquatics Centre is cantilevered over river this appears to be a mistake.			
7	Recreational and commercial use of waterways Likely to increase and impacts have not been fully addressed. Benefits to people can be damaging to marginal habitat. Condition required for impact assessment. Mitigation suggested includes reducing number of footpaths, keeping paths to one bank only and moving paths away from water edge.			
8	Details of final ground levels to be submitted/ approved before commencement of development (Reductions in width of watercourse channels and significant changes to profile of watercourses is not acceptable).			
9	Flood Risk Management - compliance report to be submitted/approved.			
10	Bridge abutments and clearance - condition that there will be no encroachment into river unless agreed and that underbridge U03 be constructed above 1 in 100 year flood plain and removed in legacy. Bridges F02 and F03 to be built in accordance with drawings to ensure sufficient clearance.			
11	Carpenters Lock - major concerns remain about bridge F06 and its effect on the improvements to the lock required by s106 on CTRL. If a solution cannot be found EA OBJECTS to this element of the development. 2 conditions required: 1 approval of design of all bridge, 2 F06 must be removed in Legacy unless it is demonstrated it will not obstruct improvements to the Lock.			
12	Temporary river walls - around PDZ3 to be removed by 31st Aug 2013 and original channel profiles reinstated (details to be submitted/approved).			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
13	Monitoring and Validation Strategy and Validation Report to be submitted/approved examining whether environmental effects have been appropriately identified and proposals for mitigation meet relevant standards.			
14	Scheme for management and Maintenance of the Park including management of watercourses, wetland and SUDS to be submitted/approved. S106 to ensure scheme is managed in perpetuity.			
15	CoCP to be conditioned but some matters require separate conditions see 16 and 17.			
16	Prior Approval of Waste Management Plan sought.			
17	Prior approval of Pollution Incident Control management Plan sought.			
18	A water Management Strategy is required to include surface water disposal, SUDS, recycling and water demands during the Games.			
19	Lighting - must be reduced in legacy to ensure river can function as green corridor for mammals e.g. bats. 12m columns ARE NOT ACCEPTABLE. Condition details of legacy lighting and requirement to take bats into account.			
20	Buffer Strips - condition details and require them to be provided in transformation and retained in legacy development.			
21	Energy - modular plant should be added to the Energy Centre as the load on it develops. Design of buildings should accommodate this and be considered in reserved matters.			
	Eurostar (UK) Ltd.	Conditional Support	No Comment	1
1	Raised no objections to the planning proposals but offered the following comments. On 14 November 2007 Eurostar intends to commence commercial services from St Pancras International on the High Speed One (HS1) line and Eurostar train set servicing and maintenance will from this date be carried out at Temple Mills International (TMI) Depot. EUKL would welcome the opportunity to discuss the issues raised below.			
2	Any development around the HS1 line or the TMI Depot may have a direct impact on how Eurostar services will operate and in particular the safety and continuity of the Eurostar using HS1, Stratford International Terminal and the TMI Depot needs to be ensured. The planning of developments around HS1, Stratford Station and TMI Depot should be structured in such a way to avoid damage to train sets, the HS1 infrastructure or disruptions to the Eurostar service.			
3	EUKL supports and endorses the issues raised in the Union Railway North's letter to the Joint Planning Authorities Team dated 3 March 2004 and the guidance noted URN has drafted in relation to the proposed developments in the vicinity of the Channel Tunnel Rail Link. Your attention is drawn to the following issues which has the potential to threaten Eurostar Services:- i) Disruption to the subsoil and drilling of foundations above and around HS1 tunnels; ii) the positioning of trees in close proximity to HS1 infrastructure; iii) crane and scaffolding over sail and above HS1 infrastructure; iv) the effects of erosion and; v) Flooding.			

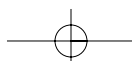
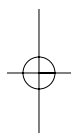
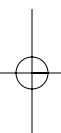
Ref	Organisation Name	Position Round 1	Position Round 2	Round
4	For safety reasons special considerations must be given to objects close to the HS1 route which will be seen from drivers cabs and have the potential to cause distractions or impair drivers' ability in identifying signal colours against their backgrounds. Such objects include track side lighting, signage and advertising. Steps should be taken to mitigate their potential impact.			
5	Fencing and security of lands adjoining HS1 track, Stratford and TMI are also a prime concern. It is requested that particular attention is given to ensuring that HS1 line and TIM Depot have adequate protection from vandalism, trespass, and accidental ingress of persons, vehicles and materials which may interrupt services or endanger operations.			
	First Group & First Capital East	Neutral	No Comment	1
1	FCE should be formally consulted on any proposals relating to the stopping up or diversion of highways and any changes to bus routes, whether temporary or permanent. They should have an active role in any consultation or decision making and this should be formalised in a S106.			
2	All comments relating to changes in bus routes and the highway network should be sent to: Ken Fennell, Willesden Junction Depot, Station Road, London NW10 4XB. Ken.fennell@firstgroup.com			
	Health & Safety Executive	Conditional Support		1
1	One major hazard site, Stratford gasholder station, could be a significant cause for concern. HSE has a consultation zone around this of 235m. The southern access route from West Ham station passes immediately adjacent to this site, therefore potential for large number of people in range of hazardous events at the gasholder (e.g. estimated 10,000 people in morning half hour peak entry period) with limited opportunity for rapid escape/emergency response.			
2	Parts of the southern spectator transport mall fall within the consultation zone.			
3	West Ham ramp to Greenway is outside the consultation zone but will encourage large number of people to pass close to the gasholder site, especially at peak times.			
4	Legacy: The gasholder and its consultation zone impose constraints on future development of the southern transport mall. It would not be suitable for residential/commercial development or any development which would introduce people into this location. Any enhancement of the Greenway should not encourage people to stop in the consultation zone.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	Health & Safety Executive		Conditional Support	2
1	The HSE has focussed on the Greenway connection to West Ham station and the southern transport mall drop off point both being close to Stratford Gasholder. HSE does not advise against the application provided that a condition is attached requiring that before the Games the inventory of the gasholder is purged with nitrogen and remains in that state for the duration of the Games.			
	Highways Agency	Conditional Support	No Comment	1
1	Comment on reference to possible park and ride sites presumably adjacent to M25 or other trunk roads outside M25. Such roads are already heavily congested in the morning peak with the situation generally worse in 2012. Park and ride sites would greatly increase demand leading to far worse delay. (Highway Agency).			
	Host Boroughs Team	Conditional Support	No Comment	1
1	Key issues about implications of the legacy are: the extent to which the Olympic Park and the new neighbourhoods will connect and integrate with the surrounding area.			
2	Need to get the right mix of development and appropriate housing densities, particularly in light of the expectation that a contribution to the revised costs of delivering the Games and legacy will be secured through the anticipated increase in land values.			
3	Importance of the Olympic Park's contribution to open space provision in East London and the need to balance this with the necessary new housing development.			
4	Importance of ensuring that sporting venues integrate well with the neighbourhoods in which they sit.			
5	Recognition of the rising public expectations with the Games marked as being the 'greenest ever' to necessitate a review of renewables and emissions targets.			
6	Need for conditions and Section 106 or equivalent to secure mitigation measures and the delivery of facilities and infrastructure during the Games and Legacy.			
	Lee Valley Regional Park Authority	Conditional Support		1
1	LVRPA welcomes applications for the Olympic Park, but has the following concerns to be addressed at the detailed design stage.			
2	Land immediately to the south of the main Olympic Stadium should be restored to open space to secure a broad area of legacy parkland through length of Olympic Park.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
3		To ensure accessibility from neighbouring areas and to support the LVRPA's Park Pathway project, provide appropriate connections to the proposed main north/south pedestrian/cycle route to neighbouring residential estates, centres and transport nodes; and good quality connections to the existing cycle routes through Hackney Marshes and a higher standard link from the Greenway to the River Lea at Three Mills to the south and through the Park to extend this pathway to the Thames, as well as creating east/west links from adjoining communities.		
4		In the interests of road safety and in order to meet the stated intention of enhancing The Greenway, the proposals should incorporate (i) a pedestrian/cycle bridge over Stratford High Street, and (ii) a connection for the western section of The Greenway to the new main north/south pedestrian/cycle route to the south-east of the main Stadium and (ii) to Victoria Park via the Lee Navigation and Hertford Union towpaths to the west: this would require the provision of a bridge over the Lee Navigation in legacy to link Fish Island to Delivery Zone 4 and the Navigation towpath.		
5		Proposals should be included within the application for satisfactory segregated pedestrian/cycle access into the proposed new Stratford City development and Stratford Town Centre. In particular, the Authority wishes to see segregated pedestrian and cycle access and public transport provision to the Velopark in order to ensure its accessibility from these areas and surrounding communities.		
6		The waterways must form an integral part of the development of the Olympic Park and its long-term legacy and proposals and conditions should be applied to ensure their use for transporting construction material and to ensure that no proposals for the waterways would inhibit their use for the transportation of materials and for active sport and leisure uses in Legacy.		
7		In line with the Authority's remit for nature conservation it conditions are needed to ensure that the waterways support the Authority's biodiversity strategy for the Lea Valley.		
8		The proposals for safeguarded habitat areas should be amended so as to provide a more extensive and effective area along the Channelsea River near Bully Point.		
9		In line with the Authority's remit for nature conservation and in the interests of biodiversity, conditions should be imposed to secure the installation of infrastructure such as bird nesting and bat roosting bricks and boxes and brown and green roofs.		
10		Boundaries between development sites and parkland should be designed to ensure that wherever possible parkland is integrated into these areas and that there is a public face to the park together with clear views across it. The Authority has experience of development sites elsewhere in the Regional Park where the absence of such design details creates difficulties for access to the park and impacts on the local amenity.		
11		To enhance habitats the ODA be required through condition attached to any permission to include measures to address bio-diversity niches including; the provision of bat bricks, bird boxes and green and brown roofs with extended eaves to provide suitable habitats throughout this site.		



Ref	Organisation Name	Position Round 1	Position Round 2	Round
12	To encourage safe pedestrian/cycle access to the Regional Park a condition is attached to any permission to require the ODA to designate segregated pedestrian and cycle routes through the application site to the Regional Park and Legacy Park.			
	Lee Valley Regional Park Authority		Support	2
1	The LVRPA support the Olympic Games and welcome the opportunities to regenerate the Lower Lea Valley. However it has serious reservations about the extent to which the applicants have responded to the Authority's original concerns and so reiterates those concerns.			
2	Concern about the limited amount of open space proposed in the south of the Park and how this would be linked to the proposed linear park for the Lower Lea Valley.			
3	Proposals for the Greenway should include developing a pedestrian/cycle bridge over Stratford High Street, creating a link between the Greenway and the new north/south park route and an environmentally attractive, segregated route to connect the Greenway to Victoria Park.			
4	Further details are required of the Framework for the Biodiversity Action Plan. The Biodiversity Action Plan does not provide sufficient detail on how biodiversity commitments could be delivered. The ODA should prepare an 'Ecology Masterplan' to do this and which should address concerns about the continuity of habitat provision and how connectivity of habitat will be maintained or established. A Masterplan should form the basis of the proposed Olympic Park Biodiversity Action Plan Working Group. Minimum targets for the creation of terrestrial and aquatic habitats should be provided.			
5	Specific enhancements are required of pedestrian/cycle links from the Olympic Park to the Regional Park and to neighbouring centres including Stratford City and Eton Manor and Eastway sites.			
6	The Authority has serious concerns about the proposals for the transport of construction materials by rail or water.			
7	Concerns over the design of telecommunications structures and Olympic flame structure and the adverse impact of the wind turbine on the attractiveness of Eton Manor and its suitability as a sports venue.			
8	Travel Plans should be secured and consulted on for each venue including the Eton Manor and Eastway sites.			
	LFEPA	Conditional Support		1
1	07/90010/OUMODA Inadequate access to the proposed buildings with further building plans needed. Plans show approx 50% of perimeter venues in the BOH which does not accord with good evacuation plans.			
2	All fire hydrants should be provided and installed as per attached guidance note.			



Ref	Organisation Name	Position Round 1	Position Round 2	Round
3	Require that temporary facilities are provided for housing of fire fighting appliances, equipment and crews during Games time and that they are to the satisfaction of the LFEPA.			
4	Additional exit routes used not accessible from the common domain should not interfere with emergency services access to and around the site.			
5	07/90011/OUMODA - Existing bridges should have a load capacity of up to 26 tonnes to allow the heaviest fire brigade appliances around the site.			
6	Vol 2A states Emergency access points have been incorporated into the design for the site to provide service from all directions. This has yet to be agreed.			
7	Transport Management Plan emergency access points and emergency routes should be to the satisfaction of the LFEPA.			
8	All fire hydrants should be provided and installed as per attached guidance note.			
9	07/90012/OUMODA Emergency service access to the southern parts of the blocks CL03 and CL04 is unsatisfactory.			
10	Transport Management Plan emergency access points and emergency routes should be to the satisfaction of the LFEPA.			
11	All fire hydrants should be provided and installed as per attached guidance note.			
	LFEPA		Conditional Support	2
1	New internal road names require Fire Brigade approval.			
2	Design of Stratford High Street Crossing requires Fire Brigade approval.			
3	Construction transport management plan should take account of Fire Brigade requirements; be integrated with transport management plan for Stratford City; give access arrangement to Stratford International Station, Stratford Box and to Network Rail line side.			
4	Any on-site accommodation for workers must be in a location approved by Fire Brigade.			
5	In relation to increased traffic flows through the Borough into Stratford, no proposals are made to address congestion nor are any local transport improvements proposed.			
	London City Airport	Conditional Support	No Comment	1
1	Requires the maximum height (AOD) and exact coordinates in eastings and northings of each proposal above 100m AOD.			
2	Requires information about the wind turbine: coordinates and height measurements, rotor diameter of proposed turbine, number of blades and rotation speed. Also requires that proposal for wind turbine should be sent to NATS Ltd and NERL Safeguarding before final comments can be submitted.			
3	Any landscaping proposals should comply with London City Airport Landscaping Advice and this should be confirmed in writing to London City Airport.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
4		Confirmation required in writing that the application contains no building, structure or temporary or permanent obstruction above 100 m (AOD).		
5		Maximum height of 154.95m (AOD) Outer Horizontal Surface may be acceptable subject to technical external advice from NATS and Directorate of Airspace Policy, and subject to conditions to restrict height to 154.95 m, details of height of any building, structure or plant including aerials and antennae, and details of method of construction including use of cranes and other plant.		
6		Further details of siting of buildings, structures and external appearance required.		
7		Proposes and landscaping condition to control the choice and height of species of planting.		
8		Lighting should be controlled by condition.		
9		No safeguarding objection to bulk earthworks to finished levels and associated remediation etc proposals.		
10		Requests following information for any building or structure over 100m (AOD): maximum height (AOD) and exact coordinates. If no structures over 100m, this should be confirmed in writing to London City Airport.		
11		Information required for wind turbine: coordinates and height, rotor diameter, number of blades, rotation speed.		
12		Requests details of any major landscaping proposal that may have an impact on London City Airport.		
13		Reference is made to Circular 1/03 and the need to provide relevant information to the Aerodrome Operator.		
	London Waterways Commission c/o GLA	Conditional Support	No Comment	1
1		Inaccessibility of the applications in terms of being 52 volumes that are poorly indexed.		
2		Large lack of evidence about the waterways and blue ribbon network.		
3		More research needed on demand and potential demand for using the waterways.		
4		Understanding the capacity for extending and enhancing existing river services.		
5		Researching the potential to improve existing and create new piers.		
6		Feasibility of enhancing the East London canal links.		
7		Research into the viability of a waterborne shuttle service at Limehouse basin.		
8		Potential for water borne accommodation including cruise ships and private boats.		
9		Clarity on whether or how the Prescott lock proposals have featured in the current designs in particular the cross sections of rivers showing water levels, bridges clearances and any areas where vessels may load/alight.		
10		Lack of any specific target regarding the use of the rivers for freight is disappointing.		
11		Water transport or visiting recreational craft are lacking in the application.		
12		Have concerns about the many bridges that only have a 3metre navigation clearance with some temporary bridges blocking navigation.		
13		Disappointed that the original water city concept has been removed from these applications as well as the basins and the reinstatement of the Pudding Mill River.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
14	The ES remarks that footpaths and towpaths will remain open throughout the Construction and Games periods however they are now closed and there have been some closures.			
15	Seek reassurance that existing walkers and cyclists will be provided for throughout construction, Games and Legacy.			
16	Disappointed that less than 2% of visitors are expected to walk or cycle to the Site from the West.			
17	Vertical river walls over 6 metres will create an unfriendly in-river experience.			
18	Complement the lowered reed beds along the River Lea to the east of the Hockey stadium.			
19	Policy 4C.12 of the London Plan has been ignored.			
20	Policy 4C.12 of the London Plan has been ignored.			
	Metropolitan Police Authority	Support		1
1	Metropolitan Police Authority (MPA) supports submitted views of Metropolitan Police Service (MPS) regarding requirement for accommodation for police needs during all phases. MPA will submit further comments to round 2 consultation.			
	Metropolitan Police Service	Conditional Support		1
1	Would like to bring to attention importance of security to the successful delivery of the Games and welcome ongoing dialogue with ODA.			
2	Raise issues of significance and immediate interest: Construction Phase: Impact of construction traffic upon traffic flows generated by neighbouring sites, Stratford City shoppers and existing traffic patterns and relocated uses plus impact of neighbouring traffic flows upon construction traffic. Establishing the road network has sufficient capacity to cope. Requires further detailed investigation - should be provided before apps are decided. Arrangements need to be made to mitigate any adverse effect by a series of measures including offsite marshalling and storage arrangements, additional traffic signage, junction improvements and flexible working arrangements. Applicant must provide detailed models of how construction traffic will interact with key junctions, such as the Lea Interchange on the A12 plus remedial measures paid for. A stakeholder panel should be established to regularly review the impact of site traffic upon surrounding area with the applicant financing any improvements needed to remedy significant disruption.			
3	Arrangements for workers travel and its impact upon traffic volumes and existing public transport - the ODA should provide a detailed green travel plan for the construction workforce - secured by condition.			
4	Provision to meet the MPS's accommodation needs generated by the construction phase - a dedicated neighbourhood police team will be required in the Park during construction. The applicant should provide accommodation proportionate to the development for use by the police for a dedicated neighbourhood police team - this should be secured by condition.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
5		Identifying the expected number of construction workers.		
6		Safety and security of the Greenway route. The MPS has not agreed to any set policing regime for this feature and public/private security patrols should be part of an operational requirement developed by the ODA with police and other agencies as stakeholders. Role of private security should clarified with any additional costs generated by this must be borne by the applicant.		
7		Security and safety of parking areas during the construction phase - detailed consultation is required about security and safety of parking areas during the construction phase before the applications are dealt with and then the measures suggested by that consultation process should be secured by condition. ACPO "Safer Parking" award standard could be used for this process.		
8		7. Detailed consultation is required about future waterway works including bridges. MPS Marine Support Unit is able to offer expert advice to the applicant around the security of waterways, and waterways transport and travel.		
9		Construction sites and materials should be adequately secured both to reduce crime risks and for health and safety purposes. Measures will have to be implemented to secure the whole development site against intrusion and unlawful activity. MPS will require the use of the Government-approved Operational Requirements methodology to determine security at each stage of construction.		
10		MPS understands the applicant intends to retain the flexibility to be able to accommodate a number of workers on site. The MPS should be fully consulted about security arrangements for this residential accommodation at the design stage.		
11		Also in the Games Phase: Recommend a condition be imposed to ensure the applicant continues to engage police in consultation around the process of improving public transport for the Games to ensure safety and security for visitors e.g. safety of travel arrangements may benefit from improvements to emergency services communications.		
12		Detailed consultation is required about the security and safety of parking areas for all modes during the Games. This should be secured by condition.		
13		There is a clear need to ensure safe and smooth spectator movement and experience in the area surrounding the Olympic Park plus ensure minimal disruption to the everyday activities of local communities. The MPS needs reassurance that the applicant will ensure safe, consistent crowd flow between the Olympic Park, transport hubs and other destinations with necessary works in place to reduce risk of visitors becoming victims of crime.		
14		A Condition should be added to any permission that ask for the applicant to engage in joined up crowd modelling with neighbouring uses (in particular Stratford City and with the railway authorities in respect to the Stratford station upgrade. and other relevant transport provision. To include the production of detailed estimates of the number of visitors and staff and seek, through analysis and exercises to identify any potential pinch points or locations where flows may become unsafe and to design and put appropriate remedial measures in place. The analysis should include an element of contingency planning in respect of routes with appropriate evaluation strategies for the Park and capacity for simultaneous emergency response. MPS and BTP should be consulted on this.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
15		A condition should be added to ensure that the applicant engages with police by compiling a crime and safety audit of the surrounding area to concentrate upon activity and refreshment locations in the area, local shopping centres and upon routes to and from the Games. This audit should comment upon the existing attributes of the neighbourhood such as lighting, CCTV and natural surveillance and be set against the context of reported crime. The applicant should make provision for enhanced security arrangements where appropriate to assist personal safety of visitors to the Games.		
16		The applicant should provide required accommodation facilities for police use.		
17		The park and sports stadium should be subject to a licensing process for safety certification prior to events being held. The location of the proposed development spans several administrative boundaries. The MPS should be involved in the development of the licensing framework.		
18		The MPS seek reassurance that the entrance and exit points to the Park will be of adequate size to perform screening and search functions in Games time and to support emergency response and evacuation. The MPS wish to be fully informed as detailed arrangements are contemplated and the applicant bear the cost of extra security arrangements and traffic or visitor direction in the event that proposed entrance and exit points fall below the required performance.		
19		Commend the work on security perimeter fencing and boundary treatment so far and look to have a condition added to continue the interaction up to final specification.		
20		Security concerns will necessitate the installation of additional entrance security measures around land entrances and the public side of bridge heads. Further planning applications may be needed to cover these.		
21		All design should allow for the provision of effective operational security and emergency responses.		
22		The applicant is encouraged to apply for the “secured by design” award in advance of reserved matters.		
23		And in the Legacy phase: The applicant should apply the principles set out in relevant sections of PPS1 and the Secured by Design award scheme to produce a legacy conversion that takes account of the very different crime and disorder risks after the Games.		
24		Perimeter and access security arrangements for venues in legacy should be discussed with police and relevant stakeholders at the appropriate stage.		
25		Layout of the park and legacy route network should be configured to allow optimum natural surveillance, high quality lighting on busier routes and direct connections where the emphasis is on commuting as opposed to leisure use.		
26		Police presence in the legacy should be catered for by legacy police accommodation.		
27		Parking - designers should be encouraged to incorporate active uses at ground floor to avoid the blank walls of multi storey or undercroft parking facilities.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
28	Residential building forms should respect the creation of zones of private space near otherwise accessible bedrooms and of larger areas of semi-private communal space within enclosed courtyards. Elements of the residential transport grid within the Olympic Village (part) intended for sustainable modes should be given equivalent widths and lighting treatments to the vehicle carriageways.			
	Metropolitan Police Service		Conditional Support	2
1	Further information needed on Construction Phase including: Construction workers travel arrangements and the impact upon traffic volumes and transport network. Security and safety of parking areas during construction phase; construction traffic - impact upon junctions - implications for waterways - capacity of entrance and exit points.			
2	The need to ensure that predicted electro-magnetic interference does not adversely affect the performance of emergency services communications in and around the development.			
3	Security of an onsite workers accommodation.			
4	The ongoing need for all relevant branches of the MPS and other relevant government security advisors to have direct input to processes contributing to the security of the park both in construction phase and during the transitional period to Games phase.			
5	The establishment of off-site logistics and marshalling facilities by the applicant.			
6	Safety and security of the Greenway route.			
7	The need for additional security measures at entrance points in the later construction phases through into Games phase.			
8	Further information needed on Games Phase including: Spectator movement - ensuring safe and orderly crowd movement from local transport hubs to the venues - extending the Crime and Safety Audit to cover risks to visitors and temporary staff during the Olympic Games period - ensuring entrance and exit plazas have adequate capacity to handle staff and visitor numbers when set against the context of event security.			
9	The applicant should provide adequate space and produce an agreed plan to facilitate effective emergency services response to any part of the Park.			
10	The MPS should be consulted about Games travel and transport arrangements.			
11	Arrangements for securing and controlling access to games time parking should be developed in consultation with stakeholders including the MPS.			
12	Additional security measures may be required particularly around entrance points and bridges.			
13	The applicant should consult the MPS to ensure appropriate accommodation and ancillary equipment for Games-time use is provided.			
14	In legacy, A Community Safety Framework should be provided.			
15	A condition should be added to ensure that the Legacy is compliant with Secured by Design and Safer Parking compliance.			
16	There should be provision to meet the MPS's accommodation needs.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
17		Following conditions to be added:		
18		A formal Green Travel Plan for the Construction phase should be produced by the applicant with clear explanations of additional arrangements for the delivery of workers to the construction sites.		
19		The MPS requests that the identification and construction of secure parking areas for the maximum number of cars, motorcycles and bicycles be undertaken by the applicant. The Safer Parking Award Scheme could be used.		
20		Seek Grampian style conditions to ensure the applicant pays for additional junction and highway improvements and traffic control measures.		
21		It is essential that the MPS be consulted in detail about the security of waterways, unloading and boat turning facilities.		
22		Seek reassurance that the entrance and exit points in the Olympic Park will be of adequate size to perform screening and search functions during construction and to support emergency services. The applicant should bear the cost of extra security arrangements.		
23		The applicant should engage with police by compiling a crime and safety audit of the area surrounding the construction sites, to concentrate upon activity and refreshment locations in the area, local shopping centres and upon routes to and from the construction sites.		
24		A condition should be added to ensure consistent emergency services wireless communications across the park site and immediate area.		
25		The applicant should be required to pay for additional costs to police of temporary on-site accommodation for construction workers.		
26		Suggest a condition is added to ensure that all relevant branches of the MPS are engaged in the Operational Requirements process forming part of the security regime.		
27		The MPS seeks inclusion of a section 106 obligation to ensure that adequate police accommodation is provided during the construction phase at no cost to the MPS.		
28		Following informative to be added:		
29		The applicant should make use of off-site facilities for consolidation, marshalling and logistics in order to reduce harm on traffic flows.		
30		The MPS remains concerned about potential security and safety issues that may arise from public use of the Greenway during construction and would like to be involved in stakeholder consultation around its redesign.		
31		The applicant should be aware that further planning applications may need to be made to incorporate amendments in security.		
32		A condition should be added to ensure that there is a joined up process in terms of crowd analysis with neighbouring uses (particularly the developer of Stratford City). The process should include the production of detailed estimates of visitor and staff numbers.		
33		An informative should be added to require the applicant to ensure adequate spatial provision for the internal roads of the development to be cleared of civilian traffic in the event of an incident to facilitate appropriate emergency services response.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	National Grid	Conditional Support		1
1	Raised no objections subject to the following observations: Overhead power lines cross the site. The developer should have regard to enclosed safety information.			
2	Underground cables run across the site. The developer should have regard to safety information enclosed.			
3	The LDA's contractors are currently constructing a tunnel and shaft for the undergrounding of the overhead lines. The developer should ensure that earthworks and land remediation do not interfere with the undergrounding works or access to the tunnel.			
4	The developer must ensure the necessary plans from National Grid to locate any National Grid gas distribution pipelines and have regard to safety working in the vicinity of gas lines. This information is available from the Northampton Office.			
	National Grid		Conditional Support	2
1	No objections but would like to make some observations. Plan showing overhead line enclosed.			
2	The developer should have regard to National Grid safety information and ensure that they have obtained necessary plans from National Grid.			
	NATS Safeguarding	Neutral	No Comment	1
1	Requested full details of the applications - grid references required.			
	Natural England (London Region)	Conditional Support		1
1	Ecological and recreational resources must be incorporated into the project or addressed by mitigation measures. There should be no net loss of environmental quality within and around the site, meaning maintenance of a similar overall level of environmental quality in and around the site.			
2	Site contains all or part of 6 designated Sites of Importance for Nature Conservation, all but one of which is to be adversely affected. The most important habitat is 'wasteland' which contains breeding birds, herpetofauna, is particularly important for invertebrates of national conservation value, and is valued by the Mayor's Biodiversity Strategy as containing a 'wealth of wildlife'.			
3	ODA must take every opportunity to ensure no net loss of habitat and species, and assess the proposal carefully against nature conservation policy in PPS9 and the London Plan.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
4	45 ha of habitat will be lost during construction phase including all of important wasteland habitat. 11ha would be retained, in a fragmented form. Proposal to safeguard terrestrial habitat considered unacceptable area to be retained is small and fragmented compared to existing.			
5	ODA must employ these measures: additional on-site habitat retention than the proposed 11ha.			
6	Temporary habitat creation where possible during construction.			
7	Off-site habitat creation and management to mitigate the extensive areas to be lost to ensure ecological sustainability.			
8	Proper survey work should be undertaken where buildings/trees have been identified as having potential for bat roosts, and no such survey work has been undertaken.			
9	Where it is not possible to retain on site, invertebrates, reptiles and amphibians should be Tran located to appropriate alternative sites outside the Olympic area.			
10	Support provision of extensive and interconnected new riverside wetland habitat to offset construction phase impacts. Mechanisms should be in place to ensure this is provided, prior to the Games.			
11	Proposed Ecology Management Plan not yet produced. N. E. should be consulted on this and the Plan should be approved prior to work commencing. Support preparation of a Biodiversity Action Plan to inform this.			
12	Public access to natural space: MOL land will be permanently lost and footpath closed during construction - loss of local access to these spaces over the next 5 years should be avoided or offset.			
	Natural England (London Region)		Conditional Support	2
1	See response on round 1 (ref) Natural England's concerns remain.			
2	While there is potential to enhance the ecological integrity of the Lower Lea Valley, the short to medium term impact of the proposals on the designated Sites of Importance for Nature Conservation remain significant.			
3	The retained habitat remains minimal and fragmented and must therefore be strictly protected and managed. Each should be subject of a habitat management plan with the agreement of the owner. If this is not possible off-site new habitats and green/brown roofs in the development should be provided.			
4	A notable loss of public access to natural greenspace means Areas of Deficiency in Access to Nature will increase in this part of London.			
5	Lack of binding commitment to mitigate and compensate for the loss with appropriate quantity and quality of replacement resource.			
6	Even if legacy proposals are completed there will be a permanent 13.3 Ha deficit of natural habitats within the Park boundary on the ground, this is contrary to PPS 9 and other relevant policies.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
7	A condition re lighting is required to mitigate effects of lighting on foraging bats. This should require unlit bat corridors.			
8	Overshadowing effect of bridges on habitat, mitigation measures should be identified.			
9	BAP does not contain specific targets or actions to deal with the matters it identifies and a definitive quantum of wetland and terrestrial habitats within the Games and Legacy phases should be, identified in s106 provided and their implementation conditioned within an agreed time frame			
10	Ecology section of CoCP should refer to PPS 9; Para 10.5.1 should, after 'retained habitat areas' insert 'and areas which harbour flora or fauna which is to be the subject of translocation', to ensure these are protected until moved; ecological management measures must be implemented for each retained habitat to maximise their potential; requirement to identify sites for translocation should be added. Ecological Management Plan must be finalised prior to grant of planning permission.			
11	Off-site mitigation and compensation schemes should be required to mitigate the loss of on site habitat and access to nature both short and medium term. At least two ecologically appropriate off-site terrestrial habitat creation projects should be facilitated by ODA. One in PDZ15, which LB Hackney is supportive of, and one in the south (to be secured by s106) and existing habitat should not be disturbed until these replacements are ready.			
	NERL Safeguarding, NATS (En Route) Ltd.	Support	No Comment	1
1	No safeguarding objections.			
2	Wind turbine was assessed separately and there are no objections.			
	Network Rail	Conditional Support		1
1	Recommend a condition to be added for access to railway assets and existing track access points within the development area is maintained when Public Highways are closed. Expect any minor land boundary changes needed to facilitate these changes to be made at no cost to Network Rail.			
2	Condition added to ensure that electrical supplies are maintained throughout duration of the works.			
3	Bridges constructed over the railway will require a Bridge Agreement to be in place with Network Rail before construction commences.			
4	Any demolition works must not be carried out on the development site that may endanger the safe operation of the railway or stability of adjoining Network Rail structures with particular concern over debris and demolition dust clouds. Approval must be obtained from Network Rail prior to commencement of work.			
5	All plant and scaffolding must be positioned that in the event of failure will not fall on Network Rail land.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
6	Network Rail will need to be consulted on any alterations to ground levels, piling operations or excavations within 10m of the boundary with the operational railway. A full method statement must be supplied and agreed with Network Rail prior to consent can be granted.			
7	Additional or increased flows of surface water must not be discharged onto Network Rail land nor their culverts or drains with soak aways not constructed within 10m of the boundary with an operational railway.			
8	Add a condition to ensure 1.8m high fencing along the railway boundary to discourage vandalism and trespass.			
9	All buildings should be set back at least 2metres from the boundary with the operational railway or at least 5m from overhead powerline equipment.			
10	Details of landscaping along the railway corridor to be submitted to Network Rail to ensure planting species are suitable and will not import safety or performance risk.			
11	Where works are proposed adjacent to the railway, appropriate notices e.g. Party Wall etc will need to be served.			
12	Unclear whether the applications take into account discussions with the ODA and design team about the footprint for the new freight loop proposed in the Carpenters Road area.			
13	Highways, car parks and bridges alongside or over the railway must include suitable restraint to protect the railway from vehicle incursions.			
14	Design of artificial lighting systems (permanent and temporary) and reflective building surfaces close to the railway should consider the impact on train drivers signal sighting and include screening or alternative methods.			
15	Request condition added to ensure that Network Rail are granted unfettered access rights to the new traction cable route running along the former Pudding Mill Lane from EDF's new Bow Substation.			
16	Further information about the provisions for obtaining permission to use the bridge over the North London line (owned by Network Rail) for heavy construction traffic and how the bridge will be protected during operations plus aspirations for the legacy.			
	Network Rail		Support	2
1	Network Rail is committed to the successful delivery of the Game.s			
2	Would like to engage with the team conducting this review particularly with respect to future requirement for Waterden Road Bridge.			
3	Welcome the statement in clause 7.7.36 advising that the legacy highway layout will be subject to further review.			
4	A number of operational railway buildings (specifically Bow Feeder Station and Signalling relay rooms on the Thornton's Field line side) have not been marked for retention on demolition drawings OLY-SP-ILL-DWG-PDZ2-DEM-IND001/PDZ3-DEM-IND002. Need to be indicate whether these are being removed on the appropriate documents.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
5	Assume it is the ODA's intention to reinstate railway track and operational assets at Bow Midland Yard East which will need to be removed or altered to allow development of the temporary warm up facilities. Network Rail does not expect to see existing buildings on this site reinstated.			
6	A number of our bridge structures on the GE line are to be subject to an archaeological study. Ask that this is confined to photographic recording from the public highway & adjacent land and that fabric analysis/sampling does not proceed without agreement.			
	Newham Primary Care Trust	Conditional Support		1
1	For Olympic Village (part) application. PCT does not require further provision of Primary Care facilities, but some contribution to be made to the cost of providing services for new residents.			
2	Reserves position on need arising from future residential development in the area in legacy.			
3	Using Healthy Urban Development Unit's S106 Contributions Model, annual revenue cost is £2.7m.			
4	NHS funding from central government is calculated via a formula, and there is likely to be a gap in initial funding of 3 years for baseline funding to catch up to population increases.			
1	Newham PCT is committed to engaging with the development of the Olympic Park and the once-in-a-lifetime opportunity to transform this part of the East End, without damaging existing communities and maximising the health and regeneration benefits.			
2	Supports the intention to develop new green space in an area which lacks such resources, that consideration is given to developing different uses in the Park and that a high quality of design is planned the Olympic and Legacy Phases.			
3	Concerned at the proposed reduction in the size of the Park in relation to the Legacy development platforms. More open space is required to redress the existing shortfall in open space.			
4	Statements about the less tangible benefits are vague, and clarification is required about what is expected from all phases.			
5	Hard fact about mechanisms and community use of legacy sporting facilities are required to enable the proposals to be judged now, otherwise design may inhibit the optimal Legacy position.			
6	Potential contradiction between the ambitions for Legacy facilities and the scaling back of their total capacities, and clarification of the analysis undertaken is needed to show that they will be economically viable and support regular local use.			
7	There is a need to state what impact it aims to make on the baseline socio economic situation and current health profile locally in practical ways, to include necessary parallel investments in public services.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
8	Newham PCT looks forward to engaging in further discussion of design detail during the Legacy Masterplanning Phase, paying attention to security and maintenance within the Park, the safety of bridges and other points a which individuals might access rail lines or roads.			
9	Newham PCT would like to be involved in the Legacy Masterplanning Process as set out in Vol. 3 but remains concerned that delivery may be compromised by time constraints and/or finance.			
10	Separate cycle and pedestrian routes and more entrances to the park should be assured in Legacy. Clarity about bus services across the site to link with Stratford is needed.			
11	There appears to be no plans to measure the knock-on impact of the construction and development on residents' lives. A plan should be developed to monitor the impact via local service centre, general practice and schools.			
12	Queries impact of road closures on an existing General Practice on the Carpenters Estate during construction in terms of maintaining access.			
	Newham Primary Care Trust		Conditional Support	2
1	The new park is in danger of being used to justify and serve major new housing developments rather than mitigating the existing lack of open space in the area.			
2	Importance of open space to public health, physical and mental.			
3	Importance of local job opportunities; planning permission should include requirements to implement Employment and Training Framework.			
	Port of London Authority		Conditional Support	2
1	Refs in CoCP to sustainable transport by rail and water and reducing use of road transport are qualified by 'where reasonably practicable' It is strongly advised that conditions are imposed to ensure this actually happens).			
	Sport England	Conditional Support		1
1	Sport England supports the preparation work towards completing the site for the 2012 Olympic and Paralympics Games.			
2	Sport England expects to be consulted on work towards addressing the re-provision of all of the existing sports facilities currently on the site.			
3	In Olympic Mode Sport England supports the proposed layout of the Olympic Park and that the arrangement will deliver a highly successful and memorable event in 2012.			
4	In Legacy Mode Sport England has a responsibility with the delivery of objectives.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
5		In relation to Eastway Cycle Circuit, in legacy the circuit should have at least an equivalent layout to that existing, ideally a much improved facility; the proposals reduces the overall space for the circuit and diminishes the quality of the layout facility. The Velopark should not be viewed as a replacement facility.		
6		In relation to sports pitches at East Marsh and Arena Fields commitments have been made that these will be re-provided elsewhere. The re-provided pitches need to be satisfactory in quantity, quality and accessibility. They should also meet Sport England technical standards for turf pitches.		
7		Increased participation of sport is delivered through club development. Space to allow new on site clubs for development within the Olympic Park must be included. This along with increase demand for local community sport facilities are issues for discussion.		
8		The development of the area immediately adjacent to the stadium should be left uncluttered and open for informal public, community and sport related use. The crowding of the main stadium by commercial or residential development would be detrimental to the sustainability for future adaptation to cater for modern standards and detrimental to providing an iconic community sporting venue.		
9		If the stadium is to be IAAF accredited there is a requirement for the provision of a warm up track close to if not adjacent to the stadium. Sport England wishes to ensure that the future of this site does not compromise the future of the stadium.		
10		On the matter of the residential development in zones it is maintained that adequate on site provision of community sport facilities for new inhabitants must be delivered on the basis of the new total population projected. The community sport facilities must allow for increased participation in sport in view of national objectives. A higher level of participation must be accommodated in the residential zones on the basis of the legacy commitments in hosting the games.		
11		The Stadium, VeloPark and Aquatics Centre will not meet all community needs for sport as they are not pitch based play areas. Demands will be created for Indoor sports hall, external synthetic pitches; multi games use areas and informal recreational facilities. It is important facilities planning model on projected population increase addresses the issue of space for community sport within the Olympic Park.		
12		It is important to consider the wider strategic planning for sport implications across the five boroughs. The Five Boroughs Sports Plan would address all sporting issues. The legacy developments of the Olympic Park must key into the potential legacy for the host boroughs beyond the park.		
13		The guidance contained in 'Active Design' is essential in informing the design of individual sporting venues and all subsequent applications.		
14		Sport England welcomes the outline proposals for the residential development of the northern part of the Olympic Village. The permanent residential use after the Games provides an ideal opportunity to achieve high levels of public participation in sport and physical activity.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
15	The retention of the e Stadium, VeloPark and Aquatics Centre are welcomed but they are of a specialist nature and likely to draw users from a wider area. The Legacy sport facilities will not meet all community needs.			
16	It is considered that additional sport facilities will need to be incorporated as part of the extensive high density residential developments now being planned. The provision of high quality well managed and maintained open spaces, sports recreational facilities are essential for supporting urban regeneration by creating attractive environments that are clean, safe, promote social inclusion, improve health and the well being of the population.			
17	Developer contributions should be sought towards the cost of maintaining sport facilities including the playing fields being provided through the Stratford City development.			
18	The incorporation of cycle routes and walkways to link Clays Lane to significant transport modes is welcomed as it will encourage increased physical activity. However secure cycle parking and storage in both the residential and employment developments would support the provision of legacy cycle routes.			
	Sport England		Conditional Support	2
1	Supports the preparatory works towards completing the site for 2012.			
2	Please refer to comments made in letter dated 3 March 2004 on the Oly applications.			
3	Please refer to letter dated 22 July 2004 and the issues raised.			
4	Please refer to letter dated 14 February 2004 concerning East Marsh Playing Fields, Arena Playing Fields and the Eastway Cycle club facility.			
5	Work to detail the re-provision/re-allocation of existing sports facilities displaced by the Olympic Park is continuing. Sport England expects to be fully consulted on the progress of measures and strategies for the re-provision of the sports facilities.			
6	The emerging proposals for the Olympic Park in legacy mode may include provision for a scale of construction on the development platforms that could impact detrimentally on the quality of the park itself and the recreational experience of the users of the park.			
7	The claim that the quantity of open space capable of being designated as MOL in Legacy is likely to exceed the existing MOL that will be redeveloped. Sport England considers it essential to ensure that the existing population surrounding the park is provided with access to an attractive park in Legacy that meets their aspirations.			
8	Sport England is determined to ensure that the legacy masterplan will incorporate appropriate community sports facilities to meet the needs of the existing population living near the park and the new residents being housed in the development platforms. Demand will be created for local indoor sports halls, external synthetic sports pitches, multi use games areas and informal recreational facilities that are to be retained post Games. Sport England can provide valuable information to assist in strategic planning of community sport facilities based on population projection for the area.			

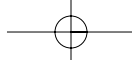
Ref	Organisation Name	Position Round 1	Position Round 2	Round
9	No particular comments on the amendments or additional information relating to the EIA. Sport England continues to support and provide guidance on future applications in light of the legacy objectives and wishes to be informed of the outcome of the application.			
	TfL Land Use Planning	Conditional Support	No Comment	1
1	TfL is awaiting further information before it is fully able to assess the impact on the Transport for London and Strategic Road Networks. The assessment will need to take into account the cumulative effects of the Stratford City, Olympic park and Olympic Village applications. This includes details regarding modelling, forecasting and validation; allowance made for committed development on Stratford High Street; sources of assumptions on trip generation and justification for high level of vehicular traffic generated by existing estate only partially occupied; measure to assist movement by public transport, pedestrians and cyclists including bus priority measures as mitigation.			
2	The TA creates concerns that the area is likely to suffer increasing levels of congestion and junction saturation. The impact on cyclists and walkers is disproportionately large. The impact on junction capacity during construction will be larger than normal due to the high percentage of HGVs. A detailed audit will be required for identified junctions to take into account the impact on vulnerable users.			
3	A robust travel plan needs to be prepared to include commitments setting minimum targets for the movement of material and workers by sustainable modes of transport. A robust framework needs to be in place before permission is granted.			
4	The application should demonstrate how a western ticket hall at West Ham Station can be brought forward through the planning process as envisaged in the Olympic Transport Plan and how the proposed ramp would link into this ticket hall.			
5	Issues to be raised by DLR include the crowding section does not appear to consider demand involving visits to the site by people holding non-event tickets; the scope of crowding analysis should be expanded to include Canning Town Station due the important role linking Excel and Greenwich with the main Olympic Site; the effects of trips from the venues on the operation of Pudding Mill Lane station in Legacy should be considered due to its low capacity; there may be potential conflicts between the plans to accommodate Crossrail in this area and the use of Pudding Mill Lane as a route in and out of the Park.			
6	TfL wishes to work closely with the ODA and the Boroughs to agree suitable mitigation proposals to include a clear commitment and funding, suitable contingency over the delivery of mitigation works associated with Stratford City.			
7	Contributions to provide for the additional costs of rerouting bus services in all phases, as well as pump prime funding for new routes is expected.			
8	TfL expect bus priority measures to be implemented as mitigation for identified highway impacts.			
9	Adequate provision to be made at points of demand for taxi ranks/set down areas and access routes for taxis to be maintained during all phases.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
10	Walking audits of the site are required. A PERS audit would examine the existing pedestrian environment as a basis for improvements.			
11	Gehl should be used as a measuring basis for assessing pedestrian capacity and crowding rather than Fruin's level of service.			
12	Mode share predictions for walking and cycling are unfounded. Timescales for delivery of improvements are not guaranteed, therefore the applications need to show how these will be in place.			
13	The Olympic Village density is based on the delivery of public transport improvements delivered through Stratford City. Without them a PTAL of 2 would not support high density. There will be a requirement from TfL for revenue funding to provide additional public transport capacity.			
14	Cycle parking to accord with TfL and GLA guidelines.			
15	London Cycling Design Standards and DFT Inclusive Mobility should be used as reference sources for all cycling and walking related schemes, including new bridges.			
16	For newly designed roads a minimum carriage width of 8 m is recommended to allow room for cycle lanes, 9 m if there are high levels of HGVs, 10 m for world class facilities.			
17	Funding for improvements to local networks e.g. Crossing of the A12 for cyclist and pedestrians will have to be contained and funded entirely from the Olympic park development and additional to £8M ODA cycling and walking funds to be allocated to TfL.			
18	Early consideration to be given to notification and assessment requirements of the Traffic Management Act 2004 re TLRN and SRN.			
19	If predicted parking demand for sporting events or concerts exceeds supply this should be managed through an Event Parking Management Plan as part of the Travel Plan framework, not by oversupply of parking.			
20	TfL expects a policy of parking restraint consistent with the London Plan will be applied to all land uses. The importance of managing demand should be recognised, all retained venues should have limited parking to meet operational needs only (on site or in a shared facility).			
21	1300 spaces in the multi storey car park would not be supported unless parking at the individual venues were reduced and also justified in relation to employment uses in Legacy.			
22	Olympic Village (part) parking could be reduced further and restricted to disabled residents/visitors and spaces for car club vehicles.			
	Thames Gateway London Partnership	Conditional Support	No Comment	1
1	It is clear that the Legacy Olympic Park will play a significant role in regeneration and transformation of a degraded area to a high quality destination which people will aspire to live, work and play. It is critical that the park has high levels of permeability with good links to the surrounding communities. There is concern that decisions made regarding open space provision and park design principles will affect the future proposals of the Legacy Park.			

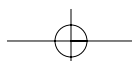
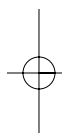
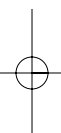
Ref	Organisation Name	Position Round 1	Position Round 2	Round
2	The 2004 application proposed 126.7ha of open space. The estimated provision of publicly accessible open space in the current proposal is just 76ha across the entire development site. The reduction in open space significantly undermines the Legacy Olympic Parks contribution to transforming the areas environment.			
3	With regard to the loop road network whilst central to the delivery of the Games, the network should not dictate the form of the legacy developments. The network will inhibit legacy communities, their permeability, connectivity and an appropriate highway servicing infrastructure.			
4	The bulk massing of the proposed development zones of built development is crude and deter mental to both the overall design and functionality of the Olympic Park and its accessibility to the existing communities to the east and west.			
5	Open space to the southern part of the Park is reduced significantly compared to the 2004 scheme leaving little more than a green corridor with limited scope for significant recreational uses and offering reduced amenity to residents of the proposed new developments.			
6	The legacy masterplan makes no provision for a warm up track alongside the main stadium. This effectively precludes the use of the stadium for major athletic events beyond 2012.			
7	Recommend that illustrative proposal for the Legacy Olympic Park be made available so reasonable judgements can be made about the long term vision of the park. Key elements of legacy includes permeability and accessibility, links to existing and new communities, maximising green space an various and coherent way, amenity provision and effective after use of facilities.			
8	Urge that the detailed submissions from Newham and Tower Hamlets are given sympathetic consideration.			
	Thames Water	Neutral		1
1	Waste comments: It is the responsibility of the developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water, the applicant should ensure that storm flows are attenuated or regulated into the public network. Proposals to connect to a combined public sewer and site drainage should be separated and combined at the final manhole nearest the boundary. Connections are not permitted for removal of Ground Water.			
2	Prior approval to discharge to a public sewer is needed from Thames Water. Public sewers cross the site and no building works will be permitted within 3m of the sewers without Thames Waters approval. It is recommended that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. This is to prevent oil discharges entering local watercourses. The existing waste water infrastructure is unable to accommodate the needs of the application. Should the Local Authority approve the application Thames Water would like the imposition of a Grampian styled condition.			

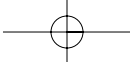
Ref	Organisation Name	Position Round 1	Position Round 2	Round
3	Water comments: The existing water supply infrastructure has insufficient capacity to meet additional demands. Thames Water would recommend the imposition of a condition requiring an impact study to determine the magnitude of any new additional capacity required in the system and suitable connection points.			
4	Supplementary Comments: From a strategic viewpoint capacity can be made available in combined sewers by taking surface water direct to watercourse. The length of the Channelsea River to the north of the A11 has no significant reserve capacity and alternative surface discharge should be incorporated within an overall design in this area. Any building, foundation works or other proposals intended to pass under, over or adjacent to the Northern Outfall Sewer or other trunk sewers must receive consent from Thames Water before any works proceed. Strategic proposals need to be developed with Thames Water.			
	Thames Water		Conditional Support	2
1	The existing waste water infrastructure cannot accommodate the needs of this proposal. Thames Water propose a condition to secure a drainage strategy detailing any on and/or off site works.			
2	Surface water drainage provision should be properly made.			
3	No building works are permitted within 3 metres of public sewers crossing this site.			
4	Trade Effluent Consents are required for any effluent discharge other than a domestic discharge.			
5	Thames Water recommend the fitting of petrol/oil interceptors in all car parking/washing/repair facilities.			
6	The existing water supply infrastructure has insufficient capacity to meet the additional demands of this proposal. Thames Water proposes a condition to secure an impact study of the existing water supply infrastructure detailing the magnitude of any new capacity required and a suitable connection point.			
7	There are 3 groundwater sites at risk from uncontrolled development in the designated area: Old Ford (NGR), Lee Bridge (NGR) and Windmill Lane (NGR).			
8	Previous comments apply to foul and surface water discharges. Strategically capacity can be made available, but there are localised inadequacies. The length of Channelsea River to the north of the A11 High Street, Stratford has no significant capacity.			
9	Works on or near the Northern Outfall Sewer must receive site specific consent from Thames Water. The Greenway is owned by Thames Water and managed in partnership with LB Newham for public access.			
10	If provision of Waste processing Plant is still proposed, any filtrate or flushing discharge to foul sewer would need a Trade Effluent agreement as will the flushing/draining of the swimming and diving pools.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	Union Railways (North) Ltd. Channel Tunnel Rail Link	Conditional Support		1 – Part 1
1	CTRL is a mandatory consultee under terms of the safeguarding directions. A copy of the submission is required; it has not been possible to open documents from the website. Previous response to 2004 submission attached with copy of safeguarding direction.			
2	Recommends a condition requiring detailed foundation design of all development within CTRL safeguarded areas in PDZ 5, 9 and 11 to be approved.			
3	Union Railways (North) (URN) are puzzled by reference to CTRL Cooling Box. CTRL ground dewatering is already operational and URN has no knowledge of what is proposed.			
4	Eurostar begins public operation in November 2007 but CTRL through Stratford is already fully energised with test trains running and also Temple Mills Depot.			
5	Areas of CTRL sensitivity should be included in the Code of Construction Practice including stability of plant and storage of materials close to CTRL and protection from vibration.			
	Union Railways (North) Ltd. Channel Tunnel Rail Link			1 – Part 2
1	No objection to applications, solely confined to CTRL interests			
2	URN recommend a condition is added to any grant of planning permission that requests detailed design for foundations and other development proposed below existing ground level within Planning Delivery Zones 5, 9 and 11 is submitted to the Local Planning Authority after consultation with URN so that the safety and operation of CTRL is not prejudiced. Particular developments of concern are the proposed handball area, river wall works and highway and circulation infrastructure. These comments are consistent with comments on the 2004 applications and many of those comments continue to be valid.			
3	URN wish to draw attention to recently published detailed guidance for developers in the vicinity of CTRL.			
4	URN has no knowledge of what is proposed in relation to the CTRL cooling box and would not allow development to proceed that compromised the safe operation of the railway.			
5	Would like to highlight that the international service on CTRL, now designated High Speed 1 is scheduled to commence on the 14th November 2007. Where construction is in the vicinity of the CTRL, it is important to be mindful that CTRL is now energised through to St Pancras and test trains are already running. Movements also include those to and from the Temple Mills Depot through Stratford.			
6	URN would wish to see the CTRL guidance notes reflected in the ES Annexure 3 COCP for the current proposals.			
7	URN would wish for the CTRL infrastructure to be included in appropriate limits for vibration and protective measures.			
8	URN is concerned that non CTRL works are clearly identifiable and that sources of noise nuisance, construction traffic issues and the mechanisms for public redress are as effective as possible.			



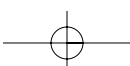
Ref	Organisation Name	Position Round 1	Position Round 2	Round
9	Valued the availability of documentation on DVD.			
	Union Railways (North) Ltd. Channel Tunnel Rail Link		Conditional Support	2
1	No objection in principle but responses to concerns in previous response (round 1 ref 3) are not addressed.			
2	Revisions to CTRL Cooling Box do not address specific concern articulated - see previously set out condition re foundations of proposed new structures.			
3	Modifications to ground levels which reduce the effective height of boundary walls are not acceptable because increase risk of trespass and vandalism.			
4	Liaison with URN is required regarding temporary works and highways capacity and vehicle access, including errant vehicle protection (<i>runaway lorries?</i>).			





Planning Authorities

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	Bexley Council	Support		1
1	LB Bexley supports the three applications with the following comments:			
2	The proposals should create many jobs which should benefit residents and businesses in Bexley.			
3	The proposals will bring significant regeneration benefits to the area with the potential to act as a catalyst toward further regeneration of Thames Gateway.			
4	There will be significant health and community benefits.			
5	Transport impacts including construction traffic is unlikely to have any significant impact on Bexley's highway network.			
6	The Council is satisfied that there will be no significant impact for Bexley in terms of strategic views, ecology and environmental matters, viability of shopping centres or demand for services.			
	Bexley Council		Support	2
1	The London Borough of Bexley wishes to make no further comments on the applications and continues to support the applications.			
	Brent Council	No Comment	Support	2
1	No objections.			
	City of Westminster	No Comment	Neutral	2
1	Does not wish to comment.			
	Croydon Council	Support		1
1	Croydon Council raises no objection to the applications (07/90010, 07/90011, 07/90012).			
	Croydon Council		Support	2
1	No objection.			
	Greater London Authority	Neutral		1
1	Air quality - no combined analysis has been undertaken from the modelling. A significance			



Ref	Organisation Name	Position Round 1	Position Round 2	Round
		test should be applied to combine the emission results. The assessment does not provide any details on what the impact on future residents and users will be and potential mitigation to reduce exposure. Further information on exposure and mitigation should be provided particularly in relation to PM10 emissions.		
2		The TA considers sustainable modal splits but does not mention alternative fuelled vehicles. These should be assessed and promoted. For the transport flows used in the air quality modelling, there is no further information on assumed modal split or fuel types. Encouragement and implementation of low carbon transport policy should be incorporated into the TA.		
3		The air quality impact of the biomass boilers should be modelled and reported back to the GLA.		
4		Nearby industrial processes have not been included in the air quality modelling. The report assesses that the strict regulation of the process would have no significant affect on local air quality. However, this requires further justification, and information on any history for these processes in terms of complaints or enforcement issues should be presented to understand and mitigate any potential conflicts.		
5		Recommended that further consideration be given to modelling the greenhouse gas emissions associated with this development in line with the draft alterations to the London Plan.		
6		There is no clear quantification (or qualitative) assessment of biodiversity habitats that will be provided at legacy, and there is therefore a risk that the applications may not provide adequate replacement or a net increase for biodiversity. The approach to mitigation and compensation may therefore be contrary to PPS9.		
7		A total of 45 ha of land designated as Sites of Importance for Nature Conservation will be lost should the proposals proceed. Most of this is wasteland, some of which is important for nationally rare invertebrates, including UK Biodiversity Action Plan priority species. The most extensive areas of this habitat are at Stratford Marsh and the Eastway Cycle Track. A total of 13 ha of existing habitats will be retained and apparently enhanced as refugia to maintain species throughout the development process. However, these are all in small fragments, and their success as refugia is likely to depend on the provision of temporary habitat during the development process. Whilst this is stated as an objective, no specific proposals are included in the application. More information is therefore required on the provision of temporary habitats.		
8		The new habitats will be largely wetlands and grassland, and thus the legacy habitat composition will be different from the baseline. There is likely to be an increase in wetland and a decrease in wasteland. It is therefore difficult to evaluate the overall balance of losses and gains, other than in terms of total area, and compared with the 2004 planning permissions, there is considerably less wildlife habitat, in particular in respect of proposed river enhancements.		
9		A single summary table that provides information on the overall ecological impacts of development on each development zone is requested, (combining tables 16.12-16.19) to show all overall net effects.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
10		A clearer definition of the terms “Habitat” and “Semi-Natural Habitats”, as used in the ecology chapter of the ES is requested.		
11		There needs to be a greater commitment to identifying impacts and opportunities beyond the sites red line boundary and at legacy stage.		
12		There is a need to ensure that there is no increase in ‘Areas of Deficiency in Access to Nature’. The model used to map deficiency in access to nature (ES paragraph 9.18.13) is not consistent with that defined in the Mayor’s Biodiversity Strategy and promoted by the London Plan (policy 3D.12). There are initial losses of access to areas of nature and these temporary increases in AOD are unavoidable. What is not clear in the application is whether these temporary increases will be fully reversed in legacy. Crucial to this is that the Greenway is restored to a state where it provides a good experience of semi-natural habitats. Another area where increases in AOD will need to be fully reversed is the north-eastern entrance to the site.		
13		The overall affect the proposed ground levels will have on providing natural habitats, particularly in relation to river habitats requires further clarification and discussion.		
14		Because it is impossible to evaluate the overall losses and gains of habitat other than in terms of total area, to comply with Mayoral policy there should be no net loss of semi-natural habitat, and preferably an increase. A commitment to a minimum total area of semi-natural habitat in the park at legacy, to ensure an overall gain, should be agreed and secured by condition.		
15		The loss of wasteland habitats is a particular concern. The previous Masterplan included considerable areas of “stony meadows”, within the landscaping of the park. A commitment to a minimum area of “stony meadows” in the park should be agreed and secured by condition.		
16		Further clarification and justification is required on the proposed removal of bridges at the western boundary of the site for legacy phase - for example the C67bridge (T08) which would connect Hackney Wick station to the proposed employment use (legacy International Broadcast Centre - IBC) and bridges on Fish Island. Retention of these connections would increase accessibility of MUSV and legacy use IBC from Hackney Wick station.		
17		The proposals include a large number of new bridges over waterways. These bridges need to be designed in a way that does not restrict navigational use of the waterways, and therefore need to be assessed for navigational clearances before and after the Games to ensure maximum use of the waterways and be designed to minimise any adverse effects on biodiversity. Particular consideration needs to be paid to the future range of water levels if/when the Prescott Lock is constructed. In addition, consideration will be needed as to how the long term maintenance and repair of such a large number of bridges will be undertaken.		
18		City Mill River - Wide bridges H04 (which is 25m wide) and F11 (50m), are proposed over City Mill River. Wide rivers can have a damaging effect on waterway amenity and biodiversity. It is acknowledged that the Legacy phase will dismantle parts of these bridges, but additional information is required to confirm and assess these aspects of the proposals.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
19		It is not clear what is proposed by the applications for greenway connections across the A11 Stratford High Street. The 2004 application noted, “the key to the area’s long term success rest in overcoming the fragmentation and severance caused by the waterways and other infrastructure” and that “the Olympic Games will provide a legacy of major pedestrian facilities within the Masterplan area. These include the four land bridges at Temple Mills, Carpenters Road and the Greenway”. There are therefore significant concerns that a temporary bridge, which provided an at grade pedestrian crossing, would not provide a major legacy facility envisaged in the 2004 scheme and still thought essential to facilitate access and integration in legacy mode. Urgent clarification of this point is therefore requested.		
20		Meteorological data is only assessed until 1997, however, in terms of climate change it is likely that average temperatures in future years could now be higher. Consideration should therefore be given to using more up to date meteorological data and adopting a methodology, which would incorporate data from the London Atmospheric Emissions Inventory into the model.		
21		The planning application has not considered the increasing need for summer cooling under climate change. The design of facilities – particularly the IBC under legacy use should be designed to remain cool in hot weather.		
22		Some peripheral areas of drainage propose to connect to the Combined Sewer. This should be clarified and minimised in particular in PDZ’s 8 & 11.		
23		There are concerns about the intention to remove some sustainable drainage systems at Games and legacy stages that need further clarification, and further information is needed (particularly in PDZ’s 9,10,13,14) to demonstrate maximum use of sustainable drainage prior to discharge.		
24		The 2004 planning permission included the provision of several attenuation ponds, which have been removed in the current application. This is a significant change and requires further discussion and clarification.		
25		The energy statement commits to a 15% “aspiration to achieve” improvement on energy efficiency over current building regs during the detailed design stage. However, this is not quantified and requires further dialogue and clarification.		
26		The submission refers to “testing the feasibility” of providing renewable energy sources within permanent venues and buildings as part of the ODA’s 20% renewable energy commitment. As currently expressed this is not acceptable and requires further clarification and commitment.		
27		Page 12 - section 2.1.2 - Key drivers for the energy strategy needs to address energy saving or emissions reduction.		
28		Page 46 - the reduction against building regs has become “around” 15%, and remains unquantified in table 7 on pages 47 and 48. This requires further dialogue and clarification.		
29		Page 80 - section 8.1.1 - objectives for renewable energy strategy - should identify opportunities to maximise contribution from on-site renewables.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
30		The inclusion of biomass boilers in measuring energy emissions has not been included and as set out in para 2.5, the biomass boiler has the potential to have emissions with differing characteristics to gas fired boilers and these emissions need to be properly assessed.		
31		The energy emissions assessment makes a commitment to sensitive and appropriate sites for temporary diesel generators for use throughout the site. Currently no information on numbers and sites are known so these cannot be modelled. These could become a significant localised source of particulate matter and further information on their impact should be provided.		
32		The only stationary source modelled is the energy centre. The potential for individual building emissions or other small-scale emissions have not been taken into account. Any further potential building emissions should be identified and assessed.		
33		Whilst there is a commitment to providing up to 20% of the development's heat and electricity from renewable sources, the proposal should commit to providing at least 20% from these sources (which could include district wide facilities at Stratford City and Kings Yard).		
34		Some of the diagrams used in the Flood Risk Assessment make the future flood depths impossible to assess. This is a particular concern for some of the areas alongside the River Lea upstream of Carpenters Road, and these diagrams should be re-drawn or clarified.		
35		By bringing forward detailed design on separate development sites could limit the effectiveness of flood risk management measures, and discussion on how this can be avoided is requested.		
36		The proposal for a 9m high sheet piled wall alongside the stadium is very expensive and will prevent designers from considering 'softer' flood management options – for example flood storage as exemplified by the Tsurumi stadium in Tokyo. This should be discussed and clarified.		
37		There does not appear to be any information on flood warning or emergency procedures. Given that large areas of publicly accessible land will have some degree of flood risk, possibly to depths of several metres, these aspects need to be considered at this stage. The location of emergency control centres in particular needs to consider flood risk.		
38		The new housing should be designed so it can be adapted to meet local and London wide housing needs and I would wish to be satisfied that the design and detail of the units will provide lasting and high quality homes. This will require discussions on the means that are proposed to convert the temporary Olympic housing into permanent homes in legacy and beyond, and the standards and mechanisms that are proposed.		
39		All homes should be built to lifetime home standards and given the need to provide wheelchair accessible accommodation for the Paralympic athletes with disabilities there is the opportunity to provide wheelchair accessible homes beyond the 10% minimum standards in the London Plan.		
40		The scheme as currently depicted may not provide a satisfactory standard of accommodation for future occupiers, (in particular for families) and further information is required in terms of environmental impacts, particularly in terms of sunlight & daylight, shadowing and wind.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
41		The means to secure the Mayor's minimum 50% affordable housing target needs to be clarified in line with London Plan policy and should be designed to provide higher proportions of family housing, in line with the Mayors Housing SPG and Lower Lea Valley Opportunity Area Planning Framework.		
42		The legacy use of the IBC for employment is welcomed; however, further information is required on the mix of uses proposed. While some B1(a) uses may be acceptable, this should not be the predominant use. Clarification is therefore sought as to safeguards to ensure that a substantial proportion of this site (which is part of a Strategic Employment Location in the London Plan) is provided and marketed for non-B1a uses (including logistics and creative industries).		
43		The design of the buildings should be conditioned to ensure a wide range of appropriate legacy uses. For example, the IBC should be accessible in legacy phase for logistics and industrial uses with appropriate access, floor-loading, ceiling heights, road widths and space for turning circles.		
44		The intended use of land to the south east of the IBC in legacy should be confirmed as no land use is shown in drawing OLY-OLF-APP-DWG-PDZ5-VEN-PAR-002 (drawing for approval), but it is shown as playing fields in other documents.		
45		The proposed wind turbine in the north of the site (Eton Manor Sports Ground) will be the first such installation in this part of London and, as a large and highly visible addition, it is important that it is designed to have the lowest possible noise impact. It should be possible to ensure that no unacceptable impacts arise, but little information has been provided other than a typical sound power level (100 LWA) for such devices in Table 18.83 of the ES.		
46		Based on this sound power level, the turbine should not give rise to complaints from the nearest residents when operating during the daytime, but to ensure that there is no possibility of complaints at night, it may be necessary to specify a slightly lower sound power level than the typical value quoted. This should be achievable and a more detailed assessment of turbine noise should be undertaken, taking into account night time operation and the potential tonality of the noise, in order to draw up an appropriate specification for the turbine.		
47		Additional soundscape analysis should be provided and there should be agreement on the extent to which basic noise mapping (e.g. limiting exposure to traffic noise from A12) could be extended to more qualitative soundscape design (e.g. taking account of features of positive soundscape interest).		
48		An assessment of the impacts of both fixed wing and helicopter noise on the Olympics and Legacy venues and legacy platforms should be undertaken (including consideration of tonality, Lmax, SEL or other similar indicators of event impacts - not just Leq contours), as this part of the Lee Valley is overflowed by aircraft departing from London City Airport on westerly operations, and is to some extent a helicopter route. The area also sits beneath a point where aircraft held in both the north London stacks for Heathrow turn west through about 300 degrees on to the final approach path to the airport, at short intervals under prevailing (westerly winds) conditions. These are at a relatively low level, with the London City Airport turning to the east below them.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
49		It is unclear what will be delivered in the legacy phase, in particular the quality and facilities of the open space and whether arrangements will include provision for the ongoing management and maintenance of the parkland.		
50		The application refers to providing 110ha of improved open space. This seems to be a large reduction of what was proposed in the 2004 consent. Clarification of the quantity of open space proposed and the relationship between current proposals for 110ha and the 250ha originally discussed is requested.		
51		Concerns over how the creation of new public open space network that extends the Lee Valley Regional Park down to the Thames will be achieved in legacy. This will be a key benefit for Londoners and should be at the heart of the proposal. A clearer vision and statement about the new park and open space network through the wider area should be provided showing where it is to be provided, what it would contain, and how it would be managed and maintained.		
52		There needs to be additional detail provided on the extent of lost and potential new Metropolitan Open Land, for example; how this will be achieved, where it might be, and the amount proposed.		
53		Connections to and from the park for local residents need to be made explicit and assured.		
54		The assessment of greenspace provision 'per 1000 population' relate to the application site only, and take no account of the contribution made by the greenspace in the site to the surrounding area. The assessment should include the whole catchment of the greenspace.		
55		The residential proposals should be assessed carefully against the requirements of Policy 3DIIi of the FALP and the Mayor's Draft SPG "Providing for Children and Young People's Play and Informal Recreation".		
56		The proposals include a 1,300 space car park north of the International Broadcast Centre. While there would normally be concerns over this level of car parking, it is recognised that there will be short term requirements arising from the Games themselves. However concerns are raised over the continued use of the car park in the legacy phase of the application and the proposals for employment use of the IBC in legacy phase would only require 130-220 car parking spaces. Clarification is therefore sought regarding reduction in capacity, or alternative use of the car park site in legacy phase.		
57		An area to west of Pudding Mill Lane DLR station is proposed as car parking in legacy phase (after use as warm up area in Olympics phase). This land should be returned to industrial/employment use consistent with its London Plan Strategic Employment Site designation. Confirmation is therefore sought that this site will be returned to employment use and not used as car park in the legacy phase.		
58		If predicted parking demand for sporting events or concerts exceeds supply this should be managed through an Event Parking Management Plan as part of the Travel Plan framework, not by oversupply of parking.		
59		TfL expects a policy of parking restraint consistent with the London Plan will be applied to all land uses. The importance of managing demand should be recognised, all retained venues should have limited parking to meet operational needs only (on site or in a shared facility).		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
60		1300 spaces in the multi storey car park would not be supported unless parking at the individual venues were reduced and also justified in relation to employment uses in Legacy.		
61		Olympic Village (part) parking could be reduced further and restricted to disabled residents/visitors and spaces for car club vehicles.		
62		Proposals should seek to mitigate/compensate water quality in the areas near to Abbey Mills Sewage Outfall.		
63		Proposals for the Waterworks River need to take account of future water levels should the Prescott Lock proposals come forward, and water levels must not inhibit the ability to use the river for navigation. This will particularly effect water depths and bridge clearances. The west bank of the Waterworks River is remaining broadly in its current state. There is therefore little in the way of enhancement offered. Of particular concern is that part of the towpath toward the northern end of this river will be lowered leaving the towpath approx 1.75m below the river wall. This is unlikely to be a positive design aspect and does not appear to be justified.		
64		The East bank of the Waterworks River involves demolishing a steel sheet piled river wall and rebuilding it 8m back from the river. This is an expensive proposal, which is unlikely to result in a sympathetic river corridor design. This should be re-examined with a view to creating a more natural riverbank at lower overall cost.		
65		There are locations south of the Planning Application boundary where improvements could be made to reduce the vertical drop from towpath into river and to improve towpath links, for example; the lack of a towpath under the A11 immediately east of the A12 junction.		
66		<p>Document 13A contains a number of errors in relation to the waterways network:</p> <ul style="list-style-type: none"> • Para 4.9.1 refers to transporting water, presumably this means transport by water. • Para 4.9.2 refers to Navigation to Luton, which is not possible. • Para 4.9.2 refers to Bow Creek being only navigable at certain times of year, whereas it is actually navigable all through the year but only at certain states of the tide. • Figure 4.7 appears to be missing. 		
67		The proposals do not deliver the scale of improvements to the river corridors that was anticipated within the 2004 consent. There are some areas where a canyon effect will be created alongside rivers. Rivers and their towpaths will be surrounded by slopes and embankments of up to 9 metres either vertical or steeply sloped. This could create a windy, shaded environment not conducive to amenity or biodiversity. In particular the west bank of City Mill River and the south bank of Old River Lee are shown with vertical sheet piled river walls of up to 9m. This would seem to been specified to enable a free hand for the stadium design.		
68		This is fundamentally the wrong approach and may result in higher than necessary costs. The approach to be taken should set out a preferred but reasonable river treatment as a fix for the stadium design and only in an exceptional case should this then be re-visited to build such an unsustainable river wall. The proposals should envisage building the river walls in such a way that they do not need to be further rebuilt for the Legacy, as this is additional avoidable expenditure.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
69		The 2004 consent envisaged comprehensive restoration of river channels, which have been substantially scaled down.		
70		The Main Olympic Stadium is proposed over the top of Pudding Mill River and it is therefore proposed to fill in this river. The 2004 consent provided (in Legacy Phase) for the re-establishment of this river from the Old River Lee in the North through to the Bow Back River in the south (a connection that has been progressively and unsustainably lost over previous decades). The current planning application does not appear to provide for this to be re-established. This is therefore contrary to London Plan Policy 4C.3 and is not mitigated. The Legacy transformation proposals should include the re-establishment of this river channel as set out in the 2004 permission. The Environmental Assessment is questionable in volume 12D in that it concludes that infilling of this river is a minor adverse impact.		
71		The East bank of the City Mill River appears substantially unchanged, but leaves in place a concrete/sheet piled wall of approx 2.5 m drop from bank to water/soft mud. This is not an enhancement and represents a missed opportunity to make the river a more natural, safe and of higher amenity value.		
72		Old River Lee will undergo substantial engineering works one such element being the construction of a new wall set back 4m from the current river edge and rising to a height of 7m from the water level. This canyon effect will be further exacerbated by the fact that the Main Stadium is close to the edge of the river wall. Subject to flood risk considerations it may be possible to narrow the river corridor and thereby create a more gently sloping bank of much more sympathetic design whilst retaining the overall flood capacity.		
73		The removal of Channelsea River (northern section - Hennikers Ditch) is regrettable especially given that it runs through the Bully Point nature reserve. This is contrary to London Plan Policy 4C.3 and requires further dialogue.		
74		The area has a number of infrastructure service crossings over rivers carrying water and sewerage pipes and electricity cables. Many of these are in an extremely poor state of repair and some may be redundant. These structures add considerably to the feeling of dereliction and poor environment, but there is no clear reference to their repair or maintenance. Some structures may offer the potential for public art, which the ODA could promote in partnership with the structure owners.		
75		The Government is currently considering the need to invest in major new sewerage infrastructure in the vicinity of the Olympics. In particular a proposed new sewer overflow tunnel from Wick Lane to Abbey Mills Pumping Station and a major 7.2m diameter combined sewer transfer tunnel from Abbey Mills to Beckton. Whilst the decision is not yet known, the proposals should be capable of accommodating these works during the general Olympics construction phase (and beyond) if approved.		
76		The applications need to demonstrate a commitment to equality and diversity as set out in the London Plan, the Mayor's Planning for Equality and Diversity draft SPG and the ODA's Equality and diversity strategy. This would apply to:		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
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- what the ODA builds, provides and leaves behind (i.e. the venues and facilities created and the transport provided, both for the Games and the legacy).
- how the ODA goes about building and providing (i.e. the processes by which those facilities, venues and transport are created).
- who does the building (i.e. the diversity of people and businesses taking up business and employment opportunities on Games projects), and
- whom the ODA involves (i.e. the diversity of the people the ODA listens to in deciding what it does, how it does it and determining the design of what it creates).

The applications need to clearly set out these principles along with ODA procurement policy commitments to a diverse supplier and contractor base to form a robust framework for actions and delivery.

In order to address gender equality issues in a satisfactory and systematic way each proposal should go through a full Equality Impact Assessment process that addresses all equality strands (i.e. race, gender, disability, sexual orientation, age and faith), in particular addressing the following matters:

- Procurement process
- Is the need to promote gender equality appropriately reflected in procurement processes? Profile, policies and working practices of suppliers and sub-contractors.
 - What is their profile in terms of gender representation at all levels of the organisation?
 - Do they have an equality / gender equality policy? What evidence exists to demonstrate its implementation?
 - Consultation should be carried out with relevant women’s and community sector groups in order to ensure that all sectors of the community benefit in terms of the Olympics legacy
- Development of infrastructure and facilities should ensure the following considerations are fully incorporated and addressed:
- Women’s safety.
 - Planning for diverse activities, including promoting women’s participation in sports, environmental, community and leisure activities.
 - Appropriate toilet facilities for women, men, disabled people; baby-changing facilities etc.
 - Accessible venues and facilities encouraging and promoting participation from all sections of the community.
 - Facilities for people with children.

The applications also need to demonstrate how they will help meet the employment and training needs of London’s diverse population including its women, BAME groups, disabled people, LGBT people and other marginalised groups such as travellers and gypsies, refugees and asylum seekers, lone parents, people leaving care, ex-offenders, alcohol and drugs users. The applications should also demonstrate attention to all age groups, especially older people.

The applications should demonstrate inclusive and safe access to all venues and parts of the Olympic Park and that the proposed facilities will be affordable for local and disadvantaged groups, both during and after the Games. The proposals should also demonstrate how they will promote and improve public health.

Ref	Organisation Name	Position Round 1	Position Round 2	Round
77		Evidence of an Equality Impact Assessment having been conducted and the use of and application of the approach set out in the Mayors draft Supplementary Planning Guidance, Planning for Equality and Diversity (Dec 06) and an would provide confidence that equality and diversity have been properly implemented into the applications.		
78		Consultation and two way engagement with London wide and local communities should be real and are ongoing, and the concerns raised explicitly addressed in the planning process and documents.		
79		The extent that new permanent community facilities are being proposed should be made explicit, as should their connectivity with Stratford City. This should include community centres, childcare centres, shops, day centres, health facilities, education facilities, places of worship (for diverse faiths), youth facilities, post offices, and laundrettes.		
80		The proposals do not reflect the Mayor's Waste Strategy in particular the Mayor's waste hierarchy that places new and emerging recovery technologies above conventional incineration on the grounds of efficiency and flexibility. There is also a lack of detail in the application to clarify and test sustainability proposals, such as the lack of reference to the planned Low Emission Zone and Zero Emission Zone, outlined in the Transport Strategy, or any air quality reference in the energy section.		
81		The Olympics Park and proposed developments within it need to achieve specific explicit and assured sustainable design and construction standards together with robust monitoring commitments.		
82		There is a need to provide evidence of thorough consultation with disabled persons.		
83		Significant changes to Policy 4A.6 (improving air quality) in the London Plan have been made in FALP to promote sustainable construction. The applications do not pay due regard to this policy approach.		
84		TfL is awaiting further information before it is fully able to assess the impact on the Transport for London and Strategic Road Networks. The assessment will need to take into account the cumulative effects of the Stratford City, Olympic park and Olympic Village applications. This includes details regarding modelling, forecasting and validation; allowance made for committed development on Stratford High Street; sources of assumptions on trip generation and justification for high level of vehicular traffic generated by existing estate only partially occupied; measure to assist movement by public transport, pedestrians and cyclists including bus priority measures as mitigation.		
85		The TA creates concerns that the area is likely to suffer increasing levels of congestion and junction saturation. The impact on cyclists and walkers is disproportionately large. The impact on junction capacity during construction will be larger than normal due to the higher percentage of HGVs. A detailed audit will be required for identified junctions to take into account the impact on vulnerable users.		
86		A robust travel plan needs to be prepared to include commitments setting minimum targets for the movement of material and workers by sustainable modes of transport. A robust framework needs to be in place before permission is granted.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
87		The application should demonstrate how a western ticket hall at West ham Station can be brought forward through the planning process as envisaged in the Olympic Transport Plan and how the proposed ramp would link into this ticket hall.		
88		Issues to be raised by DLR include the crowding section does not appear to consider demand involving visits to the site by people holding non-event tickets; the scope of crowding analysis should be expanded to include Canning Town Station due the important role linking ExCel and Greenwich with the main Olympic Site; the effects of trips from the venues on the operation of Pudding Mill Lane station in Legacy should be considered due to its low capacity; there may be potential conflicts between the plans to accommodate Crossrail in this area and the use of Pudding Mill Lane as a route in and out of the Park.		
89		TfL wishes to work closely with the ODA and the Boroughs to agreed suitable mitigation proposals to include a clear commitment and funding, suitable contingency over the delivery of mitigation works associated with Stratford City.		
90		Contributions to provide for the additional costs of rerouting bus services in all phases, as well as pump prime funding for new routes is expected.		
91		TfL expect bus priority measures to be implemented as mitigation for identified highway impacts.		
92		Adequate provision to be made at points of demand for taxi ranks/set down areas and access routes for taxis to be maintained during all phases.		
93		Walking audits of the site are required. A PERS audit would examine the existing pedestrian environment as a basis for improvements.		
94		Gehl should be used as a measuring basis for assessing pedestrian capacity and crowding rather than Fruin's level of service.		
95		Mode share predictions for walking and cycling are unfounded. Timescales for delivery of improvements are not guaranteed, therefore the applications need to show how these will be in place.		
96		The Olympic Village density is based on the delivery of public transport improvements delivered through Stratford City. Without them a PTAL of 2 would not support high density. There will be a requirement from TfL for revenue funding to provide additional public transport capacity.		
97		Cycle parking to accord with TfL and GLA guidelines.		
98		London Cycling Design Standards and DfT Inclusive Mobility should be used as reference sources for all cycling and walking related schemes, including new bridges.		
99		For newly designed roads a minimum carriage width of 8 m is recommended to allow room for cycle lanes, 9 m if there are high levels of HGVs, 10 m for world class facilities.		
100		Funding for improvements to local networks e.g.. Crossing of the A12 for cyclist and pedestrians will have to be contained and funded entirely from the Olympic park development and additional to £8M ODA cycling and walking funds to be allocated to TfL.		
101		Early consideration to be given to notification and assessment requirements of the Traffic Management Act 2004 re TLRN and SRN.		
102		Mitigation measures should be made explicit on the towpaths and canals/rivers affected by security fencing.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
103		TA should provide further details on its ability to implement Policy 4A.6 of the London Plan and seek to reduce the environmental impacts of transport activities by supporting increased provision of cleaner transport fuels including hydrogen.		
104		Further detail needed on on-site traffic related air quality effects during the Games.		
105		Further clarification on waterborne passenger services to the Games.		
106		Additional information on the reasons for the closure of the Lee navigation and towpath		
107		Unclear as to whether the Lee Navigation and its towpath will remain open during the construction phase.		
108		Aspiration for delivering construction traffic by more sustainable modes should be much higher than proposed.		
109		In the Environmental Statement (Part 2 – Descriptions of proposals) there is a reference to materials that cannot be reused or recycled being recovered on site. It is though not clear what this means or includes, as there would seem to be no proposals or facilities included in the submitted material to allow this to happen. Also the documentation refers to 90% of site clearance waste being reused or recycled, however it is not clear what proportion is to be done on site and what offsite.		
110		The proposals do not provide a commitment to diversion from landfill during the construction demolition phase.		
111		Paragraph 8.5.2 of the Code of Construction Practice sets out the ODA's intended methods of waste transportation. It appears to place the same emphasis on road as rail, conveyor and canal transport and only aims to avoid residential areas. A transport hierarchy needs to be employed that discourages transportation and encourages conveyor, canal and rail transportation over road for material that needs transporting.		
112		The applications do not rule out conventional incineration, nor do they commit to the use of emerging technologies for waste that cannot be recycled. Specifically they do not reflect the Mayor's strategy and in particular the Mayor's waste hierarchy that places new and emerging recovery technologies above conventional incineration on the grounds of efficiency and flexibility.		
113		Despite the first paragraph of section 3.8 of the Environmental Statement Part 2 – Descriptions of Proposals starting 'The stated waste objective for the Games is to maximise opportunities to design out waste and provide new waste infrastructure. There is no clear commitment to waste treatment infrastructure anywhere in the documentation.		
114		On the whole there are many acceptable overarching statements, all be with caveats, but no detail as to how these will be achieved and as such it is very difficult to determine whether the applications would be in line with the London Plan policies on waste and the Mayor's Municipal Waste Management Strategy.		
115		There are a number of specific statements in the Energy Statement, which are not accepted by GLA technical officers. These include:		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
		<ul style="list-style-type: none"> • “The technology for on-site generation of bio-gas is not currently commercially viable or technologically proven, particularly in the UK” (7.2.4). • “Future use of biomass CHP is considered unlikely to be viable due to lack of technically proven systems at same scale, space constraints, which would impede legacy expansion potential, and current low electrical efficiencies” (7.2.5). • “Energy from waste.. is not viable for use on-site due to space constraints and residential character of Park, together with character of Park during the Olympic Phase”. (8.3.7) Would ask that a constructive dialogue be established with the relevant GLA technical officers to explore these issues further. 		
116		Concerned that opportunities to provide non incineration energy from waste, particularly those producing syn or bio gasses, have not been more fully considered, and I see no reason why an energy facility that utilises waste as a feedstock could not be provided.		
117		The GLA would like the ODA to produce and provide an ‘Integrated Water Management Plan’ to support the planning application. The Plan should identify expected average and peak water usage in Games and Legacy (consumption, hygiene and irrigation uses) and then look at the contributions from rainwater harvesting (linked to Sustainable Urban Drainage provision) and grey water recycling to supplement the mains water. The Plan should indicate where water efficiency savings are subject to behavioural variation (e.g. dual flush toilets) and increases in the seasonality of rainfall due climate change (drought).		
118		Additional information is required as to what discharge strategy will apply to surface water directed into the Main Utilities corridor.		
119		There is concern that Legacy drawings indicate that much of the permeable pavement networks will be removed in the Legacy phase.		
120		There is no reference to rainwater harvesting which would be extremely useful in reducing demand for potable water, especially for irrigation of sports pitches and landscaping and should be relatively easy and inexpensive to fit.		
121		The submitted Design and Access Statement sets out high aspirations as to the how the principles of inclusive design and the specific access needs of disabled people are to be addressed, but the means to ensure that these key matters will be incorporated into the final proposals are not clear.		
122		The 2004 consent included a range of conditions and requirements to secure a satisfactory approach to inclusive design, and included a condition that only allowed development to commence once an Access Framework had been submitted and approved. Whilst the timescales involved in the current proposals and the level of detail that is provided at this stage might mitigate against such an approach, similarly robust mechanisms to ensure satisfactory inclusive design should be put in place to address these matters.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
123		<p>Any new Access Framework (or similar document) should demonstrate and incorporate the following principles:</p> <ul style="list-style-type: none"> • Inclusive design will inform and be fully integrated into the proposals. • Best practice standards (as opposed to minimum standards) will be adopted. • Designers and users will work together to deliver the best reasonably practicable solutions for achieving inclusive access. • Individual venue access plans will be provided prior to commencement of construction or conversion of each venue. • Development shall be undertaken in accordance with the advice of the Disability Rights Commission on Access, the Disabled Persons Transport Advisory Committee's principles on inclusive design, and the ODPM's best practice planning and access guide. • The establishment of appropriate mechanisms for the implementation of the Framework to be monitored and reviewed at annual intervals, unless otherwise agreed by the Local Planning Authorities, in order to achieve its objectives. 		
124		<p>Such an approach should ensure implementation of the Mayor's London Plan policy on meeting the highest standards of accessibility and inclusion as set out in Policy 4B.5 (and outlined in more detail in the Supplementary Planning Guidance to the London Plan 'Accessible London: achieving an inclusive environment' published in April 2004).</p>		
125		<p>Page 45 para 5.4.4 (equality of access) - the principles of inclusive design are much more than just ensuring that disabled people can use the same routes as non disabled people. The bullet point should therefore be changed to accord with the Access Statement in Appendix 3, which in paragraph 3.2.12 page 47 sets out CABI's principles of inclusive design.</p>		
126		<p>Paragraph 3.2.38 (page 51) states that each of the stages will be fully inclusive involving disabled people in their development, evaluation and management. This approach should be followed at all future meetings and may benefit from an appropriate planning condition.</p>		
127		<p>Paragraph 3.2.43 (page 52) - these design notes are crucial to how the park will be designed. Can a condition be included to require that these design notes are published - as part of the ODA's Access Strategy - so that disabled people can see exactly what standards are being used in the design of the park? More work probably needs to be done on these standards to make sure that they are comprehensive and effective that involves disabled people. A comprehensive set of access standards for the Olympic Park developed in conjunction with disabled people would be an excellent legacy for London 2012 to leave to the IOC and IPC for use in future Games.</p>		
128		<p>Paragraph 3.2.60-62 (Design note - Accessible Toilets). The detail is not included here but it is recommend that a fully wheelchair accessible cubicle is included and integrated within all male and female toilet blocks as well as the provision of at least two separate unisex cubicles (to provide both left and right handed transfer) adjacent to the male and female toilets. Consideration should also be given to the provision of a cubicle, which meets the MENCAP Changing Places standards to allow adult changing to take place.</p>		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
129	Paragraphs 3.2.71 and 3.2.56 refer to signage and touch screen displays there is no mention of a way finding strategy. Given the huge diversity of people that will be using the park it is essential that a way finding strategy that does not just rely on signs is developed - for example by using new technology such as mobile phones to assist people through the park. Way finding is mentioned in paragraph 3.3.94 but a comprehensive strategy should be prepared and submitted for approval.			
130	Paragraph 3.2.72 refers to the Lifetime Home standards but does not mention the Wheelchair Housing Design Guide as referenced in the London Plan. BSI are shortly publishing (in June 2007) a draft standard on accessible housing which updates the Lifetime Home standards and this should be referred to in the list of guidance in 3.2.73.			
131	Paragraph 3.3.14 (Car Parking). There is a need to ensure that adequate car parking for blue badge holders is provided (both for home and overseas visitors), and clarity on the basis of the 550 spaces is requested, as is the means to ensure that they will be provided and managed effectively.			
132	Paragraph 3.3.33. The gradient of the “easier” route is unclear. If this part of the detailed planning application is being approved now, then detailed drawings should be submitted showing how these gradients will work should be provided. If not, a condition should be included to show the detail - this is crucial in this location as this is the arrival point for disabled people using the BB bays and therefore their only entry into the park. It is not clear if the easier graded route is the also the 150m route or whether it is longer as many people cannot easily walk that far. It is also unclear what arrangements are proposed for people hiring equipment from Games Mobility to park closer to the entrance?			
133	Paragraph 3.3.52. It is again unclear what gradients are proposed here, and fully detailed gradient plans should be submitted. It is also not clear what the statement “as gentle as can reasonably be achieved” actually means.			
134	Paragraph 3.3.62. It is not clear if the bridge gradients are being approved now? If so more detail is needed, if not a condition is required that requires details to be subsequently submitted and approved.			
135	Concourse Venue Interface (Paragraph 3.3.79). More details are needed regarding the external lift in the athletes training area and whether it will be retained in legacy.			
	Greater London Authority		Neutral	2
1	Outstanding concern/objection: need for clearer commitment to appropriate design and mechanisms to achieve these. Following matters should be secured by appropriate mechanism:			
2	Best practice standards as opposed to minimum standards.			
3	Establish Access & Inclusion Panel and a technical Access Panel.			
4	Provide individual venue access plans.			
5	Inclusive design fully integrated into proposals.			
6	Consider use of vehicles powered by cleaner technologies.			
7	Prepare Olympic Site Low Emission Zone.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
8		Adopt and apply Best Practice Standards.		
9		Consider use of low carbon rather than diesel back of house generators.		
10		Biodiversity: Overall net gain in habitat at Legacy and no long term increase in Area of Deficiency.		
11		All habitats/river enhancement in applications are implemented and quantum, type, location are agreed with the GLA.		
12		Connectivity: outstanding concern/objection: need to ensure safe, continuous access from adjoining areas and across Stratford High Street. Following matters should be secured by appropriate mechanism:		
13		Address matters of bridge design.		
14		Agreed number of connections be maintained to Park from adjoining communities ensuring safe and continuous access.		
15		Respond to full range of equality groups identified in London Plan.		
16		Agreed 20% reduction in carbon dioxide emissions will be achieved.		
17		Design of energy system will cater for predicted demand at Games and Legacy phases.		
18		Explore possibility of using hydrogen fuel cells for temporary Games phase generators.		
19		International broadcast centre/media press centre: Offices on this scale should be in town centres or established office location such as Stratford/Canary Wharf. Assessment required against relevant policies together with proposals to restrict office floorspace.		
20		Secure design of wind turbine to ensure appropriate noise limits.		
21		Also should provide sound analysis and assessment of impact of over-flying aircraft.		
22		Outstanding concern: that the proposed open space can be provided. Following matters should be secured by appropriate mechanism:		
23		Provide 110ha of parkland in the Legacy site.		
24		Achieve Green Flag criteria for parkland.		
25		Produce Olympic Legacy Park management plan.		
26		Existing MOL sites temporarily developed will retain their MOL designation and be restored to open space that meets London Plan MOL criteria.		
27		Also, should provide GIS maps showing extent and boundary of proposed public open space, and GIS maps showing temporarily lost, permanently lost and potential new MOL.		
28		Parking: Outstanding concern/objection: response to policy objections to retention of IBC/MPC car park in Legacy phase. Following matters should be secured by appropriate mechanism:		
29		Strategic Employment Location west of Pudding Mill station should be returned to employment use at Legacy and not used as car parking.		
30		Legacy Parking/Event Management Plans will be prepared for all retained venues.		
31		Transport: following matters should be secured by appropriate mechanism:		
32		Travel Plan/Demand management measures will be binding on future occupiers/operators.		
33		ODA will fund required highway works, changes to bus network, new West Ham station access.		
34		Minimum standards for pedestrian and cycle routes.		
35		Monitoring and where necessary review of Travel Plans.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
36	Agreed standard for Loop Road.			
37	Agreed coach management, Park and Ride and taxi arrangements.			
38	Creation/funding of western spectator access point.			
39	ODA will move 50% by weight of construction materials by rail/water, as a minimum, over the whole construction period, and will prepare a Construction Transport Management Plan setting out how this will be achieved.			
40	Services and utilities: a map required showing which structures to be retained, which enhanced, which removed.			
41	Strategic land use issues:			
42	Outstanding concern: justification for substantial D1 (non-residential institutions) and D2 (assembly and leisure) uses sought for the retained venues. Following matters should be secured by appropriate mechanism.			
43	Exiting allotments retained until alternative provision made.			
44	Travellers' sites not removed until alternative provision made.			
45	Three strategic rail sites and three bus garages should be satisfactorily reprovided before closure.			
46	Provide details of waste facilities that have been/are to be relocated together with alternative locations.			
47	Proposals to restrict retained venues to sport related activities.			
48	Waste: Following matters should be secured by appropriate mechanism:			
49	Any landfill proposal should comply with London Plan waste hierarchy.			
50	Prepare Games waste management strategy.			
51	Explore possibility of generating renewable energy from waste.			
52	Support for provision of new waste recovery facilities.			
53	Demolition & site clearance plan and Construction waste management plan will comply with London Plan.			
54	Proposed Energy Centre will be designed for future flexibility to move away from natural gas.			
55	Commitment to minimum target of 70% reuse and recycling of games time waste.			
56	Further information needed on possible use of anaerobic digestion and gasification in providing energy from waste, and on maximising use of rail and water transport.			
57	Water and blue ribbon transport: Concerned at height of river walls in a number of locations which could adversely affect potential for biodiversity, safety, and use for freight and leisure.			
58	Also concern at loss of Pudding Mill River and effect on flood risk of the new Prescott Lock.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	Greater London Authority - Access and Inclusion	Neutral		1
1	Insufficient engagement with disabled in pre-application, would like workshop like that held for youth. Delays in obtaining info in alternative formats led to reduction in consultation time. Permanent Access Panels still not set up.			
2	Design and Access Statement has high aspirations but conditions need to ensure this happens. Conditions suggested similar to those on 2004 permission (submission/approval of Access Framework before dev commences).			
3	p45. 5.4.4.bullet point and para 3.3.86 of Appx 3 should match 3.2.12 of Access Statement in Appx3 (p47 -CABE principles of inclusive design) inclusive design is more than using the same routes as able bodied.			
4	p78 7.3.3. Topography - condition required to ensure difficulties in providing access come to lpa for consideration on an individual basis.			
5	7.4.5 areas of towpath with 1.3m river wall blocking view of water; potential conflict between cyclists and pedestrians sharing walkways.			
6	legacy road network must allow for drop-off and blue badge parking at entrance to retained venues.			
7	details of bridges and under bridges needed to ensure suitable gradients, footway widths etc.			
8	11.2.12 viewing tower should be disabled accessible.			
9	Multi-storey car park too far from retained venues for disabled - condition required to enforce legacy venue disabled parking.			
10	14.5.20 6% disabled parking may not be enough for press centre. Condition required for detailed parking plan for whole park.			
11	14.5.24 more details re shuttle bus - will it be able to drop disabled at venue entrances.			
12	14.7.9 Legacy travel plans need to include arrangements for disabled occupiers, visitors and users of Park.			
13	14.7.15 Transport Assessment needs to include needs of disabled who can't use public transport.			
14	15.2.16 and 16.7.6 conflict between statements that entrances will be highly accessible when gradients are actually greater than 1:40 at main entrance from north, link to Stratford and in park north of Stadium. Major issue in legacy when mobility schemes presumably not operating as in games mode.			
15	15.2.23 Wayfinding strategy - condition required for prior approval.			
16	15.2.29 water fountains for people as well as dogs required.			
17	15.3 access to venues - DAS principles must apply to all subsequent applications for venues, condition?			
18	15.3.6. Olympic village seems to be on slope - ensure step free access without resource to platform lifts etc is included.			
19	15.3.7 park legacy -affordability of facilities.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
20	16.3 - 16.4 -16.6.3is design champion to promote inclusive design - relationship between access panel and design panel needs to be clarified. ODA Access officers should be on design team.			
21	16.4.5 proposed Design Guide welcome- should be open to public scrutiny.			
22	16.6.2 Design Quality through procurement - Access Panel should review and advise suggest extra bullet point.			
23	16.6.6 Parklands Advisory Group - should also include someone with expertise in access.			
24	16.6.8 Advisory Panels - all need to cross ref to deal with access issues.			
25	p51 3.2.38 condition that disabled people be included in each stage of development as stated.			
26	p52 3.2.43 Design Notes - crucial - condition that they be a published document.			
27	3.2.60-62 - Design note - there should be wheelchair accessible cubicle in male and female WC blocks as well as separate unisex also baby changing facilities and MENCAP standard adult changing.			
28	3.2.71 and 56 wayfinding other than by signs required - condition submission of strategy.			
29	3.2.72 Housing for all refers to lifetime homes but not wheelchair design guide. More than 10% wheelchair housing should be provided.			
30	3.3.14 Parking still unclear - ensure adequate blue badge provision -is 550 spaces enough? Condition as part of parking plan.			
31	3.3.33 No entrance - gradient of easier route not given Need details now or as condition. 150m is too far for some people to walk. Will those who hire mobility vehicles be able to park them by entrances to venues.			
32	3.3.37 unclear of status - is it designed yet?			
33	3.3.52 Concourse. Condition requiring <i>all</i> ramp gradients required ('as gentle as possible' is not helpful statement.			
34	3.3.62 bridge gradients - if not approved now need condition.			
35	3.3.79 concourse/venue interface - is lift in athletes training area adequate for wheel chair use? Are any other lifts proposed as this is not ideal way of dealing with disabled. Condition details.			
	Greenwich Council	Conditional Support		1
1	LB Greenwich has no objection subject to consideration of the cumulative effect of Olympic events in both Olympic Park and Greenwich at the same time on transport in Greenwich. It does not consider the cumulative impact on tube and rail (particularly Jubilee Line) of events in Stratford and Greenwich taking place at the same time.			
2	The Transport Assessment only measures effect of Olympic Park itself. (LBG requested that separate TA for each Greenwich venue be carried out). Does not take account of 'Olympic Route Network' in the draft OTP (which uses a lane in Blackwall Tunnel and closes Romney Road)... . It does not consider potential additional car parking demand in Greenwich. TA conclusion that there will be little transport impact on Greenwich is questioned.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	Traffic/transport Impact Assessment should include impacts in Greenwich and Blackwall Tunnel.			
3	Legacy benefits must be secured within any grant of planning permission by a s106 or similar.			
	Greenwich Council		Conditional Support	2
1	The Council has formally considered the matter and raises no objections subject to the following observations:-			
2	The legacy benefits and the strategy for involvement of stakeholders such the LBG should be secured within any grant of planning permission.			
3	Transport improvements and the strategy for involvement of stakeholders such as LBG should be secured within any grant of planning permission.			
	Haringey Council	Conditional Support	No Comment	1
1	Proposed regeneration at Tottenham Hale will assist Olympics.			
2	Welcome employment opportunities - need to ensure opportunities of games and legacy extend beyond Lower Lea Valley to include Haringey e.g. relocation of businesses from Olympic site. Further work required by ODA.			
3	Potential training facilities in Haringey have been identified (e.g. Tottenham FC) Further work required to identify impact and opportunities for supporting infrastructure funding.			
4	Query assumptions of Transport Plan re decline of traffic in summer; no info provided on spectator origins with UK; more detail on impact on road and rail congestion (Haringey suffers traffic congestion on east-west routes particularly A406).			
5	Trains - Transport Plan needs to address capacity of Lea Valley Line (Cambridge/Stansted) to cope with the additional demand. Platform extensions for 12 car trains at Stratford are also needed at Tottenham Hale and other key stations to the north.			
6	Buses - New or temporary bus service required to serve a route between Haringey and Stratford.			
7	Park and ride - Council would oppose a facility at Tottenham Hale.			
8	More detail on sustainable transport and promotion of cycling/walking required.			
9	Commitment to sustainable regeneration - extend to regeneration areas beyond Olympic Park and Lower Lea Valley.			
10	Welcome renewable energy proposals and commitment to recycling but expects more detail on use of waterways for transport.			
11	Welcome 50% affordable housing.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	London Borough of Barnet	Support	No Comment	1
1	LB Barnet: no objection to applications 07/90010, 07/90011 and 07/90012.			
	London Borough of Camden	Conditional Support		1
1	LB Camden supports the London wide socio-economic benefits of the Games and supports the application subject to transport improvements (e.g. Olympics support facilities at Kings Cross; new station at Maiden Lane on N London line) and liaison with employment, training and business initiatives in Camden (e.g. Camden Working, King's Cross Supply, King's Cross Working).			
	London Borough of Camden		Conditional Support	2
1	Overall support but revisions have not addressed the issues previously raised i.e.			
2	Revised Local Employment and Training Framework does not address Camden's concerns that proposals in Local Employment Training Fund benefit 5 host boroughs when other Boroughs have as much or more unemployment.			
3	No further information has been provided in the Transport Assessment to address Camden's request to secure construction of a new station on North London Line at Maiden Lane - to link a deprived area with the opportunities associated with the Olympics in site.			
	London Borough of Enfield	Conditional Support		1
1	Transport system will need to be flexible to cope with demand during the Games. Transport improvements should be fast-tracked. The A406 forms part of the Olympic Route Network (ORN) and the improvement of unimproved sections is essential to ensure ease of transport between the major centres and the Games. Without improvement access during the Games will be impeded.			
2	Insufficient information on traffic management measures to be introduced on A406 and A10 (part of the ORN).			
3	No rail stations or services will be improved in Enfield. Parking capacity of stations on Lea Valley Line and adjacent to M25 to ensure adequate capacity. Concerned there are no definite proposals for Park and Ride.			
4	Facilities should have safe walking /cycling routes and be healthy living centres rather than elite sports centres.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	London Borough of Enfield		Support	2
1	No objections.			
	London Borough of Hackney	Conditional Support		1
1	In principle the Council supports the Olympics and Legacy Proposals as appropriate vehicles to assist the regeneration of the eastern part of the Borough. However, the Council has reservations with and objections to some of the details as set out below:			
2	Commitment to Sustainable Regeneration (CRS): the CRS does not contain commitments to a timetable for the Legacy Masterplan Framework and related public consultation; deferral of Legacy applications is a matter of concern in terms of any meaningful consideration of Legacy developments.			
3	Open Space and Metropolitan Open Land (MOL): objection is raised on the grounds that there is no clear delivery vehicle for reinstatement or creation of new open space, nor indication of the quality or accessibility of open space from Hackney. At Hackney Marshes the Council welcomes the commitment to replace pitches lost during the Games and to return the land to open space including replacement changing rooms.			
4	Connectivity and Permeability: the Council objects to the indicative Legacy layout showing a major loop road, extensive employment areas with no clear green links and extensive areas with undetermined land uses. The legacy proposals will not enable convenient or safe links between the parkland and Hackney Wick. Further information is requested on when design work to provide such links will be brought forward. It is essential that the bridge over the Lea Navigation at Wallis Road is retained permanently for vehicle and pedestrian traffic and the pedestrian bridge to the north should be able to be used by the public as well as the school.			
5	Remediation of Contaminated Land: the Council objects to the proposals which are based on a standard appropriate for non-habitable uses but would not be suitable for future residential use.			
6	Environmental Sustainability: the Council considers that a target of carbon neutral or zero carbon powered Games is achievable. More measures should therefore be integrated into the design process for both Games and Legacy to maximise the major opportunities for a sustainable development. Further information is requested on energy efficiency, water conservation and waste minimisation.			
7	Nature Conservation: the Council objects to the siting of the perimeter fence immediately alongside the towpath of the Lea Navigation in PDZ 5. This removes an area which acts as a natural buffer to the River Lea Site of Metropolitan Interest for Nature Conservation and should remain as a landscape backdrop to the perimeter fence and Games and Legacy developments beyond. Further information is requested on tree protection, replacement tree planting and new wildlife habitat creation. Trees removed should be replaced.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
8		Telecommunications towers: the Council objects to the telecommunications towers on the grounds of their height, size, appearance and siting close to the Lea Navigation and residential areas. The towers are entirely unacceptable as permanent structures.		
9		Employment Proposals: the Council is concerned that in the absence of definition of employment uses a large scale B8 use or similar with potentially low employment densities could be attracted to this location immediately next to the main road network. The Council would strongly oppose such a use and requests more detailed employment use proposals be brought forward with background studies justifying the mix of uses.		
10		Multi Use Sports Venue (MUSV): The MUSV in legacy should be restricted to D2 (Assembly and Leisure) to ensure it is used for the purposes for which it was designed.		
11		Multi Storey Car Park: the Council strongly objects to the retention of the multi storey car park in Legacy on the grounds that it would encourage traffic generation and be contrary to local and regional transport policy. It is also unacceptable in its scale, design and visual impact in a key gateway location to Hackney.		
12		CCHP Building: the Council has concerns about the visual impact of the CCHP building and cooling tower on nearby residential areas.		
13		Olympic Village and Legacy Housing: future applications should indicate how the 50% affordable housing target is to be delivered and secured. Legacy housing should include significant affordable housing and specifically affordable housing for families.		
14		Appendix D of the Council's Committee report provides further detailed comments on Transportation, Environmental Health issues and Conservation/Design. The main points not covered above are:		
15		Transportation:		
16		General: it is disappointing that the application is predicated on using current transportation trends and basic requirements as a benchmark. The paradigm shift towards sustainable transportation and environmental awareness has been marked over the last 5 years and will become more so over the next 7 to 15 years. It is essential that predicted trends in transport requirements are used in future iterations of Transport Assessments and the OTP.		
17		The application fails to mention Hackney's Transport Strategy (HTS) nor the Council's Draft Local Implementation Plan (LIP) which set out the Council's transport policies. An overview of how the application complies with the HTS and LIP is required.		
18		Modelling: there are wide variations in the likely impact on some roads with wide variations in predicted flows on some roads. Details of mitigation measures must be agreed and funding provided for their implementation. Further modelling and explanations should be provided as the OTP is developed with a commitment to further mitigation as necessary.		
19		Evacuation Routes: further information is required on evacuation routes, any proposals in connection with access to Homerton Hospital and evacuation marshalling areas.		
20		Travel Planning: the proposed Travel Plan Coordination Group is commended but detail must be provided as to membership and role including monitoring, enforcement and disciplinary measures.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
21		Walking/Pedestrians: there is insufficient evidence to support the statement in the application that pedestrian and cyclist facilities will be improved with better connectivity with public transport. There is no exploration of direct access from Hackney Wick Station directly into the site. Further details of diversionary routes (including those going out of the site onto borough roads) is required including how improvements will be facilitated, who will carry them out and how capital and revenue costs will be met. Routes must be fit for purpose, secure and recognise the potential growth in numbers of pedestrians and cyclists. Details must be provided of how publicity will be carried out and which alternative routes will be used. The closure of the Greenway and/or the towpath should be avoided. Further detail is required of temporary/permanent highway crossing arrangements for the A12 and within Hackney.		
22		Cycling: further detail is required on when and how consultation will take place on the provision of cycle parking in legacy. It is likely that in 7-10 years more secure and safe cycle parking will be the norm. There should be an assurance from the ODA to undertake this planning and implementation exercise and to absorb the cost.		
23		Rail: the use of Hackney Wick station in legacy is inadequately dealt with. If this station is to be used, mitigation and improvements to access and on station facilities is required. The application supports the argument for extending the eastbound platform and providing direct access into the Park from the platform. The proposed walking route from the station via Wallis Road is circuitous.		
24		Bus: it is essential that early discussions with Hackney take place with regard to extended routes, new bus stops and bus priority measures. Currently there is inadequate information on these issues. Additional bus priority measures must be provided by the ODA. Eastway bridge over the Lea may need to be renewed/strengthened for two way bus operation.		
25		Freight: details must be provided on all routes to be used to access the Park and mitigation to ensure these routes are adhered to. Detail is requested as to how peak traffic periods will be avoided. Discussions should continue on a comprehensive signing strategy. Contracts must prohibit construction traffic from the borough except for suppliers within the borough. Any change to the water environment must not preclude the continuation of the TfL and Hackney 'Waste by Water' pilot.		
26		Private vehicles/roads: proposed changes to junctions should not have any adverse effect on pedestrians and cyclists. The assessment states that traffic management measures may be required at various junctions. Additional detail is required on these measures which should demonstrate that no increase in traffic into the borough will result.		
27		Parking: the location of the major employment area in legacy with no direct rail access and next to a 1200 space car park with direct access to the A12 is a matter of concern. The car park offends the Council's planning policies and Transport Strategy which seeks to increase walking, cycling and public transport use. The most acceptable solution is for the car park to be constructed to allow for conversion to commercial or residential use. If the car park is retained there must be a strategy for increasing its use by sustainable modes of transport year on year, gradually phasing out parking for fossil fuel vehicles over say 10 years. The assessment of 10% of workers accessing the site by private vehicle is high given the		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
				<p>sustainability focus of the Games and pool vehicles should be used wherever possible. Further detail is required as to how parking will be controlled around the site and on the potential of a Controlled Parking Zone (CPZ). If workforce parking is to be controlled outside of a CPZ framework more details are required urgently as construction will start mid 2007. The ODA shall agree to a strategy for controlling parking on borough roads including a commitment to fund the works and respond quickly to any problems.</p>
28		Environmental Health Observations:		
29		<p>Our contaminated land officers have been working with the ODA and EHOs from the other boroughs to draft suitable conditions to ensure that all sites are properly investigated, appropriate remediation is undertaken and a validation report produced. The construction site is likely to raise issues of noise, dust and air quality. Noise is a potentially significant problem. The proposed working hours will cause significant nuisance to residents living close to the site in Wick Ward. Officers will seek to limit hours of work where nuisance to residents would be caused through S61 of the Control of Pollution Act. Other conditions will include noise and dust control and monitoring, use of ultra low sulphur fuel, modern construction equipment, wheel washing, lighting, deliveries and haul roads. Conditions on any new buildings will include sound insulation and internal and external noise standards for residential development.</p>		
30		Conservation and Design Observations:		
31		<p>General concerns are: fails to show the current scheme in the context of what has been already approved; proposals show a compact inward looking park for the time of the Games but does not successfully become outward looking and connected to the surrounding communities post-Games; insufficient connections outside the Park - links are needed through Hackney Wick to Victoria Park; loop road creates another barrier to the water in legacy.</p>		
32		<p>Further information is required on: telecom masts, CCHP, pumping stations, car parks. Environmental sustainability is vague. How can proposals ensure synergy with legacy developments and permanent venues serve legacy use if anticipated legacy use has not been defined?</p>		
33		<p>Specific issues/questions: public art is welcome, can we ask for at least 1 per borough; more detail required of surface water structure U8.4 and water pumping stations; what do telecom masts look like?</p>		
34		<p>Bridges do not integrate Hackney Wick sufficiently; what is detailed design of bridges? Currently appear brutalist and low budget and are mainly within the Park - very few connect with surrounding communities thereby exacerbating segregation.</p>		
35		<p>Landscaping: is the 10m wide green corridor along River Lea Navigation publicly accessible and what is the relationship to the water? Why should students cross the loop road to reach the new playing fields and why not have the pitches alongside the water. What is the 'civic spaces' around the MUSV? Is there a road north of the MSCP? Where are the pedestrian routes suggested through the IBC/MPC in para 11.6.12 of the Design and Access Statement?</p>		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
36	CCHP: blights Hackney while providing energy to Stratford City; inappropriate location and creates barrier between residential communities; what do cooling towers look like? Energy Centre must be of the highest design quality - not a shed; need more information, greater commitment.			
37	Multi Storey Car Park: inappropriate location at gateway to Hackney which isolates the employment area. Should be temporary.			
38	IBC/MPC Need clarification of proposals.			
39	Design approach: not clear how 'varying architectural form' is reconciled with 'consistent architectural language'. Need to ensure that comments in the Design and Access Statement part 11.6 regarding the appearance of permanent buildings are secured in s106 or by condition. Design Statement says legacy arena will 'be dressed' for the games - what does this mean? How can the arena be 'tightly bound' by the new urban quarter if it is to have grand areas of 'civic spaces'. Need basic urban design principles for this arena - active ground floor, no car parking etc.			
	London Borough of Hackney		Conditional Support	2 – Part 1
1	After a preliminary perusal of the supplementary documents, in particular Volume 11: 'Consultation Responses' it is evident that the concerns and the raised were either dismissed or not acknowledged at all. Therefore we wish to reiterate the following concerns and issues at this time.			
2	Open Space and Metropolitan Open Land: objection is raised on the grounds that there is no delivery vehicle for reinstatement or creation of new open space provision, nor any indication of the quality of the open space from existing areas of Hackney. Following its response in 2004 to ensure that areas of Metropolitan Open Land at Hackney Marshes are returned to public, open space as soon as possible, the Council welcomes the commitment to replace the football pitches lost for the duration of the Games and to return the land to open space, as well as the replacement changing room facilities as part of the land bridge linking east marsh to the main Olympic Park complex.			
3	Connectivity and Permeability: the Council objects to the Legacy indicative layout showing two major loop roads between Hackney Wick, the extensive employment area (PDZ5) and the Olympic Park with no clear green links and extensive areas with undetermined land uses. Linking the new Olympic Park to Hackney Wick is a key requirement of existing policy and therefore must be clearly demonstrated. Further information is requested on when design work to bring forward safe and convenient links between Hackney Wick, the linear park and Stratford town centre is proposed.			
4	It is essential that either the bridge connecting Hackney Wick and the Olympics site across the Lea Navigation via Wallace Road be retained in Legacy or another permanent pedestrian bridge be constructed adjacent to the rail crossing on the Lea Navigation. It should be constructed to a suitable standard to provide for pedestrian access after the			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
		Games. The bridge from the school across the Lea Navigation should be able to be accessed by both the school and members of the public.		
5		The Council objects to the proposal on remediation on the grounds that the Olympics Remediation strategy is currently based on a standard which is appropriate for employment or other non-habitable uses, but would not enable the mixed use (including residential) potential of some parts of the Legacy land in Hackney to be realised.		
6		A target of Carbon Neutral or pure zero carbon powered Games is achievable through a mixture of commercially available and proven technologies. Therefore, more measures should be integrated as soon as possible into the design process for both the Games and Legacy developments, to maximise this major opportunities for a sustainable development.		
7		The Council objects to the siting of the construction perimeter fence immediately alongside the east side of the towpath of the Lea Navigation, as it removes an area which acts as a natural buffer zone to the River Lea Site of Metropolitan Interest for Nature Conservation and should remain as a landscape backdrop to the perimeter fence and the new Games and Legacy developments immediately beyond.		
8		Trees removed during the Olympic phase should be reinstated in Legacy and trees to be retained should be included as conditions of any approval for the application.		
9		Objection is made to the three new telecommunication towers, on the grounds of their 35m height, size and bulk of their ground level equipment structures and siting across to the River Lea Navigation and adjoining residential areas in Hackney Wick. The towers are entirely unsuitable for permanent retention after the Games. The integration of the telecommunication equipment onto the proposed buildings should be investigated rather than the construction of stand alone towers. If the towers were to be approved it should be conditioned that they be removed after the Games.		
10		The Council is concerned that the absence of definition of employment uses means that a regional warehouse or similar scale B8 use may be envisaged, in a location immediately by the main road network and with potentially low employment densities. Such a development would be strongly opposed , and so it is requested that further , more detailed employment use proposals be brought forward as soon as possible, accompanied by background studies justifying the mix of uses.		
11		The uses envisaged for the Multi Use Sports Venue as proposed in the Legacy stage should be limited to a sporting use within Class D2 of the current Use Class Order, in order to ensure that the venue remains used for the purposes for which it is designed.		
12		Strong objection is made to the proposed retention of the multi storey car park with 1,200 spaces in Legacy Phase on the grounds that it encourages traffic generation which is contrary to local and regional transport policy. It is also considered unacceptable in terms of its scale and design and impact on visual amenity in a key gateway location into Hackney.		
13		The Council has concerns relating to the visual impact of the CCHP building and cooling tower (sited in Tower Hamlets) on nearby residential areas in Hackney Wick. Further information on the need for this location and involvement in work on the design and appearance are requested.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
14	Future applications should indicate how the London Plan targets to achieve 50% affordable housing are to be delivered. More detail and a concrete commitment to provide affordable housing should be incorporated in the proposal. The Legacy housing in the Olympic Village should include significant affordable housing for families.			
15	Para 3.5.3 of Volume 11. In light of the details proposed to be included within the LMF it is questioned why full planning permission has been requested for the reconfiguration of the road network to form a legacy district distributor and local access roads within PDZ5. The designation of roads networks for the Legacy stage is considered premature until such time that the LMF has been finalised after the necessary discussions and consultation.			
16	The construction of a bridge deck from Hackney Wick to PDZ5 (Bridge T08) is commended however it is requested that the retention of this bridge for the Legacy Stage and beyond be investigated or that a new pedestrian bridge be built adjacent to the rail crossing over the Lea Navigation. The retention of this bridge or the construction of a new bridge will provide greater permeability from Hackney Wick to the Olympic site, not only for Hackney Wick residents but also for employees of businesses within the proposed Employment Area utilising Hackney Wick rail station and for the people to gain access between the Olympic Park and Victoria Park.			
17	Outline planning permission has been requested for pedestrian bridge (Bridge F13) to link Hackney Wick with the identified employment area in the Legacy Stage. It is questioned whether this bridge has appropriate public access and if its location is suitable to provide an adequate link between the two areas.			
	London Borough of Hackney		Conditional Support	2 – Part 2
1	The previous issues raised by Hackney are listed. The additional information submitted has not addressed the issues raised by Hackney in the Round 1 consultation. Those issues are reiterated and conditions and section 106 Heads of Terms suggested.			
2	In the light of the proposed Legacy Masterplan Framework (LMF) process it is considered premature to allow full permissions until the necessary discussions and consultations have been carried out and the LMF adopted. In particular, telecommunications masts and the legacy road network should only be granted temporary approvals pending decisions on the LMF.			
3	The proposed telecommunications masts are visually intrusive and contrary to UDP policies. The mast proposed next to the Lea Navigation is objected to in both the Olympic and Legacy phases. The other two masts proposed in PDZs 5 and 15 are objected to in legacy. Planning permission for these masts should be temporary. If permanent permissions are sought the applicants should be required to demonstrate that integration into buildings has been investigated and found to be not possible.			
4	The current plans show significant barriers and limited connectivity between the Olympic Park and Hackney Wick. This is accepted during construction and the Games but not in the legacy phase when full integration is required. Barriers and uncertainties include the spaces			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
		between the media centre, the development platform to the east of the realigned Waterden Road, the major loop road linking the A12 with Stratford City, the open space network is not well connected, and the bridge to Gainsborough Road school appears to reduce green space. Links between the parkland and Hackney Wick need to be reconsidered to allow safe, clear and direct routes in accordance with UDP policies. This is not shown on the Legacy Plan. It is crucial that the opportunity to create these links is not lost.		
5		The ODA's Remediation Strategy is based on a standard appropriate for employment and non-habitable uses. Since for many areas the final legacy uses are not yet known it would be prudent to remediate to a higher standard.		
6		Further information is required regarding replacement tree planting, new wildlife habitats and opportunities for environmental education. The positioning of the security wall at the back of the towpath in PDZ 5 results in an unsatisfactory relationship with the canal towpath to the detriment of users. Detailed plans are required.		
7		Concern is raised about the visual impact of the Combined Cooling and Heat Plant (CCHP). It is requested that Hackney has the opportunity to be involved in the design process for this building.		
8		It is disappointing that the application is based on current transport trends and does not recognise the shift towards sustainable transport and environmental awareness that has been marked over the last five years and will become more so over the next seven to 15. In Legacy, the Council has major objections to several parts of the current proposals regarding transport. The application should state how it complies with Hackney's Transport Strategy and Draft Local Implementation Plan.		
9		Further transport modelling is required for some roads and after details of the Olympic Transport Plan are finalised.		
10		Further detail is required of evacuation routes and any consequent road network alterations.		
11		Separate travel plans are required for the construction phase and the Games phase.		
12		All walking and cycling routes in legacy should be agreed through the LMF process and not these applications. Insufficient evidence currently to show that improved pedestrian and cycling facilities will result. For example, the proposed bridge to Gainsborough school is, as it stands, unsuitable for public access, there has been no exploration of direct access from Hackney Wick station and the bridge at Wallis Road has insufficient detail to give confidence that increased vehicle use will not occur. Any new bridges should be for pedestrians and cyclists only.		
13		There should be measures to mitigate the impact of construction effects on pedestrians and cyclists. Diversionary routes must be fit for purpose and recognise the potential for growth in pedestrian and cyclist flows.		
14		A Connectivity Plan showing walking and cycling routes into the Park should be submitted for approval and a monetary contribution provided towards implementation. Details of public cycling facilities and parking are required. A contribution is also required towards schemes to compliment the Council's Walking Economy Targets.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
15		The Council believes Hackney Wick station should be used as a major transport link in the legacy phase, increasing the sustainable travel options to the new employment area. Contributions should be made towards the improvement of facilities and access to this station.		
16		Early discussions are required to ensure high quality bus services are in place when demand occurs. A monetary contribution is required towards improvement measures. The Eastway bridge over the Hackney Cut may need strengthening for two way bus operation and this will require investigation and a monetary contribution.		
17		It is recognised that the Lea Interchange will be the main construction traffic access point. Details of any other routes used and mitigation measures to ensure no other routes are used must be submitted to the Council.		
18		All new and upgraded junctions must include a pedestrian phase.		
19		The road layout for the Games phase must be temporary. There are strong concerns about the current legacy road proposals which should be part of the legacy masterplan application. There are particular concerns about the loop road in the legacy phase and the severance and barrier effects associated with its location, size and hierarchy. Measures should ensure no private car rat running from Hackney to Stratford City.		
20		The Council has significant concerns about the impact of the proposed multi storey car park. In the legacy phase parking for the retained facilities and venues should only be for disabled parking and operational requirements. Strongly support Transport for London's proposed maximum of 203 spaces for the MSCP in legacy. There should be no parking provided for spectators for the retained venues. Public transport accessibility and walking and cycling routes should be of a high enough standard to allow all users of the venues to travel via these sustainable means. The MSCP should either be temporary for the Olympic phase only or be designed to allow for conversion into commercial uses with minimum car parking.		
21		Legacy car parking rates should not be included in this approval.		
22		Details of how the ODA will mitigate the parking impacts of construction workers on surrounding areas are required to be submitted for approval.		
23		The temporary loss of East Marsh open space and the permanent loss of Arena Fields has been accepted in principle previously and is acceptable given the provision of additional open space.		
24		In respect of East Marsh, a Grampian or similar style condition should be attached to the development to give assurance of the timely restoration of the East Marsh prior to permanent legacy development in the Hackney Wick area.		
25		The Council is concerned that none of the Applications give a clear date for the removal of the perimeter wall surrounding the site for the duration of the Games.		
26		Information on energy efficiency, water conservation and waste minimisation is only available in terms of objectives and target setting.		
27		Targets for renewable energy use and CO2 emission reductions should be higher. Renewable energy should contribute more than 20% and CO2 emission targets through		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
				energy efficiency should exceed 15% above Building Regulations, otherwise the Olympics will fall well below the best zero carbon developments.
28				A condition should be imposed to require woodchips for the Energy Centre to only be transported by water.
29				The ODA appears content with a 34% reduction in carbon emissions from the predicted baseline. However a target of carbon neutral or zero carbon Games is easily achievable through commercially available and proven technologies. More measures should be included such as: higher energy efficiency in buildings target, use of supermag technology, fuel cell providers should be supplying zero carbon energy; renewable targets should be raised in excess of 50%.
30				Water conservation should receive much greater attention, detailed information and commitments.
31				The re-use and recycling of materials needs to be monitored and statements of intent supported by specific proposals. A Waste Management Plan should be prepared for the Games phase with the aim of reducing the amount of waste produced during the Games and re-using and recycling as much as possible.
32				The provision of quality employment space is welcomed. There is concern about how the B1, B2 and B8 uses will be apportioned in legacy phase giving concern that a regional warehouse or similar large scale B8 use could operate next to the main road network with potentially low employment densities.
33				It is considered that the legacy multi use sports arena should be restricted to ensure a sports legacy for this building (e.g. Use Class D2).
34				Conditions are required relating to air quality, noise, vibration, lighting, monitoring and other pollution related issues during construction.
35				The Council sets out a series of suggested conditions and section 106 heads of terms which it recommends should be incorporated into any approval. Suggested conditions include: details of how the proposals accord with Hackney transport policies, the environmental impacts of the CCHP and the provision of a permanent pedestrian/cycle bridge. Other conditions relate to materials, landscaping, cycling routes, finished road levels and details relating to construction.
36				The Council sets out issues which it considers should be the subject of a section 106 agreement. Many of these cover issues summarised above. The issues are: telecommunications masts, use of the multi use sports venue, multi storey car park in legacy, remediation of land to residential standard, removal of Games perimeter fence, mitigation of impacts on Eastway and Cadogan terrace, further transport modelling, loop roads only temporary, details of evacuation routes, travel plans, walking/cycling mitigation, contribution to Walking Economy Targets, Hackney Wick station improvements including contribution to direct access, bus priority measures including bridge strengthening, details of construction routes and mitigation, 50% of construction materials to be transported by sustainable means, mitigation to borough roads, parking control on Hackney roads, connectivity plan, details of junction improvements, mitigation of parking impacts during

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	construction and Games phase including contribution to implementation, waste management during Games phase, noise and dust monitoring and mitigation, community liaison during construction including with schools, procedure for section 61 applications.			
	London Borough of Hammersmith & Fulham	Support	No Comment	1
1	No objections, there being no material impact on LBHF in terms of traffic or visual amenity.			
2	In relation to the Legacy Masterplan Framework, assume that LBHF will be a recipient of housing nomination rights to the 4500 affordable units, and therefore will be interested in the type, size and tenure of dwellings.			
	London Borough of Lambeth	Support	No Comment	1
1	LB Lambeth has no objections.			
	London Borough of Newham	Conditional Support		1
1	Generally supportive of the applications but there are some fundamental aspects of the LEGACY PHASE of the Facilities and Legacy application (07/90011/OUMODA) which Newham are unable to support, and raise an objection.			
2	Uncertainty regarding Legacy development platforms, and lack of Legacy Urban Framework Strategy. In comparison to the 2004 scheme a larger area is designated as development platform.			
3	Legacy phase should not be dictated by road layout.			
4	It is not appropriate to set the Legacy development and development platform boundaries until a clear Legacy urban framework strategy indicating parameters for each platform is provided.			
5	Reduction in level of open space at Legacy phase. Resulting from increased size of development platforms there is significant concern at the reduction in open space at Legacy phase, particularly at southern end of Park. 2004 consent included 126.7ha of open space compared to 100.3ha in present application of which only 76ha would be publicly accessible. This is unacceptable. Significant additional areas of publicly accessible green space should be provided at Legacy.			
6	Impacts on the quality of the Legacy Park resulting from increased development platforms: Little apparent regard to creation of successful park. Particularly at the southern end is enveloped in development platforms - little more than a green corridor at this point. Appears to contradict claim of it being one of the largest new urban parks in Europe in 150 years. Additional open space should be integrated within the development platforms around the stadium. Open space accessibility should be maximised.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
7		In addition to these reasons for objection, a number of 'key concerns' are raised in respect of Legacy Phase.		
8		Aspiration to provide a Legacy Park of regional significance unlikely to be met. Crucial to focus on planning the overall integral Park entity from the outset. Some areas of development platforms must become open space integrated into the Park. Waterside setting should be a key characteristic chiming with the aspirations of the Lower Lea Valley Opportunity Area Planning Framework. Information should be submitted to demonstrate the Park will serve as a place to play, educate, promote physical activity, locate community facilities, hold events, become a key cultural destination.		
9		Legacy access - accessibility and permeability of Legacy Park on an east/west axis is a significant concern. The position of proposed links may need to be reviewed to ensure optimum access.		
10		Viability of Legacy facilities - the applicant should clarify the Legacy use of facilities, and justify reduction in capacity of the main stadium at Legacy phase. Facilities in Legacy velopark are reduced compared to 2004 permission.		
11		Telecommunication masts. Clarify need to retain 4 masts at Legacy phase. Would be unsightly features.		
12		Transportation issues. A number of detailed points are raised including the following:		
13		Lack of coach parking at Legacy phase.		
14		Controlled Parking Zones (CPZ) should be in place before construction phase and be retained in some format post-Games.		
15		Lack of information on employment uses.		
16		Cycle and walking paths should be integrated into strategic networks.		
17		Greenway must have continuous route across High Street and railway near Pudding Mill Lane station.		
18		Access to Olympic Park - Greenway should have direct pedestrian link over Stratford High Street. Omission of this would limit the accessibility of the Park from the 'Southern Spectator Transport Mall' and is unacceptable. It is essential for pedestrian safety and should be retained in Legacy.		
19		Concern regarding mass evacuation routes/safe crowd dispersal.		
20		Impact of test events on amenity should be minimised, by conditions/legal agreements.		
21		Transportation Issues. A number of detailed points are raised including the following:		
22		Maryland Station has been overlooked as possible entry site for commuters into Stratford. Station facilities should be updated to cope with potentially large commuter flow.		
23		Inadequate details on servicing, waste, emergency vehicles.		
24		Clarification sought on location and number of cycle spaces as they relate to different access points and different stages of the Games.		
25		Key issues regarding SITE PREPARATION application:		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
26		Construction hours and problems of noise, dust and air quality. Proposed hours will cause a nuisance to residential and educational facilities close to the site. Hours should be the same as the 2004 consent (8am to 6pm weekdays, 8am to 1pm Saturdays), though recognise that some extended working may be acceptable, and some may be harmful but necessary and acceptable subject to strict environmental controls.		
27		Conditions should control nature of equipment, fuel dust, noise, wheelwash, lighting, haul roads, an control via legal agreement as with the 2004 approval.		
28		Transportation issues: i) Management of construction traffic needed.		
29		Transportation issues: ii) Concern at impact of construction workers on capacity of public transport network.		
30		Transportation issues: iii) Concern that Transport Assessment lacks evidence to back up assumptions about public transport network.		
31		Concern that development would rely on community facilities within Stratford City. Development includes only residential and retail (Class A uses) with no community or employment uses. How does Stratford City take account of the proposed development? At minimum would expect replacement of existing community facilities to be lost, either on site or by financial contribution. Unacceptable lack of information on this.		
32		Any detailed application should ensure environmental sustainability at a minimum in accordance with emerging policy.		
33		Dwelling mix unsatisfactory in terms of affordable element and low on larger family homes.		
34		Would expect issues of noise insulation and air quality to be addressed.		
35		Socio-economic considerations been largely overlooked. These should be covered by a legal agreement similar to that of the 2004 consent, specifically linkage of local labour and Olympic employment.		
36		Ecological issues: absolute minimum number of sites retained. A lost opportunity, in ecology terms the Legacy Park does not deliver a shadow of the 2004 application.		
37		Concern on how habitats and trees have been mapped/are to be protected if retained. Concern that spaces will be vulnerable to insensitive development once ecological value has been undermined.		
38		Opportunity should be taken to maximise rivers' potential for transport, recreation, and ecological and drainage sensitivity in terms of appropriate treatment of banks.		
39		Sustainability issues: renewables/carbon dioxide reduction targets should be higher than the 20% proposed to reflect future targets. Sustainable urban drainage should be maximised. Potential for growing biomass material locally for use in biomass boilers - could use Japanese Knotweed dependent on type of boiler. Renewables: inadequate consideration of solar panels, pv cells, green roofs etc. Rainwater storage should be used for dust alleviation.		
40		Applications overlook UDP policies and designations. The Borough is deficient in habitat for nature conservation and widespread clearance of Sites of Nature Conservation Importance is not sufficiently mitigated. Will there a net gain or loss of land of habitat value? Loss of designated employment land should be compensated at Legacy phase.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	London Borough of Newham		Conditional Support	2
1	Legacy Development Platforms:			
2	There is uncertainty regarding Legacy Platforms and concern at lack of information on future development to ensure high quality legacy that is required for the Park. Particular concern at Platform 2 & 3 which have not been modified. Wish to see a significant amount of open space within the platforms which must relate meaningfully to the Park.			
3	The layout of legacy platforms should not be constrained or designed around the loop road, the design of which is only suitable for Games phase. Mechanisms should be put in place such as Site Wide Strategies to ensure that the loop road is suitably adapted to provide a comprehensive integrated legacy road layout.			
4	Accessibility and connectivity is required to all adjoining areas not just Legacy Communities. There needs to be permanent, convenient access for existing and proposed communities, including across the Lea to Hackney and Tower Hamlets. Effective mechanisms should ensure this.			
5	Reduction of levels of open space at Legacy phase:			
6	Concern that location and sizes of development platforms are not modified to increase open space, particularly areas 2 & 3.			
7	Proportionally the Park would reduce from 2004 to 46% of a larger site to 45% in the 2007 smaller site. It appears the legacy platforms development would exacerbate the existing open space deficiency in Newham.			
8	Quality of the Legacy Park:			
9	This is a key concern. Narrow gap between development platforms at southern end (below the CTRL box) constricts the Park in this location, which is detrimental to the Park's quality and identity.			
10	Character of the open space here will be reliant on sympathetic development of adjacent platforms 2 & 3. Wish to see additional open space in these platforms and appropriate mechanisms should be put in place.			
11	Effective mechanisms needed to ensure a clear vision regarding the range of purposes the Park will serve/uses it will accommodate.			
12	Legacy access:			
13	Greenway link across Stratford High Street at Legacy should be uninterrupted pedestrian connection, ideally a bridge: this is absolutely necessary. Greenway also impeded by railway further west: the proposed land bridge over the railway to the north should connect back to the Greenway - the alternative is continued use of the existing underpass beneath the railway.			
14	Viability of legacy facilities:			
15	Question justification of retaining an athletics stadium in Legacy if end user requirements i.e. the warm-up track, are not going to be retained.			
16	Legacy uses should respect setting of Park, community, and mechanisms for management and maintenance should be in place.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
17	Telecommunication masts:			
18	No justification provided for seven 35m high masts in Newham. There should be no freestanding masts - may support equipment on buildings.			
19	Transportation issues:			
20	Issue of establishment of CPZ not been addressed, which is needed for construction and Olympic phases. A legal agreement should cover this together with issues relating to design, adoption and maintenance of highways.			
21	Original concerns which have not been addressed include cycle parking and impact of vehicular and pedestrian traffic at Stratford and Maryland Stations. Mechanisms must be in place to ensure area is not excessively impacted upon by cumulative impacts.			
22	Construction hours:			
23	Hours should be 8am to 6pm Mon to Fri and 8am to 1pm Sat. relaxation to allow a one hour start up/shut down period before and after these hours may be possible. Extensions need to be justified on a case by case basis.			
24	On site living accommodation:			
25	Newham should be consulted on proposals.			
26	Socio-economic considerations:			
27	Request that the ODA commit to the Local Employment and Training Framework until 2015.			
28	Ecological issues:			
29	Original concerns not fully resolved. Legacy ecological areas should replace lost sites of nature conservation and ensure green chain is continued through the site.			
30	Sustainability issues:			
31	Appropriate mechanisms should ensure previous concerns, such as setting a more challenging carbon dioxide emissions target, are addressed.			
32	Topography:			
33	Wish to see riverside paths at water level to provide attractive waterside setting.			
	London Borough of Redbridge	Support	No Comment	1
1	Welcome the submission of the detailed applications that represent a major opportunity for regeneration in East London.			
2	Construction traffic will be directed along the M11 and A12, both of which pass through the LBR. Movement of the substantial number of construction vehicles arising from the Olympic construction phase will potentially have a number of impacts, including impacts upon the effective operation of the highway network and impacts upon environmental amenity (such as noise and air pollution).			
3	Suggest utilising more sustainable transport options where feasible, particularly rail and waterways.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
4		Should limit the hours that construction vehicles use the highway network, so as to reduce the impact upon the operation of the network (i.e. vehicular movements occurring outside peak hours) and the impact upon sensitive land uses adjoining the highway network (i.e. limiting night-time and early morning movements).		
5		Suggest putting in place measures to limit noise and air pollution (i.e. ensuring trailers are fully covered and vehicles washed-down prior to leaving the Olympic site).		
6		Remote 'marshalling' yards may potentially be established to most effectively co-ordinate the arrival of construction vehicles at the Olympic site. Should such a site be proposed within the London Borough of Redbridge, the Council would encourage an early dialogue between the ODA/contractors and the Council.		
7		Expects the extension of employment programmes to adjoining boroughs.		
8		Initiatives should be put in place to expand the construction workforce and skill levels throughout East London and Essex, with appropriate funding secured through any Olympic related approvals.		
9		Given Redbridge's proximity to the Olympic site, potential transport impacts during the games could include: Significant increases in on-street car parking, with people either subsequently walking or catching public transport to the Olympic Park from underground and rail stations in the borough.		
10		Congestion on the highway network, through increased traffic volumes and the reduction in publicly available network capacity arising from the provision of dedicated Olympic routes / facilities.		
11		It is recognised that the control of on-street car parking is within the remit of individual boroughs; however, it is considered that a coordinated approach across affected Boroughs (including funding of additional resources) could potentially be beneficial to local residents, the Councils and for members of the public seeking to attend the Games.		
12		The Council considers early and substantial consultation is desirable on any proposed alterations (temporary or permanent) to the highway and public transport network (i.e. dedicated Olympic traffic lanes, bus route diversions). The Council therefore expects to be a party to relevant s106 legal agreements and to any agreements negotiated under the Highways Act.		
13		The proposed retention of a number of Olympic venues as 'legacy' items and the provision of significant new tracts of open space will provide new facilities for the benefit of the whole of East London.		
14		A significant proportion of the post-Olympics site will be however be 'available' for private / commercial uses, such as retail, offices / employment and housing. The current applications (as well as the existing Stratford City proposal) will yield in the order 592 400 sqm of employment / office space, and 150 500 sqm of retail space. Furthermore, there are significant areas of 'unallocated' future development land for which no specific uses are currently proposed.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
15	The scale of such development has a number of potential impacts, including significant impact upon the integrity of the centres hierarchy outlined in the London Plan.			
16	The potential that the area of Stratford may be regenerated at the expense of other areas of East London and Essex.			
17	Challenges in creating a sustainable community in East London due to lack of sufficient land use mix within the (former) Olympic site, with significant amounts of employment being proposed at Stratford whilst surrounding Boroughs increasingly become 'dormitory suburbs' with attendant social, environmental and economic impacts.			
18	Further work should be undertaken to understand the potential impact of the Olympic legacy issues at a sub-regional level, so as to contribute to the achievement of a sustainable sub-regional community. Again the Council wishes to participate in any s106 negotiation controlling end uses on the Olympic site to protect the utility and viability of its metropolitan centre at Ilford.			
	London Borough of Tower Hamlets	Conditional Support		1
1	LBTH supports proposals in principle but subject to conditions and to more emphasis on legacy communities and connectivity.			
2	More work on design and layout of legacy to include linkages. Retention of loop road strongly questioned.			
3	Temporary bridges to Fish Island must be replaced with permanent ones.			
4	Location of replacement bridges needs more analysis.			
5	Design of land bridge L04 connection to Greenway is unacceptable as interrupts pedestrian/cycle route.			
6	Design of CCHP must be very high quality because of prominent location. Building and flue are omitted from visualisation illustrations.			
7	Amount of Public Open Space is less than in 2004 and is an unacceptable loss of MOL and accessible open space. Amount of new POS must meet London Plan standards.			
8	Ownership/maintenance of legacy POS must be addressed by condition.			
9	Links with other green space need to be addressed particularly to Victoria Park.			
10	Loss of allotments without acceptable replacement.			
11	Insufficient detail re public access to canals.			
12	Network of 35 telecoms pylons is unsatisfactory urban design particularly given the undergrounding of electricity. Alternative, less intrusive telecoms must be secured.			
13	Target for renewables and carbon emissions should be raised.			
14	Potential effect of CCHP on residential amenity (traffic, noise, hours of operation) commitment to water transport required.			
15	Conditions and s106 required to compensate for harm.			
16	Lack of analysis of urban design is fundamental weakness. If planning permission granted based on submitted legacy plan an inappropriate network of roads and bridges will be left. These may be suitable for the games but not for the legacy .e.g. loop road is completely			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
		unacceptable. Grampian condition suggested that retained stadia are not used until new road/bridge network provided.		
17		Reg 19 issues: non technical summary is not consistent in terms of environmental effects so gives inaccurate overview. More ambitious targets for sustainable development; commitments to 12 sustainability objectives (in Sustainable development strategy) should be included in the application; It is not sufficient to say development will be carried out in accordance with EIA individual conditions must be imposed; Monitoring agreements between ODA and contractors need to be put in place; cumulative effects of developments in Thames gateway have not been assessed.		
18		Works to river walls could disrupt species and habitat. mitigation needs to be conditioned.		
19		Offsite pollution sources need to be identified and mitigated against.		
20		Piers and wharves required to enable water freight to sites and to road interchanges.		
21		Source of fuel for biomass plant should be adjacent to waterways.		
22		Waste management plan required for games phase.		
23		Contribution to revenue support for monitoring individual travel plans for legacy venues until at least 2014contribution.		
24		Parking in legacy is excessive and should be limited to London Plan standards.		
25		More cycle parking required.		
26		Insufficient detail of construction traffic - vehicle entry and exit points not shown.		
27		Further analysis of impact of construction traffic on wider area required.		
28		Legacy strategy required to ensure sports facilities reflect needs of local communities.		
29		CoCP should comply with LBTH CoCP.		
30		Detailed response from LBTH regarding making the best use of the waterways. Includes: provision of quays, wharves and jetties to enable water freight during construction and waste disposal, deliveries, passenger boats and leisure in legacy; naturalisation of banks should not compromise use by vessels; bridges need to allow for passage of laden vessels. Lists sites accessible from Bow Backs, Lee Navigation and R Lee.		
31		Detailed response from LBTH regarding Energy Statement. Carbon mitigation target has to be higher than 34% — carbon neutral or even zero carbon could be possible — suggestions - CCHP should be woodchip not gas; use new technology such as SupaMag; photovoltaic cells (as games are in midsummer,) heat pumps to recover heat generated by spectators in venues. Rain water harvesting from the large roofs proposed is not mentioned... More than one wind turbine should be included.		
32		Detailed response from LBTH on transport issues. Particularly concerning impacts on existing transport networks, bus and rail services and pedestrians/cyclists during each Olympic phases and the need for more discussion with other public services about London wide impacts. Legacy travel reverts disappointingly to 'lazy' modes -e.g. provision of car parking at venues. Bridges to Tower Hamlets should be delivered in permanent mode so that legacy benefits are in place immediately.		
33		Detailed response from LBTH on CoCP. Enforceability of CoCP is diluted by splitting construction between many contractors. Need independent monitoring body. Many points in CoCP are welcome but go no further than aspirations. A lot more detail is required.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
34				
	London Borough of Tower Hamlets		Conditional Support	2
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Ref	Organisation Name	Position Round 1	Position Round 2	Round
17	More details on parking and Travel Plan welcomed but clarification required no monitoring, implementation and responsibilities.			
18	Games Travel Plan is acceptable.			
19	Legacy Venues Travel Plan - concern remains re anticipated vehicle numbers and targets for use of venues Day to day car mode for velodrome, multi-sports, hockey and tennis is considered excessive and alternative transport should be investigated. Event car numbers for multi-sports, hockey and velodrome are a particular concern. It is not acceptable to suggest that further parking facilities in addition to the multi-storey may be required.			
20	Residential with 50% parking is unacceptable. Should be car-free with no more than 25% parking and that allocated to low PTAL areas. Car clubs etc should be investigated.			
21	Electric vehicles should be encouraged.			
22	Retail Leisure and Sport is not adequately covered in the additional information and shows no commitment to ensuring access to local people to retained facilities.			
23	Revised CoCP generally acceptable , needs to be secured by series of conditions including additional as herewith.			
	London Borough of Waltham Forest	Conditional Support/ Object		1
1	Concerned at the extent of the proposed built development on designated Metropolitan Open Land.			
2	Objects to the provision of allotments on land designated as playing fields. If permitted, conditions controlling types of buildings, materials, fencing and position of communal compost heaps/areas should be imposed.			
3	Seek nomination rights for any proposed affordable housing.			
4	Objects to the wind-turbine, as it needs to be demonstrated that matters relating to appearance, noise, flicker and impact on local bird and bat populations would not adversely affect local residents or wildlife. If permitted, conditions requiring the submission of full details (including noise levels, flicker, colour, lighting etc. and requiring its removal once no longer required, and the land reinstated, should be imposed.			
5	Concerned about the potential of Olympic and Legacy development to increase traffic congestion on the road network.			
6	The impact of the construction works should be robustly controlled and monitored with appropriate conditions and mitigation measures. S106 monies should be sought for air quality monitoring.			
7	They wish to see improved public transport between the Borough and the Olympic Park and Legacy facilities. That consideration be given to the Council's aspiration to see the introduction of a Chingford-Stratford Railway Line.			
8	Suitable occupiers and operators should be found for the Legacy facilities and that Legacy Access issues are fully considered.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
9		Object to the telecommunications mast but in the event of permission being granted, a condition requiring the removal of the mast following the Games and reinstatement of the land, should be imposed on any permission.		
10		Objects to the proposed provision of a large car park in legacy on Eton Manor (on designated Metropolitan Open Land/Playing Fields., which would serve both Legacy facilities in Waltham Forest and other Boroughs, unless exceptional circumstances are proved.		
11		Seek further traffic modelling by the ODA to determine the traffic impact of removing or amending the Leytonstone One-Way system.		
12		Traffic flow increases associated with the Olympics, along with the closure to traffic of Temple Mill Lane will result in more congestion on the key routes leading into Stratford (High Road Leyton and High Road Leytonstone. Waltham Forest does not seek to implement schemes that increase road capacity on these routes and therefore wishes to see junction upgrade costs redirected to other local transport improvements. The applicant fails to address what these improvements might be.		
13		Considers the lack of efficient public transport routes serving the Olympics site from the local area to be totally unacceptable. Whilst a large range of improvements is included in the Olympic Transport Plan for access from the wider area, the needs of local people are being completely overlooked.		
14		The lack of proposals to carry out a much-needed upgrade of Leyton underground station is a serious omission.		
15		Whilst the objectives set out in the Olympic Transport Plan are supported, there are concerns that transport accessibility between the Borough and the Olympic Park is poor and that little is being done to improve the situation.		
16		Seek assurance from the ODA that the benefits that would have been secured through the S106 attached to the previous permission will in fact be secured nonetheless. If guarantees cannot be given in respect of all of the benefits that the 106 would have delivered, clarification is required on what will and what will not be delivered.		
17		Request that adequate employment and training arrangements are made to assist local people get employment.		
18		Requests that, after the Olympics, East Marsh is fully reinstated and the connecting bridge is reduced in scale.		
19		Requests that conditions, or other suitable legal mechanisms, be imposed on any planning permission to ensure that environmental impacts are minimised and to ensure the removal of all redundant equipment/buildings. Conditions should include details of materials for all buildings and structures, boundary treatments, landscaping, noise attenuation measures for new sports facilities, contamination and site remediation conditions, mitigating construction impacts. In addition, monies will be required for matters such as air quality monitoring and mitigating transport impacts.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	London Borough of Waltham Forest		Conditional Support/ Object	2
1	Concerns at the extent of the proposed built development on MOL.			
2	Objects to the provision of allotments on land designated as playing fields.			
3	If allotments are allowed then conditions should be imposed controlling types of buildings, materials, fencing and position of communal compost heaps/areas.			
4	Council seeks nomination rights for any affordable housing.			
5	Objects to the wind turbine. No evidence has been provided that matters relating to appearance, noise, flicker and impact on local bird and bat populations will not adversely impact the local residents or wildlife.			
6	If the wind turbine was allowed then conditions should be imposed requiring the submission of full details (including noise levels, flicker, colour, lighting etc. and requiring its removal once no longer required and the land reinstated.			
7	Concerns about the potential of Olympic and Legacy development increasing the traffic congestion on the road network.			
8	Impact of construction works should be robustly controlled including usual British Standard hours for construction sites of 0800-2000 Mon to Fri and 0900-1300 Saturday to be applied and monitored with appropriate conditions and mitigation measures.			
9	S106 monies should be used for air quality monitoring.			
10	Wish to see improved public transport between Waltham Forest and the Olympic Park and Legacy facilities including urgent consideration of introducing a Stratford-Chingford rail service.			
11	Suitable occupiers and operators should be found for the Legacy facilities and Legacy Access issues should be fully considered.			
12	Objects to permission being granted for permanent telecommunication masts. The permission should be temporary and a condition should be added requiring removal of the mast following the Games and reinstatement of the land.			
13	Objects to the proposed provision of a large car park in legacy on Eton Manor on designated MOL/playing fields.			
14	Seek further traffic modelling by the ODA to determine the traffic impact of removing or amending the Leytonstone one-way system.			
15	Wish to see junction upgrades costs redirected to other local transport improvements as they do not wish to see an increase in road capacity on the key routes leading into Stratford.			
16	Lack of efficient public transport routes serving the local people.			
17	Lack of proposals to carry out upgrade of Leyton underground station.			
18	Transport accessibility between the Boroughs and the Olympic Park is poor and little is being done to improve the situation.			
19	Assurance is sought that the benefits secured from the 2004 permission be implemented. If the benefits are not delivered then clarification should be given on what will and what will not be delivered.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
20	Request that adequate employment and training arrangements are made to assist local people to get employment.			
21	Requests that after the Olympics, East Marsh be fully reinstated.			
22	Accepts the principle of provision of a wide bridge connecting Eton Manor to East Marsh in legacy, subject to detailed design.			
23	That conditions be added to ensure legal mechanisms be imposed on any planning permission to ensure that environmental impacts are minimised and to ensure the removal of all redundant equipment/buildings.			
24	Conditions should include materials, boundary treatments, landscaping, noise attenuation measures for new sports facilities, contamination and site remediation conditions, mitigating construction impacts.			
25	Legally binding arrangements for sufficient monies will be required for matters such as air quality monitoring and mitigation transport impacts.			
	London Thames Gateway Development Corporation	Conditional Support		1
1	Support the long term enhancement of public transport.			
2	Welcome the enforcement of a COCP with special regard to construction traffic.			
3	Highlight the need for close collaboration between the ODA and LTGDC about construction traffic due to the fact that there are various LTGDC development proposals in the area.			
4	Concerns about the underutilisation of the waterways, particularly during construction phase.			
5	Seek clarification regarding the proposed use of rail freight facilities and what the overall proportion of construction movement will be by rail.			
6	Would like more ambitious targets on delivering a low carbon development and reduction of carbon intensity.			
7	Would like further opportunity to comment on permanent bridges H10, H14, H16 and F13.			
8	No objection in principle to 07/90010 and 07/90011.			
	London Thames Gateway Development Corporation		Conditional Support	2
1	LTGDC wish to be consulted on the final draft of the forthcoming Construction Transport Management Plan. It will expect a commitment to up to 50% material delivered by rail or water.			
2	LTGDC wishes to see the 'additional envisaged measures' regarding Energy and carbon dioxide emissions quantified and clarified and conditions should be used to ensure production and supply of power is increased to accommodate the increasing demand in the area.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
3	LTGDC wishes to be consulted on details of bridges H10, H14, H16 and F13.(over Hackney Cut) If these bridges are not permanent LTGDC wish to OBJECT, where parts of the bridges fall within the LTG planning boundary planning applications will need to be made to them.			
4	LTGDC wish to be involved in the development of the Construction Transport Management Plan. And the Legacy Master Plans.			
	Royal Borough of Kensington and Chelsea	Support	No Comment	1
1	No objection to applications 07/90010, 07/90011, 0790012.			
	Royal Borough of Kingston	Support		1
1	No comments to make.			
	Royal Borough of Kingston		Support	2
1	No comments to make.			
	Southwark Council	No Comment	Support	2
1	No formal objection is raised but the Council wishes to comment that the development should, where possible, include links that make it accessible to the residents of Southwark.			

Non Statutory Organisations & Other Groups

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	Action and Rights of Disabled People in Newham	Conditional Support	No Comment	1
1	All capital letters need to be avoided in the documents for ease of reading. Documents need to ensure more colour contrast to assist people who do not have colour printing. Smaller pictures need to increase in size. Need a published statement that the timeframe for receipt of comments will be extended if alternative formats have been requested. Internet access to documents is only available through PDF - should be RTF as well. Maps need to be available in a textured format to be accessible to the blind and partially sighted.			
2	A condition should be imposed to ensure future documentation is inclusive and incorporates the full range of additional formats. Local Access group in Newham was not involved in pre-application consultation.			
3	Recommend that Access Panels function leading up to and during the Games and Paralympic Games and that a commitment is obtained from the LDA to take over the running and funding of the panels, in particular of the Access to the Built Environment Panel.			
4	Recommend a condition is added to ensure that the applicant sets up 2 Access panels - one for built environment and one for transport including representation of Action Rights of Disabled people in Newham, London Access Forum and relevant access groups in Waltham Forest, Hackney and Tower Hamlets with full consultation for the reserved matters applications and legacy plans.			
5	Recommend a condition is imposed to include full consultation with local disabled people is facilitated and fed back at the respective access panels.			
6	Recommend a condition is added for environmental impacts on disabled people, highlighted in the Guide to the Applications, to be explored further including road closures and decommissioning of any blue badge parking spaces with the results and proposals for any mitigation measures be shared with access panels.			
7	Recommend a condition is added to ensure that Blue Badge spaces in Stratford City retail development to be retained during Games and all legacy venues including the multi-storey car park serving the IBC/MPC complex each have at least 6% spaces for Blue Badge holders.			
8	Recommend a condition is imposed that utility services do not use road crossing points where accessible crossings are to be sited to access their utility.			
9	Recommend a condition is imposed that the design of the Olympic concourse is fully inclusive and accessible to disabled people. Reserved matters applications must indicate how access panels have been involved in the design.			
10	Recommend condition be added to ensure that access groups are involved in discussions to ensure disabled people have equal rights to safety and accessibility when using towpaths, footpaths, trails and land bridges and that cycle ways be fully segregated from pedestrian activity.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
11		Recommend a condition is added to ensure that the design of street furniture is fully inclusive and accessible to disabled people including how access groups have been involved in the design of the reserved matters.		
12		Recommend a condition is added that ensures that the legacy play equipment are accessible in particular wheelchair user children including how access groups have been involved in the design of the reserved matters.		
13		Recommend a condition is added to ensure that all land bridges, underpasses and the West Ham Ramp are fully inclusive and accessible to disabled people including how access groups have been involved in the design of the reserved matters.		
14		Recommend a condition for all highways to be fully inclusive and accessible to disabled people.		
15		No indication of where taxi drop off points will be placed.		
16		Recommend a condition be added to ensure that there will be 400 spaces for blue badge holders in the Northern Transport Mall and 150 spaces in the Southern Transport Mall.		
17		The IBC/MPC complex must include 6% parking provision for Blue Badge holders. It's noted in Volume 2B that parking provision for Blue Badge holders has been advised.		
18		Recommend a condition be imposed that the multi storey car serving the IBC?MPC complex will have at least 6% spaces for Blue Badge holders.		
19		Each individual Legacy venue must have at least 6% parking provision for Blue Badge holders.		
20		Recommend a condition be imposed that all Legacy venues each have at least 6% spaces for Blue Badge holders.		
21		Recommend a condition be added to ensure that the aquatics centre be fully accessible and inclusive to disabled people including how access groups have been involved in the design of the reserved matters.		
22		Pleased that the wetland area potentially to have boardwalks, jetties, beaches and pond dipping platforms will be accessible.		
23		Recommend a condition be added to ensure that all wetland area provision is fully inclusive and accessible to disabled people including how access groups have been involved in the design of the reserved matters.		
24		The design and seating and the rest areas is important to disabled people.		
25		Recommend a condition be imposed that all spectators' rest areas are designed to be fully inclusive and accessible for disabled people including how access groups have been involved in the design of the reserved matters.		
26		The accessibility of Legacy is particularly important to disabled people.		
27		Recommend a condition be imposed that all Legacy venues are designed to be fully inclusive and accessible to disabled people including how access groups have been involved in the design of the reserved matters.		
28		In addition to the above all other Legacy infrastructure, e.g. highways, footpaths etc to be designed to be fully accessible to disabled people.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
29		Recommend a condition be imposed that all Legacy infrastructure is designed to be fully inclusive and accessible to disabled people including how access groups have been involved in the design of the reserved matters.		
30		The provision of the Blue Badge holder parking provision is supported however there is concern at the travel distances not only for Blue Badge holders but also for the disabled people arriving by coach and taxi.		
31		We are aware of the need to have security arrangements in place, and the that there is a commitment to manual wheelchair and electric scooter loan scheme/mobility scheme, an shuttle bus and that resting places will be provided along the routes.		
32		Local access groups need to be confident that the above proposed mobility elements are sufficiently robust to mitigate distances as well as making sure that no other options for additional Blue Badge holder parking provisions are available.		
33		Recommend a condition be imposed that a Park Mobility Scheme (manual wheelchair and electric scooter scheme) is provided including how access groups have been involved in the design of the reserved matters.		
34		Recommend a condition be imposed that a Park Mobility Scheme be available in Legacy including how access groups have been involved in the design of the reserved matters.		
35		Recommend a condition be imposed that an accessible shuttle bus service is provided including how access groups have been involved in the design of the reserved matters.		
36		Recommend a condition be imposed that further discussion will take place with Action and Rights of Disabled People in Newham the London Access Forum and the local access groups in Waltham Forest, Hackney and Tower hamlets in relation to distances involved and mitigation proposals (Park Mobility Scheme, accessible shuttle bus service and rest areas).		
37		It is vital that the group is fully involved in the detailed design of Stratford City Regional Station especially as Transport for London have advocated some of the accessibility solutions used at Kings Cross as being acceptable. Action and Rights of Disabled People in Newham consider it important that they are represented on the ODA's Transport Access Panel not only to discuss design solutions but anticipated boarding and disembarking time.		
38		Recommend a condition be imposed that rail transport infrastructure, including access from platform to train, is designed to be fully inclusive and accessible to disabled people including how access groups have been involved in the design of the reserved matters.		
39		Recommend a condition be imposed that an Impact Assessment be carried out in respect of rail transport in assessing the effects on disabled people in relation. To the anticipated boarding and disembarking time. The results to be shared with the proposed Transport Access Panel an, if not presented to the local access groups.		
40		The Group welcomes the commitment to meet the high standard of access and inclusion at all levels and that there will be no separation of disabled/ non disabled people at all accreditation points and access points for VIP's, athletes and staff will also be accessible.		
41		Recommend a condition be imposed that there will be no separation of disabled and non disabled people at all Accreditation points and that these will be accessible. Details should include how access groups have been involved in the design of the reserved matters.		

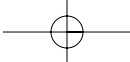
Ref	Organisation Name	Position Round 1	Position Round 2	Round
42		Welcome the commitment that information Points will be inclusive and accessible to disabled people.		
43		A condition be imposed that all Information Points are inclusive and accessible to disabled people and include how access groups have been involved in the design of the reserved matters.		
44		The Group welcomes the commitment to signage and way finding will be inclusive and accessible to disabled people.		
45		Recommend a condition be imposed that signage and wayfinding will be inclusive and accessible to disabled people and include how access groups have been involved in the design of the reserved matters.		
46		The commitment that Spectator Support Areas will be inclusive and accessible to disabled people is welcomed.		
47		Recommend a condition be imposed that Spectator Support Areas are inclusive and accessible to disabled people and include how access groups have been involved in the design of the reserved matters.		
48		The commitment that lighting is an important element of accessibility is welcomed.		
49		Recommend a condition be imposed that appropriate levels of lighting is provided to ensure accessibility and safety and include how access groups have been involved in the design of the reserved matters.		
50		The Group would welcome discussion with the applicant in relation to the proposed Inclusive Design Strategy.		
51		Recommend a condition be imposed that reserved matters must indicate how local access groups have been involved in the Inclusive Design Strategy.		
52		The commitments to accessible sanitary accommodation and adult change facilities are welcomed. Sanitary accommodation may differ in various countries but provision of unisex accessible toilet provision must be provided. Additional provision of accessible toilet within male and female toilet blocks is welcomed.		
53		Recommend a condition be imposed that all sanitary accommodation for disabled users and employees in both Games and Legacy will be provided as unisex accessible facilities. The additional provision of accessible toilet facilities within male and female toilet blocks will also be provided. Details shall include how access groups have been involved in the design of the facilities, their number and location of the toilet blocks at the reserved matters stage.		
54		Discussion with the applicant in relation to the provision of separate unisex adult change facilities would be welcomed.		
55		Recommend a condition be imposed that separate unisex adult change facilities are provided and include how access groups have been involved in the design of the reserved matters facility.		
56		The commitment to providing Assistance Dog Spending Areas is welcomed.		
57		Recommend a condition be imposed that Assistance Dog Spending Areas are provided and include how access groups have been involved in this the reserved matter facility.		
58		The commitment to ensure that the internal layout of venues will accord with the principles of inclusive design is welcomed.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
59		Recommend a condition be imposed that the internal layout of venues will accord with the principles of inclusive design and be accessible to disabled people and include how access groups have been involved in this the reserved matter facility.		
60		The drawing up of the Accessibility Design Notes is welcomed but there is concern that the local access groups have not been involved in their production.		
61		Recommend a condition be imposed that local access groups have been involved in the Accessibility Design Notes.		
62		The applicants commitment to ongoing consultation and engagement with local communities and other stakeholders as well as local access groups is welcomed.		
63		Recommend a condition be imposed that the applicants database includes the contact details of local access groups in particular Action Rights of Disabled People in Newham, the access groups in Waltham forest, Hackney and Tower hamlets and the London Access Forum.		
64		Pleased that a 24 hour Construction Hotline will be set up with full access for disabled people, in particular deaf and hard of hearing.		
65		Recommend a condition be imposed that a 24 Hour Construction Hotline is set up with full access for disabled people in particular the deaf and hard of hearing.		
66		The applicant's commitment to publish a print and online newsletter is welcomed.		
67		Recommend a condition be imposed that any publicity is accessible to disabled people and available in alternative formats.		
68		The commitment to establish a Visitor Centre is welcomed.		
69		Recommend a condition be imposed that a Visitor Centre be established which is inclusive and accessible for disabled people and include how access groups have been involved in this the reserved matter facility.		
70		The commitment to an annual road show is welcomed however if local access groups are not included on the Access Panel then regular work shops should be set up to provide local access groups with updates and feed backs.		
71		Recommend a condition be imposed that in addition to annual roadshow, that specific Workshops are set up to enable Action Rights of Disabled People in Newham, the access groups in Waltham forest, Hackney and Tower hamlets and the London Access Forum to receive updates on what happening in the planning and delivery process and comments and recommendations received from these groups are fed back to the Access Panel.		
72		Need clarification if page 66, 3.3.38 is advising the use of Underpass UO3 as an easier route rather than the use the Southern Land Bridge (LO4). Also will UO3 remain in Legacy?		
73		Recommend a condition be imposed that the proposal to have visually contrasting tactile strip/path is fully discussed and include how access groups have been involved in this the reserved matter.		
74		On the matter of the concourse interface the group would welcome discussion on this which is best facilitated by the group's inclusion in the Access Panel.		
75		Recommend a condition be imposed that Concourse Venue Interface is designed to be fully inclusive and accessible to disabled people and include how access groups have been involved in this the reserved matter.		

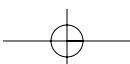
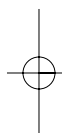
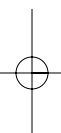
Ref	Organisation Name	Position Round 1	Position Round 2	Round
76	Action Rights of Disabled People in Newham would welcome discussion on this panel which can be best facilitated by the inclusion in the proposed Access Panel.			
77	Recommend a condition be imposed that communication aids be provided and include how access groups have been involved in this the reserved matter.			
78	A commitment to the development of an evacuation strategy is welcomed and the group wishes to be involved in this.			
79	Recommend a condition be imposed that an evacuation strategy be provided and include how access groups have been involved in this the reserved matter.			
80	In order that the Legacy maintains inclusive design and accessibility for the disabled and made recommendations to the LDA as the responsible body for the Legacy.			
81	The Group supports all the guiding principles contained in PPS1.			
82	Other than reference to Access for all and inclusive design, there is no mention of Life Time Homes Standards which is a current requirement of the London Plan.			
83	The commitment to 10% of new housing to be designed to be wheelchair housing is welcomed this should also include easily adaptable for residents who are wheelchair users.			
84	The Legacy Masterplan will need to take account of not only the needs on the new communities but also those of existing communities in the surrounding area. As well as cater to the needs of the disabled, different age groups, genders and ethnicity.			
85	Bearing in mind previous comments in relation to communication and involvement it is hoped that the local access groups will in future receive more communication and involvement.			
86	The setting up of the two Access Panels for the Built Environment and transport is welcomed and trust that local access groups will be welcomed onto these panels.			
87	The term "people with a disability" does not accord with the social model of disability which has been adopted in other documents. It is recommended that there needs to be consistency of terminology in accordance with the social model of disability.			
	Beastway Mountain Bike Series	No Comment	Object	2
1	Object to loss of Eastway Cycle Circuit.			
2	Replacement facility in the Park is inadequate by virtue of tiny sliver of off road provision and inadequate lap length, and the new road circuit's reduced capacity, unimaginative topography and proximity to the noise of the A12. This contradicts the terms of the 2004 permission. The risk is of a white elephant facility which people will not use. Use of the Park outside the Velopark not feasible due to conflict with other Park users.			
3	The Hog Hill facility is 8 miles away and difficult to reach. A real, useable Velopark should be provided in the Park, comparable to previous facility.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	British Cycling	No Comment	Object	2
1	Raises no objections to the plans to redevelop the Olympic and Paralympic competition facilities of the Velodrome and BMX track. No objections are raised to the overall Olympic and Paralympic Masterplan except if the Masterplan prevents the development of the Velopark in Legacy.			
2	The current Masterplan fails to provide for adequate road race facility and does not provide anything like the amount of land that is required to mark off road trails suitable for off road riding of the type enjoyed at the Eastway.			
3	Objections to the current Legacy proposals are raised and it is recommended a de-coupling of the applications so that revised Legacy transformation plans can be worked up and are compatible with the obligations of the ODA, the London Organising Committee for the Games, the London Development Agency and the Mayor of London.			
4	The Eastway or the Eastway Cycle Circuit was a cycling facility that consisted of road race circuit and mountain bike/off road trails which were suitable for both training and racing. Before closing it catered for 25,000 to 30,000 cyclist per year. These users engaged in road racing and off road competition, not track cycling. The Eastway Cycle Circuit occupied 24 hectares of open land and was designated as MOL as a consequence of its importance as a place of recreation and amenity to cycle sport.			
5	Eastway is identified in the Lee Valley VeloPark document published 2004. Subsequent to the VeloPark Document various authorities and other have adopted the VeloPark phrase when discussing the Legacy plans for the Olympic Park. The Velopark phrase was to refer to the 2004 document issued by the Lee Valley Regional Park Authority. The VeloPark references in this application are references to an integrated and dedicated cycling facility of the type described in the VeloPark document.			
6	The ODA Planning Committee is bound to have particular regard to the 2004 planning permissions as it contributed to the IOC being persuaded to award the 2012 Games to London.			
7	The 2004 planning permission had a Grampian condition regarding Eastway and the need to provide for its replacement in Legacy. The language used was very specific and talks of the Legacy Eastway Cycle Circuit and this must mean a replacement of the Eastway cycling facilities that provided road race and off road riding competition. The presence of the Velodrome would have no relevance to this obligation.			
8	The ODA must secure a replacement of the Eastway facilities. The occasional use of an extended off road route would not satisfy the obligation to replace what was there before the Games development begun. Pursuant to this obligation the ODA must satisfy itself that any application makes adequate provision for Legacy cycling facilities and if not the ODA should either reject them or impose conditions which are designed to ensure that the Legacy cycling facilities described above are ultimately provided.			

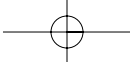
Ref	Organisation Name	Position Round 1	Position Round 2	Round
9		There is a legitimate expectation that the Legacy Olympic Park would contain a VeloPark as that phrased in the 2004 document. The expectation arises from numerous and varied statements made and documents issued during the past three and half years. 2004 document was adopted by London 2012 Limited and incorporated in the bid book that formed the basis of the candidate city application.		
10		The Mayor has contributed to the legitimate expectation that there will be a VeloPark in Legacy which would replace the lost Eastway. The Mayor will have to intervene to order a refusal of any planning application that does not provide a first class facility for all disciplines of cycling; Track; BMX; road race; off road and cycle speedway that is suitable for elite and grassroots cyclist.		
11		Eastway closed in 2006 and since that time there has been no real alternative. A generation of young cyclist will have grown up during the intervening years before the Games and the additional time it will take to build the Legacy Park without the opportunity to pursue their sport within a reasonable distance within East London. The Velodrome and BMX facility are a gain but this should not detract from the obligation that permanent facilities for cycle road racing are provided.		
12		It is noted that in the Guide to Olympic and Paralympic and Legacy Transformation the cycling legacy benefit is down graded and restricted to the Velodrome. No mention is made of the Velopark. British Cycling wants to secure the best quality and extensive cycling facilities in the Legacy Park. Plans should consist of suitable road race circuit of a minimum length of one mile, over a varied topography in parkland that are challenging in gradient changes and broadly comparable with the Eastway circuit. Land should be available for dedicated off road cycle competition and training use. the land needs to allow for off road trails making up a circuit of at least 5km in length.		
13		The Legacy element of the current application should be either rejected or approved subject to conditions that provide a cast iron guarantee that the VeloPark is delivered.		
	British Cycling Federation - Central Region	No Comment	Object	2
1		Opposes that part of the VeloPark specifically relating to the road circuit and off road circuit.		
2		As experts in the field of cycle sport, insufficient land is allowed to accommodate two disciplines of road and off road to the standard that existed pre-bid.		
3		The current proposals fall far short of the promises made to the Eastway users when trying to placate them prior to the Olympic Bid becoming successful.		



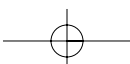
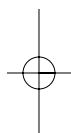
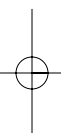
Ref	Organisation Name	Position Round 1	Position Round 2	Round
	British Cycling Federation - Eastern Region	No Comment	Object	2
1	Welcome the retention of the Velodrome and inclusion of road circuit, BMX and off-road facilities.			
2	Detail of reprovided facilities is unacceptable. Road circuit configuration is unacceptable with too many sharp bends, proximity of A12 introduces air quality and noise hazards: configuring circuit using more land to the north of the A12 would greatly improve layout.			
3	Off-road circuit is very limited and only of token value providing little challenge.			
4	Increase in participation in cycling means there is great demand for suitable traffic free facilities. Look forward to working with ODA to devise a legacy VeloPark to provide for the cycling demands of London.			
	British Cycling Federation South East Division	Object		1 – Part 1
1	The proposals breach the covenant by the London Development Agency in 2004 to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.			
2	The Strategy provided for the Legacy Cycle Circuit to be created in parkland to meet the needs of cycle users and minimise conflict with other park users through design and use of topography to prevent inappropriate public access to the Cycle Circuit.			
3	The Eastway Cycle Circuit provided a challenging and varied road race circuit and many kilometres of off road tracks. There is no such proposal in the current applications.			
4	There is no parkland in which to site a Legacy Cycle Circuit.			
5	The proposals do not meet the needs of cycle users particularly for racing and training.			
6	Public access is not prevented by design or the use of topography.			
7	The proposed road circuit is unsuitable because of air pollution and noise from the adjoining A12.			
8	There is no provision for MTB racing which is suitable for Juniors or Adults.			
	British Cycling Federation South East Division			1 – Part 2
1	The proposals breach the covenant by the London Development Agency in October 2004 to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.			
2	The existing Eastway Cycle Circuit provided a challenging and varied road race circuit and many kilometres of off road tracks. There is no such proposal in the applications.			
3	There is no parkland left in which to site the Legacy Eastway Cycle Circuit.			
4	There is insufficient parking provision to allow events to run concurrently at the velodrome, road circuit and BMX circuit. With items required for competition (and noting that track bikes cannot legally be ridden on public roads) it is not practical to park some distance away in a public car park.			



Ref	Organisation Name	Position Round 1	Position Round 2	Round
5	The proposals do not meet the needs of cycle users particularly for racing and training.			
6	Public access is not prevented by design or the use of topography.			
7	The proposed road circuit is unsuitable because of air pollution and noise from the adjoining A12. The poor design of the circuit with its tight bends just before the finish will result in inevitable crashes.			
8	There is no provision for MTB racing which is suitable for Juniors or Adults.			
	British Cycling Federation South East Division		Object	2 – Part 1
1	Object to proposed cycle facilities			
2	Existing site is 24Ha, Lea Valley Regional Park proposals were for a 35 Ha facility and the Olympic scheme is just 7 Ha. This is clearly inadequate and our objection will remain until a reasonable area is allocated for a replacement facility.			
3	The proposed road circuit is of inadequate length; in shadow of the velodrome; dangerous because of the bridge where riders will be travelling in opposite directions; will suffer noise and pollution from A12; radii of turns are too sharp and gradients not steep enough; combination of long straights and tight hairpin bends can cause accidents.			
4	Mountain bike circuit does not replace the Eastway facility. 5km minimum is needed for racing - this is only 1Km. Rather than dedicated paths it needs a wider area of land so paths can be altered and diverted.			
5	Lack of consultation.			
	British Cycling Federation South East Division			2 Part 2
1	Object, only 7 ha. Of the Olympic Park are allocated to cycling facilities. The Velodrome and BMX will require 5 ha., leaving only 2 ha. for a road circuit and MTB course. The Original LVRPA Velopark showed 34 ha or world class standard, and Eastway was 24 ha. The current plans are clearly inadequate.			
2	The proposed road circuit is inadequate in length, sited in the shadow of the Velodrome and too close to the A12, in addition to various design factors that make it dangerous.			
3	The MTB circuit does not attempt to replace the Eastway facility, an area of land should be dedicated for this purpose only.			
4	There has been a lack of consultation and this radical reduction of space has been presented very late.			
5	The ODA is bound by the Olympic Act to honour commitments made by other Planning Authorities - i.e. the strategic covenant to provide a replacement for Eastway as a Legacy provision.			



Ref	Organisation Name	Position Round 1	Position Round 2	Round
	British Cycling Federation South East Division			2 – Part 3
1	Objects to the application for the following reasons: That only seven hectares of the Olympic Park has been allocated to cycling facilities. The Velodrome and BMX facility requires 5 hectares leaving only 2 hectares for the Road Circuit and MTB course. The original LVRPA Velopark plans and MTB required 34 hectares of World Class standard. Eastway was 24 hectares. The proposed area is inadequate to provide a meaningful Road or MTB facility.			
2	The proposed road circuit is inadequate in length it is sited in the shadow of the Velodrome building on the south of the A12. It is dangerous as it crosses a bridge where riders will be travelling in opposite directions. It is too close to the A12 and will potentially suffer from noise and atmosphere pollution. The radiuses of the turns are too tight to allow effective racing and the gradients are not steep enough to develop. The long high speed straights and the hairpin corners are a guaranteed recipe for accidents.			
3	The MTB circuit does not attempt to replace the Eastway facility. It is less than one kilometre and at least 5 kilometres is required for racing. It also requires land rather than dedicated paths circuits as they wear out and diversions are required for maintenance. It cannot be used for racing and the alternative proposed would be an area of the general park made available only occasionally. It will not be within an area free of normal pedestrian and other traffic or free of ball sports and dogs. It is not a serious attempt to provide a replacement for Eastway Legacy.			
4	There has been a lack of consultation and this totally unsuitable and inadequate radical reduction of space allocated to the main cycling disciplines has represented to us only at the 11th hour just before the deadline for objections.			
5	The ODA is bound by the Olympic Act to honour commitments made by other planning Authorities. It is bound to honour the strategic covenant that the LDA gave EDAW to provide a replacement for Eastway as a Legacy provision.			
	Bynea Cycling Club	Object	No Comment	1
1	Eastway was the premier road circuit in the country of national and international significance.			
2	Eastway was conveniently located and encouraged cycling which in turn has great economic and health benefits.			
3	There is now nowhere to ride mountain bikes. On the latest plans there appears to be nowhere conveniently located to ride this event in Legacy either. MTB is an Olympic discipline.			
4	Would like to encourage young daughter to cycle but new plans do not harness the vision of a clean, quiet and safe environment which would achieve this.			
5	The proposals breach the covenant by the London Development Agency in October 2004 to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.			



Ref	Organisation Name	Position Round 1	Position Round 2	Round
6	The Strategy provided for the Legacy Cycle Circuit to be created in parkland to meet the needs of cycle users and minimise conflict with other park users through design and use of topography to prevent inappropriate public access to the Cycle Circuit.			
7	The Eastway Cycle Circuit provided a challenging and varied road race circuit and many kilometres of off road tracks. There is no such proposal in the current applications.			
8	There is no parkland in which to site a Legacy Cycle Circuit.			
9	The proposals do not meet the needs of cycle users particularly for training and racing.			
10	Public access is not prevented by design or use of topography.			
11	The proposed Legacy cycle circuit is not suitable for racing because of air pollution and noise pollution from the A12.			
12	No provision for MTB racing which is suitable for Juniors and Adults.			
	C20M - Westminster Refugee Consortium	No	Object Comment	2
1	Object to demolition of Kings Yard because it is of historic interest and capable of re-use.			
2	Suggest alternative uses such as cinema/theatre, training centre, for festivals and sales of products made on the premises.			
3	Location by canal should be used for TV drama productions.			
	Catford Cycling Club	Object		1
1	The former Eastway had many benefits as a sports venue: a road circuit of international standing, location in the inner city meant it was uniquely accessible, the only purpose built mountain bike course in London and a valuable training and racing experience.			
2	Eastway was an educational and recreational asset widely used by local schools and the home of a club for young cyclists.			
3	Eastway had health and leisure benefits as an urban open space.			
4	At present no alternative facilities have been provided and there is now no circuit or mountain bike racing in the area. The temporary site offered was unsatisfactory. The Hog Hill site will not be ready for some time, must only be seen as a temporary home and not a replacement and is too far away to be used by the school children and youngsters who formerly used Eastway.			
5	The Lee Valley Park Authority's proposal (Feb 2004) formed the basis of the first Olympic planning application and was conceived as a custom made centre to cater for all cycling disciplines on one site. It was to be a venue for national and international championships, a regional centre for racing, training, coaching and healthy recreation, accessible to all, a breeding ground for future champions and a major boost to London's Olympic bid. The plans included a road circuit with several loops allowing circuits of different lengths, international BMX track, cycle speedway circuit, freestyle area and velodrome. The project was adopted and it was stated that even if the bid was unsuccessful it would go ahead.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
6		The project was central to the concept of a sporting and social legacy and permanent community benefit. It was the social contribution of the legacy concept with emphasis on encouraging and training young people to participate in sport which was crucial to London gaining the 2012 Games and which was part of the previous proposals.		
7		The current application shows a site drastically reduced from 34 hectares to 10 hectares and the size and shape is significantly changed in order to accommodate new elements of housing, tennis courts etc so that the original concept of the velopark is lost. The non-cycling development now dictates the space and size of site left for the velopark. Objection is raised to the loss of space for the velopark and its configuration.		
8		Object to the new development of housing and tennis etc which encroaches on land which was formerly Metropolitan Open Space in accordance with the Lee Valley Park Authority's Open Space Parkland policy. Object to the loss of this open space and valuable community amenity.		
9		There has been no consultation with the users over the design of the road circuit.		
10		Object to the proposed road circuit as being inferior to its predecessor and unsuited to the needs of users. The design is poor and unsuited to international competition or training school children; instead of being set in parkland it is sited along the banks of a motorway; the design would not test technical skill or stimulate aggressive racing; the old circuit design allowed a break-away group to get out of sight of the chasers but on the new circuit any break-away would always be in view; there are no loops to allow different lengths of circuit.		
11		Noise levels on the proposed road circuit in excess of 70Db would make giving instructions difficult.		
12		Competitors will have to undertake anaerobic exercise in high emissions of carbon monoxide and nitrogen dioxide above safe levels of 40mgm3. NO2 is proven to restrict the lung's air capacity and its ability to take up oxygen. The idea of taking young children off public roads is to take them away from the noise and pollution of road traffic, not to force it on to them.		
13		The former mountain bike/cyclo cross facility is not being reinstated resulting in the loss of a valuable sporting asset.		
14		No provision is made for cycle speedway or freestyle.		
	Catford Cycling Club		Object	2
1		Object to replacement for Eastway Cycle Circuit: the new circuit is inferior in all respects to the previous one, being too small, badly designed, inappropriately located, and failing to meet the requirements of youth training to international competition.		
2		No replacement provision for mountain biking.		
3		The proposals do not bear any comparison with the originally promised Legacy provision.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	City of London - Epping Forest Conservators	Object	No Comment	1
1	Forest already exceeds critical levels of Nitrogen and no additional pollution is acceptable - concern at potential traffic and parking pressures, during construction phases and from visitors, adding to pollution because public transport through forest is at capacity at peak times and has no alternative but cars if there are problems.			
	Clays Lane Travellers Residents Association	Support Conditional	No Comment	1
1	Consultation on Traveller's relocation insufficient, views not considered, and relocation site unsuitable. Travellers Relocation Strategy should be a condition of the planning permission as it was for the 2004 scheme.			
	Disabled Persons Transport Advisory Committee	Conditional Support	No Comment	1
1	Supports the draft Olympic Transport Strategy broadly but would like to see references to an accessible transport network explicitly referred to as services and information.			
2	They wish to be consulted on a full Disability Equality scheme. All communications should be fully accessible extending to the provision of documents for people with learning difficulties and copies in audio format, larger print format and Braille. Recommend that all audits of Olympic venues are published in relation to physical and other access for disabled people.			
3	Want assurance that a full draft of the DAS is sent to the Interim Access Panel with sufficient time to comment.			
4	Have concerns about references to capacity building that it needs to be extended to developing the capacity of responding organisations many of whom are volunteer-based and under-resourced.			
	Eastern Counties Cycling Association	No Comment	Object	2
1	Object to proposed cycle facilities.			
2	Plans not suitable for cycle sport outdoors.			
3	Nothing suitable for off-road competition included.			
4	Proposed road circuit is unsafe.			
5	Proposed layout is uninspiring, too close to A12 and in shadow.			
6	Noise and pollution from the A12.			
7	New facilities should include road and off-road competition facilities.			
8	Legacy site is too small and in marginal position.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
9	The facility offered is not nearly as good as the schemes previously promised and comes nowhere near replacing site which is lost.			
10	Lack of consultation.			
	Eastway Users Group	No Comment	Object	2
1	Object to the planning applications on behalf of Eastway Users Group.			
2	Legacy commitments have been reneged from 2004 approval.			
3	Eastway provided an excellent cycling facility and was unique in London and the Southeast on 24 hectares of MOL.			
4	The plans as of 2006 were acceptable with a 34 hectare site proposed for cycling with interim measure for Hog Hill due to open in Feb 2007.			
5	Works have not yet started on the Hog Hill site and Eastway users are without a home facility.			
6	ODA must have regard to the terms of the previous consents granted and the Eastway Relocation Strategy with the 2004 permission.			
7	Eastway Users withdrew the objection from the CPO inquiry on the basis of an agreement with the LDA that the legacy and interim facilities would be provided that suitably replaced the old facilities.			
8	The current proposals involve a 7 hectare site including the velodrome.			
9	The remaining land is bisected by motorway with the road and off road provision at less than 2 hectares.			
10	This is not even the minimum standards set for events.			
11	The proposed track presents a major health hazard for athletes from the fumes of the adjacent motorway far exceeding acceptable levels.			
12	Seek an urgent meeting with the ODA to discuss current proposals.			
13	Proper consultation has not happened with the Eastway Users.			
	Eden Local Agenda 21	Neutral	No Comment	1
1	Object to loss of Manor Garden Allotments, safety and security not accepted as a good reason, as many construction workers will have to be allowed on site with passes.			
2	The proposed thoroughfare should incorporate the allotments.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	Eton Mission Rowing Club	No Comment	Object	2
1	Object to latest outline drawings.			
2	Bridge at Wallis Road bears little resemblance to the LDA's submissions to the compulsory purchase public enquiry.			
3	At the enquiry, the LDA presented a two lane bridge structure of 14.5m in width at Wallis Road. Proposals now are for a multi-lane highway extending up to 24m and permanently retain larger areas. The river bank available to the Club reduces from 20m to 12m which may make the rowing club unworkable.			
	Finsbury Park Cycling Club	No Comment	Object	2
1	Object, only 7 ha. Of the Olympic Park are allocated to cycling facilities. The Velodrome and BMX will require 5 ha. leaving only 2 ha. for a road circuit and MTB course. The Original LVRPA Velopark showed 34 ha or world class standard and Eastway was 24 ha. The current plans are clearly inadequate.			
2	The proposed road circuit is inadequate in length, sited in the shadow of the Velodrome and too close to the A12, in addition to various design factors that make it dangerous.			
3	The MTB circuit does not attempt to replace the Eastway facility, an area of land should be dedicated for this purpose only.			
4	There has been a lack of consultation and this radical reduction of space has been presented very late.			
5	The ODA is bound by the Olympic Act to honour commitments made by other Planning Authorities - i.e. The strategic covenant to provide a replacement for Eastway as a Legacy provision.			
	Forest Gate Community Forum	Conditional Support		1
1	Location of proposed roads unclear in the Olympic/Legacy application.			
2	Concern at impact of construction traffic on road network, no information on this.			
3	Concern at ongoing disruption for residents over many years. Working hours should be controlled - 6am start is unacceptable.			
4	How will Japanese Knotweed be disposed of?			
5	Concern at inadequate open space - inadequate information on specific sizes before and after the Games. A large coherent park should be created rather than isolated pockets.			
6	A pedestrian link across Stratford High Street to the Olympic site should be provided.			
7	How will the large construction work force be accommodated? Concern at potential rise in poor quality accommodation in Forest Gate.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
8	Why is the main stadium to be reduced in capacity at Legacy phase? Concern that no end user is yet identified, proper thought needed now regarding this.			
9	What measures will ensure commuters using Forest Gate station will not be penalised during construction and Olympic phases from lack of network capacity?			
10	Concern that Forest Gate will suffer overspill car parking congestion as some people will travel by car and be unable to park closer to the site/will use it as a park and ride destination. What measures will problems for local residents?			
11	Overall support the Games but want assurances on protection of the area's environment and services.			
	Forest Gate Community Forum		Conditional Support	2
1	See round 1 (ref 173) some items have been clarified but still have a number of concerns.			
2	Not clear how Loop Road will link to other roads outside the Park.			
3	Construction traffic congestion on main routes e.g. Romford Road.			
4	CoCP must consider noise, traffic and congestion beyond a 2 mile radius.			
5	86 bus is ignored by transport modelling document.			
6	Potential reduction of useable open space.			
7	Legacy park includes long un-useable corridors of open space.			
8	No pedestrian bridge across Stratford High Street shown.			
9	Transport impact of 8000 construction workers plus 3000 for Stratford City is not clearly explained.			
10	No upgrades of Forest Gate or Maryland Stations or rail services to them is indicated to assist visitors to Games and local commuters.			
11	More information required re new Controlled Parking Zones.			
12	Can all Community Forum members be circulated with Ahead of the Games and Site Preparation newsletters.			
13	PDT should attend Forest Gate Community Festival 7/7/07 to explain legacy to local residents.			
	Friends Of The Earth	Neutral	No Comment	1
1	Would like an extension of time.			
2	Unhappy that most of the environmental information was not online until late in the consultation period.			
3	Documentation was not available for physical inspection until late into the consultation period at several locations indicated in the Planning consultation leaflet.			
4	Would like to know 1) dates upon full set of documentation was provided to each of the libraries and planning offices and 2) date on which in each case those documents were made available to the public.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
5	Would like a copy of any instructions provided to the local libraries about how and when such documentation should be made available to the public.			
6	Requests under Freedom of Information Act 2000.			
	Fundamental Architectural Inclusion	Conditional Support		1
1	Main concern is lack of bridge or subway to cross Stratford High Street. A bridge could be combined with public art to form a gateway and would ensure access to the Park for local residents.			
2	Concern at uncertain use of development platforms in Legacy and reduction in size of Park which appears a series of poorly connected spaces between venues and development platforms. Park fragmented and reduced compared to 2004 version. Platforms will be a barrier to the Park for local residents.			
3	Should engage younger people. Park in Legacy should have cutting edge play facilities for a variety of age groups.			
4	Park should have zero emission biodiversity education facilities of cutting edge architecture, plus arts/cultural facilities.			
5	Loss of 24ha Eastway Cycle circuit to 10ha Velo park is unacceptable.			
	Fundamental Architectural Inclusion		Conditional Support	2
1	Inadequate involvement of community and particularly young people in masterplanning and design processes.			
2	Concern at little reduction in hard landscaping at Legacy mode.			
	Glendene Cycling Club	Object	No Comment	1
1	Cycling is the most popular outdoor activity amongst the young, being accessible and highly inclusive and encouraging enduring habits of reduced car usage leading to less traffic and pollution.			
2	The use of the previous Eastway circuit allowed the teaching of cycling skills and generations of young people also learnt life skills, building confidence, fitting themselves for working and adult life while developing a life-long love of a healthy sport and pastime.			
3	Eastway's rich cycling community needs to be restored and preserved, a legacy to which Lord Coe gave his commitment at the May 2006 Planning Inquiry. The ODA cannot now allow such commitment to be overturned or diminished.			
4	The proposals seek to downgrade the legacy Eastway Cycle Circuit contrary to the covenants and Grampian conditions attached to the earlier planning permission. These cannot be disregarded.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
5		Consultation with a broad spectrum of user groups has been inadequate. British Cycling only represent a minority of users' views.		
6		Youth groups formally attached to Eastway have nowhere to ride and organised competition for under 16s is impossible.		
7		The proposed road circuit is inadequate and would not provide a challenging or imaginative course for coaching. Noise levels in excess of 70Db and air pollution provide a very unsuitable environment for youngsters in particular. Boring straights and too many tight turns will deter spectators.		
8		Insufficient car parking for visitors to legacy cycling facilities.		
9		No provision for off-road competition. Essential that Eastway's specialist MTB trails are restored for training young people hoping to participate in the 2012 Olympics.		
	Hackney Environment Forum	Object	No Comment	1
1		Strongly objects to loss of green space at Hackney Marshes, Hackney Tree Nursery, East Marsh, Wick Field, Arena Field, Waterden Road and all affected allotments.		
2		The Olympics can be built around all of these existing green spaces which would avoid going against massive local opinion.		
	Hackney Marsh User Group	Object	No Comment	1
1		Inadequate amount of time for the public to access the application documents, read, digest, consult with members and comment on this complex application. Additional delays in getting documents into libraries and badly managed website, therefore failing to comply with EEIA Directive 85/337/EEC.		
2		Object to location of multi-storey car park, due to siting next to Lee Navigation and Wick Village. It detracts from green/sustainability credentials of the Games. Car parking should be repositioned under the centres or on east side of the centres to offered protection from visual intrusion, and air/noise pollution.		
3		Objects to Loop Road as it runs along Lee Navigation, detracting from open quality and quiet enjoyment of recreational space and local, national and regional cycle and pedestrian paths.		
4		Requests a condition to require the Lee Navigation Towpath to be kept open during construction of the Games and afterwards, and if closed during the Games, alternative routes are clearly marked.		
5		Trees, woodland and habitats should be retained between Arena Field and Lee Navigation to provide a buffer zone and house sparrow habitat.		
6		Site description fails to mention 300+ trees, and ref to East Marsh being in LBWF is incorrect, the majority is in LBH.		

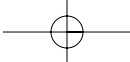
Ref	Organisation Name	Position Round 1	Position Round 2	Round
7		Objects to use of East Marsh/MOL for a car and coach park, providing insufficient protection for rare and mature trees, destruction of weeping poplar and ash trees. Request condition to save all trees on site except those required for land bridge, and to protect the rest.		
8		Use tracking instead of removing grass and laying hard standing, to allow speedier return to grass/sports pitches.		
9		Trees lost on Ruckholt Road should be replaced elsewhere on Marshes and East marsh prior to any trees being destroyed.		
10		Reposition coach driver facilities to avoid loss of trees.		
11		Telecommunications mast should be allowed only if it's not built close to trees and avoid any tree loss.		
12		Reduce size of land bridge after the Games as it is unnecessarily large for legacy.		
13		The 5 m high fence to be constructed around the car/coach park on East Marsh should be designed to allow the walking route between Leyton and Hackney to remain open throughout construction of car/coach park.		
14		Park and ride bays should be removed from the proposal, they are only required if large numbers of people are expected to come to the Games by private transport, parking further out and being brought to East Marsh by car.		
15		Not clear what is meant by 'the vegetation and trees are shown for contextual purposes only', trees should be retained for amenity and wildlife value.		
16		Impounding the river will mean loss of mud flats along the Hackney marsh stretch of the river, which provides habitat for birds and fish - this is not covered by the EIA.		
17		Incorrect statement that velodrome and buildings of Arena Field are the only permanent buildings to be developed on MOL, the land bridge will also be built on MOL on White Hart Field and East Marsh.		
18		Noted that the new proposals would require less environmental damage on Eton Manor and the destruction of fewer trees, however these have now been cut down.		
19		Objects to the substantial reduction in the legacy value of Eastway cycle circuit and cycle facilities, hence the value for local people after the Games.		
20		Objects to loss of Manor Gardens Allotments, which are a compelling and unique facility for local people.		
	Heritage of London Trust		Object	2
1		Object to demolition of King's Yard, which is an important part of the social history of East London. Wish to see the buildings used for a more suitable purpose than the proposed Energy Centre.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	Inland Waterways	No Comment	Neutral	2
1	Pudding Mill River was previously to be reinstated in legacy - now not shown - please comment.			
2	Carpenters Road Lock may need refurbishment to function properly as part of the flood alleviation infrastructure, is this proposed?			
3	Old River Lea seems to have no towpath at SW end and river bank seems to be 6.6m above the water.			
4	City Mill River towpath seems to have a 1 in 20 slope towards the water - this is a hazard.			
5	Prescott Lock proposal will stop high tides contributing to floods. Is the 1 in 100 year flood level of 5.4m still correct if this is taken into account?			
	International Mountain Biking Association (IMBA) UK South East	Object		1
1	Object to all the applications as the proposed legacy configuration of the Site allocates a small area for mountain biking but not at the same level as previously provided and will only be an 'introductory facility'.			
2	Proposed alternative cycle facilities at Hog Hill are an excessive journey.			
3	Require that a permanent off-road cycling facility be provided of equivalent size and utility within the Inner London area within Metropolitan Open Land.			
	International Mountain Biking Association (IMBA) UK South East		Object	2
1	Object to all applications.			
2	Eastway occupied most of Zone 6, and was the only site in Inner London for mountain biking events. The previous permission had a condition requiring that an equivalent facility be reinstated in the Stratford area. The same circumstances are extant.			
3	The ODA have admitted that the area allocated in legacy is intended only as an introductory facility. And the proposed alternative facility at Hainault is 16 miles away too far for the current Eastway users.			
4	Request strong consideration is given to a requirement to reinstate a permanent off-road cycling facility of equivalent size and utility within the inner London area and in a form which can be registered as Metropolitan Open Land.			

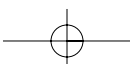
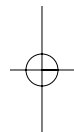
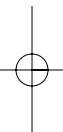
Ref	Organisation Name	Position Round 1	Position Round 2	Round
	Lee Valley Youth Cycling Club	Object		1 - Part 1
1	Proposals do not comply with the 2004 Eastway Cycle Circuit Relocation and Legacy Strategy particularly with regard to the off road legacy and to some extent the road circuit.			
2	Off road cycling and racing, previously enjoyed at all levels at Eastway will not be possible and no reasonable endeavours have been made to address this.			
3	With a more imaginative configuration and some pruning back of land given to housing, parkland and other sports it would be easily possible to provide the space required for off road cycling. Is as much housing as is shown necessary? Tennis courts and hockey pitches are already more easily available in London than cycle parks.			
4	The planned road circuit is dull and unchallenging. Better to site buildings close to main roads with filtering systems that could deal with the pollution with open air cycling taking place further from the A12.			
5	More imaginative look at the site could produce a more interesting and challenging road circuit.			
6	Lee Valley Youth Cycle Club (LVYCC) has prospered and produced talented cyclists in all forms of the sport as a result of facilities at Eastway. With the current proposals the future of the club is in jeopardy with regard to cyclo-cross and mountain biking.			
7	LVYCC produces enthusiastic cyclists as well as racers. The proposals mean there is no facility in Inner London for off road cyclists.			
8	Provision of indoor velodrome and BMX facilities is welcome.			
9	It should be possible to build a cycle speedway facility also.			
10	Current proposals will lead to the long term demise of the LVYCC and replaces outstanding facilities with mediocre ones. However this need not be the case with a more imaginative look at the design of the whole site.			
	Lee Valley Youth Cycling Club			1 - Part 2
1	The proposals breach the covenant by the London Development Agency in October 2004 to comply with the approved Eastway Cycle Circuit relocation and Legacy Strategy.			
2	The existing Eastway Cycle Circuit provided a challenging and varied road race circuit and many kilometres of off road tracks. There is no such proposal in the applications.			
3	There is no parkland left in which to site the Legacy Eastway Cycle Circuit.			
4	The proposals do not meet the needs of cycle users particularly for training and racing.			
5	Public access is not prevented by design or the use of topography.			
6	The proposed road circuit is not suitable for cycle racing because of air pollution and noise from the A12.			
7	There is no provision for MTB racing, which is suitable for Juniors or Adults.			
8	As secretary and founder member of the Lee Valley Youth Cycling Club I am extremely disappointed that what is proposed is far short of that originally promised. Velodrome is welcome but there needs to be a quality off road facility where youngsters start before moving on to road racing.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	League of Veteran Racing Cyclists	Object	No Comment	1
1	Cycle circuit too small.			
2	There are no hills on the proposed cycle circuit.			
3	There are no provisions for mountain biking.			
4	Close proximity to the A12 and pollution.			
5	Use of green belt land for housing is unacceptable.			
	Lee Anglers Consortium	No Comment	Neutral	2
1	Concerned about fishing legacy. Would like to know if there will be accessible banks and towing path which will be safe to fish from after the Games.			
2	Would like Olympic developments to allow a corridor for ecology and wildlife and fish habitats rather than stark concrete up to the water's edge.			
	London Ambulance Service	Neutral	No Comment	1
1	Seek reassurance that all disabled people will be provided access to all parts of both the park and the stadia.			
2	There is a need to provide shade and shelter for the queues and would like to see a First Aid facility strategically positioned close to and on the outside of the Park's security/turnstiles facilities.			
3	Elements of the Event Safety Guide should be incorporated into the design of this area plus LOCOG venue requirements (in depth comments on this are provided as an appendix to the comments).			
	London Bat Group	Object	No Comment	1
1	Statements made, suggesting apparent lack of bats, are based on inadequate research which has led to perverse conclusions. 1987 research has been used which pertained to London as a whole and included little information about Lee Valley. Local survey in 2006 identified 7 bat species along Lea Navigation. Survey has not been undertaken to a reasonable standard so there is inadequate mitigation and a real threat to the conservation status of bats.			
2	The area contains suitable bat foraging habitat and to preserve river corridors for <i>Myotis</i> bats lighting proposals should be revised to ensure light spillage onto waterways is below 1 lux.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
3	Survey used fails to properly consider conservation of biodiversity and risks non-compliance with Natural Environment and Rural Communities Act 2006.			
4	Olympics will have profound impact on productive area for bats and there should be mitigation for loss of unique habitat e.g. (a) contributions to a fund for sewage improvements (b) restoration of the Octagon on Lea Bridge Weir for bat use , prior to commencement of development (c) research project to monitor noctules in the area to ensure Olympic infrastructure does not adversely impact on the fragile population.			
	London Cycling Campaign	Object		1
1	There is an excessive emphasis on motor traffic in all aspects of the applications. Coach and private vehicle access and park and ride schemes around London should be downgraded.			
2	Potential to maximise health promotion is not being realised. Do more to encourage walking/cycling.			
3	Applications difficult to access, website difficult to navigate.			
4	Active Spectator concept (walking/cycling is active, convenient, flexible) in bid hardly mentioned in application. There should be targets of 10-20% modal share.			
5	The loop road is one-way and has no cycle provision - this is not sustainable and will increase journey length. In a campus situation like Olympic Park (many short journeys in safe environment) cycling is more efficient than motor traffic, reduces pollution.			
6	Olympic Family section of draft Transport Plan does not mention cycling - it should encourage cycling by Olympic workforce and construction workers within the park, on loop road (which should be 2 way and have cycle track), and in back of house (including use for transporting small loads).			
7	Legacy highways should have cycle ways, not on footpaths.			
8	Temple Mill Lane is an important cycle/walk route and is shown <i>inside</i> the red line boundary - moving site boundary to exclude it would be beneficial. This could be done by keeping open and laying new roadway late in the development or by doing new road quickly then until the last moment or re-opening to public except for the Games period.			
9	More details of effects of development on Ruckholt Rd needed.			
10	Carpenters Road is an important east-west route. Should keep open as long as possible with temp bridge over it during construction phase.			
11	Cycle/walk route needed to parallel A118/A11 it is unacceptable to designate major roads as a cycle routes.			
12	ES considers effect on cycling/walking is neutral during construction because diversions will be 'better' and 'safer' These terms are not explained and the obvious disbenefits are not addressed.			
13	Transport Assessment uses out of date cycle parking standards - should use TfL proposed guidelines.			



Ref	Organisation Name	Position Round 1	Position Round 2	Round
14		Modal share assessment for bikes does not take account of different levels of public transport availability; is artificially reduced by basing it on surveys of existing site which is a major barrier to cycling and is lower than existing levels in neighbouring Hackney.		
15		Transport modelling is invalid without a competent assessment of cycle demand and flows. The 'south modes' option of the LUTE model does not seem to have been used.		
16		Section on mitigation of road and cycle rout closures is inadequate. Closure of Temple Mills Lane has not been consulted on, mitigation for Stratford High St is vague, no account in 5.12.17 taken of trips using Waterden Rd or Temple Mills Lane.		
17		London Cycling Campaign Objects to proposals for legacy of Eastway Cycle Circuit. Reduction on size, value and amenity is a key failure of the Olympic Planning process.		
18		Insufficient stakeholder involvement, short consultation period. Contrary to PPS1.		
19		Does not have regard to terms of existing Olympic planning permission - contrary to Olympic Act 2006 - proposals do not adequately replace the existing track, including its MOL status, and temporary replacement cycle facilities required by previous conditions not yet delivered.		
20		Reduction of area for open air sport (cycles) appears to be to allow housing development (Dev platform PDZ 6) where housing is not proposed in LBN development plan.		
21		Proposed cycleway location is subject to high noise and pollution levels due to A12 and badly designed - likely to be underused and inappropriate for national level competitions.		
22		In London wide context if Eastway is not adequately replaced the only outdoor cycle circuits will be at Herne Hill, Hillingdon and (if built) Hogs Hill - none easily assessable to east end young people.		
23		ES makes broad refs to Cycle routes and parking but applications do not. Vol9A makes 74 refs to car and coach parking and none to cycle parking. Vols 6A and B make 16 refs to car parking but none to cycling.		
	London Cycling Campaign		Object	2
1		Mistakes, errors and confusions on the Transport Assessment. Would like the document to be resubmitted.		
2		The Olympic Transport Plan does not have any mode share estimates or targets.		
3		OTP fails to recognise the real growth in cycling and does not consider the Mayor's targets.		
4		No modelling has been done for cycling and walking.		
5		Revisions need to be done on modal shares for cycling and walking.		
	London Cyclo-Cross Association	Object		1
1		The development proposed will mean the end of competitive MTB and Cyclocross racing at Eastway and probably of road racing also due to the tight bends and location next to the A12. This is not what was promised nor what the IOC were told would be the cycling legacy when London gained the 2012 Games.		



Ref	Organisation Name	Position Round 1	Position Round 2	Round
2	The proposals breach the covenant by the London Development Agency in October 2004 to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.			
3	The existing Eastway Cycle Circuit provided a challenging and varied road race circuit and many kilometres of off road tracks. There is no such proposal in the applications.			
4	There is no parkland left in which to site the Legacy Eastway Cycle Circuit.			
5	The proposals do not meet the needs of cycle users particularly for training and racing.			
6	Public access is not prevented by design or the use of topography.			
7	The proposed road circuit is not suitable for cycle racing because of air pollution and noise from the A12.			
8	There is no provision for MTB racing, which is suitable for Juniors or Adults.			
	London Play	Support	No Comment	1
1	The Olympic proposals provide an exciting prospect for developing 'playful space' using both natural features and traditional play equipment.			
2	A play strategy should be developed complementing borough strategies. This would enhance the park as an attractive destination for families which is particularly important given the large numbers of disadvantaged families in the area and high overcrowding rates.			
3	There is concern about the current scale of green space in the south of the site and London Play supports Newham's view that a significant proportion of this area should be retained to create a playable environment.			
4	There should be a positive approach to children's play in the public realm including management and supervisory strategies.			
5	London Play would support the development of play strategies for the legacy housing areas which should aspire to exceed the standards set out in the Mayor's Supplementary guidance on play and recreation.			
	London Thames Gateway Forum	Object	No Comment	1
1	Protect existing housing we cannot justify the destruction of houses for 1000 people that could be used to accommodate staff in 2012. The demolition of Clays Lane Estate residential blocks, now boarded up, is unnecessary. These dwellings should be retained and improved to save about 5 million pounds. What is the cost of the delivery of the Clays Lane site?			
2	The velodrome and BMX track should be relocated to protect existing housing.			
3	The diagrams do not show what is to be demolished and why or what is to be retained. No models of the plans available.			
4	The Javelin will only have single doors on the train - the circle/district lines have double doors.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
5		There is no key to show the delivery zones an example of this is 10 on the Masterplan does not relate to the Clays Lane application.		
6		The complexity, lack of availability has caused problems for local people. There has been insufficient time for those affected to prepare objections adequately. The only sensible solution is to extend the formal consultation to at least a further two months.		
7		The series of meetings held throughout the boroughs were perceived as stage managed and not embraced the full range of community organisations. Many feel their concerns and wishes have not been addressed.		
8		There is little mention of the social effects of the housing strategy for the surrounding area. Such as the loss of the specialist housing for single mobile people and the destruction of 107 dwellings in Clays Lane. Existing small communities of single people, many on low incomes has been destroyed. Student accommodation has been demolished but the two tower blocks that remain could still be incorporated into the accommodation strategy and returned to the university after the 2012. This would reduce cost.		
9		Newham UDP requires the Stratford City Plan to integrate with existing housing in Clays Lane and other developments. There has been a failure to honour relocation strategies and many residents are financially worse off.		
10		It was argued at the CPO that 9000 new homes to be delivered, of which half would be affordable. The impact will be a change in the social mix, pushing up house and land prices, limiting availability of social housing and affordable rents.		
11		In the absence of a full Legacy Plan many assertions are made without supporting evidence. How accurate are the claims that the Olympiad Festival will lead to regeneration. Loss of local businesses will create hardship not regeneration. In terms of the revised budget what will the monies be spent on? Existing UDPs and plans need to fully evaluate the Olympic Legacy Plans.		
12		There has been a failure to develop budgets and control growth of expenditure. The contingencies may not include spending through government Departments such as Transport.		
13		Public Transport is inadequate for the north, north east and northwest of Stratford and local rail service improvements have been dismissed as unnecessary. Faith has been placed in the Javelin service with rolling stock designed for long distances (low density) service, not high density short trips.		
14		Consultation with the allotment holders was minimal. The plan fails to maintain existing Metropolitan Open Space and nature conservation areas and there is no real gain in open space. The quality of open space next to planned stadia and other structures are intersected by a network of concrete footpaths. Existing open space is also loss as it is to be given to accommodate the Travellers community.		
15		Why does there have to be so much new construction within the Olympic zone when many events could be held at existing accessible venues. Football stadia are conveniently located and should be considered.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	London Travel Watch	Object	No Comment	1
1	London Travel Watch is primarily concerned with the legacy benefits that the Olympic Games will deliver for transport in the run up to and beyond 2012.			
2	In the Transport Plan, there is very little legacy proposal for the improvement of bus services. In particular bus priority being identified and planned for the boroughs surrounding the park's roads leading from Waltham Forest which are heavily congested. This is likely to get worse with the Olympics and more significantly the Thames Gateway regeneration will increase traffic levels on corridors into Newham.			
3	The aspirations of the ODA is to draw a sizeable proportion of the workforce from the surrounding boroughs, is not achievable without first bringing in some early improvements to the local bus network. Many people in East London do not have access to Stratford by rail. Therefore access to jobs in the Olympic Park will be by bus whose reliability is already seen as poor. Is it worth considering special express buses to/from Stratford to be established with priority for construction labour; and during the games for spectators on the main Waltham Forest to Barking which do not have direct facilities to Stratford.			
4	Walking prior, during and after the games will happen on existing streets. The walking environment should be improved with widening of footpaths, reduction in clutter and better pedestrian crossing facilities. There should be a programme of public realm improvements in town and district centres, transport interchange particularly those related to the Olympics and its visitors. The ODA should draw on knowledge on the Legible London Project which aims to help people make informed choices about walking options and enable them to walk around the city confident they won't get lost.			
5	Use of the river is two fold. As well as transporting spectators to and from events the river will contribute to reducing the 1000's of lorry deliveries required to the Olympic site. What progress has the ODA made toward its stated goal of moving 50% of building materials and waste by road and rail? Making best use of such modes is vital for minimising disruption on the road network surrounding the Olympic Park.			
6	The Transport Assessment is disappointing as it identifies junctions and roads where congestion may worsen and thereby affect the performance of bus services, but makes no positive proposals for prioritising buses as a condition of approval. Unclear how the traffic signals assessment will impact on the different competing demands.			
7	Policies should be applied to mitigate any rise in traffic levels that would affect bus services.			
	London Borough of Waltham Forest Councillors	Object	No Comment	1
1	As Leader of Waltham Forest Council, states continuing support of the 2012 Olympic and Paralympics Games, but feels a number of areas are in danger of being overlooked.			
2	Wishes to maximise the opportunities available in delivering a lasting legacy, whilst striving to minimise the inevitable short-term detrimental impacts that will arise.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
3		In Legacy, it is proposed that Waltham Forest will have a tennis academy, national hockey facility, allotments and wind turbine. Both the tennis and hockey sport federations are working in partnership with the Borough to deliver a successful legacy.		
4		There are strong reservations about locating allotments within this part of the park in Legacy and this will be carefully reviewed by officers.		
5		There is concern about the access and connectivity with the northern end of the site and the rest where other facilities will be located, and whether the obstacles of road, rail and water have been successfully incorporated in the plans, as well as access to the Hackney Marsh football pitches.		
6		The ODA should provide appropriate recognition and support to the Olympic Fringe issue to ensure that existing deprived neighbourhoods are appropriately integrated into the new neighbourhoods created in Stratford City and Legacy.		
7		There is concern that transport accessibility between the Borough and the Olympic Park will not be improved. There are no proposals to reinstate the Hall Farm Curve to improve connectivity to the north, nor to upgrade Leyton underground station, the nearest station to a number of Paralympics events.		
8		In relation to increased traffic flows through the Borough into Stratford, no proposals are made to address congestion nor are any local transport improvements proposed.		
	London Wildlife Trust	Object		1
1		Strongly support the general vision for the 2012 Games and legacy proposal; however the London Wildlife Trust wishes to register a holding objection. It is hoped that concerns raised will be resolved through negotiations and conditions linked to the planning permission.		
2		Biodiversity and Ecology - incorporating the requirement to protect and enhance the biodiversity of the LLV and other Olympic venues form one of the twelve sustainability objectives for the games. The ODA has stated that the design of the Olympic Park will adhere to a requirement to ensure the provision of connectivity and net increase in biodiversity.		
3		Because of the diverse nature and scale of the proposals and the time over which various elements will come into play, with a commitment for biodiversity, we have chosen to comment on the eventual outcomes. With impacts at various stages we wish to ensure that adverse impacts are of a short-lived nature only and either (i) impacts are mitigated/compensated for in advance or in tandem within the 2012 area. (ii) Compensatory works are carried out elsewhere or appropriate elements of London HAPs and SAPs are supported elsewhere.		
4		Presentation and content of the Ecology chapter is to be complemented for indicating the importance of London and Local Biodiversity Action Plan priority species and habitats and the special nature of the London Brownfield communities. 16.7 sets out the measures to be taken. The preparation of a Biodiversity Action Plan for the 2012 Olympics site is welcomed. This needs to reference local plans and regional action plans for London. Actions which relate directly to the regional and relevant local plans are to be discussed with the lead		

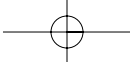
Ref	Organisation Name	Position Round 1	Position Round 2	Round
		partners for those HAPS or SAPS particularly since some of the development impacts will have an effect (positive or negative) on the achievement of the targets to be established. The Olympic BAP should contribute to the targets set out in the London Plan for the retention and creation of Priority Habitats leading up to 2015.		
5		Critical things to identify: - How much habitat to be lost/created/enhanced and when? What impact will this have on colonies of plants animals in the wider area (isolation etc)? What will happen to habitats/species directly in the path of the bulldozers? What will be the knock on effects outside (e.g. creation of sites for translocation)? To what extent will the completed development act as a barrier to or encourage dispersal?		
6		Volume 2 - In relation to Biodiversity and Ecology the following comments are made to the relevant paragraphs. 13.1.19 - providing multi-functional educational and recreational use particularly where foot and cycle access are to be encouraged, it can be difficult to ensure that there are sufficient areas of relatively large of undisturbed areas. Detailed design and future management is required. 13.1.20 - To be welcomed.		
7		Volume 4 - Statement of Participation. 4.4.29 - Protection of biodiversity interest is vital, particularly where features cannot be easily reinstated. Habitats that take hundred of years to develop or historic fragments that are isolated cannot be easily re-colonised taking climate change into account. With the development of the Thames Gateway underway there maybe suitable seeds, plants etc available.		
8		4.4.30 - The introduction of a well connected system of meadows is welcomed but note that this will require maintenance of pathways and their edges together with rotational cutting on an annual basis. Greatest species diversity will be achieved on nutrient -poor soils with maintenance of broad edges: encouraging greatest variation and transition of micro conditions.		
9		4.4.41- Environmental education was seen as a component of the park- there is a desire to see the park as a living curriculum for schools, colleges and universities. Other suggestions included use of the wind turbine, biodiversity and SUDS as educational features. These suggestions are strongly supported with particular reference to understanding the history of the area but following the future changes associated with the effects of climate change.		
10		4.8 Ecology - With regard to the comments and issues raised in this section, our view reflects the opinions expressed in the public consultation. There are considerable opportunities for habitat creation and enhancement with existing areas being protected wherever possible. It is accepted that the development will necessarily result in considerable change to the area; over-riding consideration should be given to the need to maintain its ecological function in the long term and the acceptance that artificial recreation of habitat is a poor second to the protection and management of semi -natural habitat. The value created between now and 2021 will depend very much on the detail, adequate resourcing together with the protection of the habitat and features that are already of value.		
11		Volume 12C - Environmental Assessments. 9.6.230 - The aspirations expressed by Sport England are welcomed but we would expect these to be delivered in accordance with the promises made, planning policies, biodiversity targets for London and the wishes of local people. With regard to the final bullet point we stress the need for a full understanding of		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
		contaminated areas, types of contamination and avoidance of pollution of other areas, by following appropriate method statements: particularly where water courses are concerned.		
12		Natural and Semi-natural Greenspace. 9.32.14 - Considerable concern regarding the proposals. Based on the figures given (Figure 9.67) although the total rises (Figure 9.76) by some 10%, the net loss of a third of natural green space is a significant worry (even without taking into account the extent to which existing areas of semi-natural habitat will be lost and the size, distribution, isolation and disturbance of what is proposed). With regard to the statement in the proposal and the wishes expressed at the consultation exercise and what is being offered is far short of what should be expected as the legacy to the games.		
13		Allotments 9.32.15 - Based on the figures provided, a net gain (+0.4) is to be expected. This is welcomed provided the new area realises opportunities for biodiversity within and around the allotment site.		
14		Parks and Gardens. 9.32.16 - We would concede that the park will have the potential for benefit; however, such assessment will need to take account of the significant loss of established, semi-natural habitat over the ODZ as a whole and the detail of what is proposed for the parkland. There appears to have been no evaluation of the effect of the proposal on areas of local site deficiency for those living beyond the ODZ.		
15		13.1.20 - The Olympic Park will be providing species-rich grassland, living roofs, trees, wet woodland, and waterways including reedbeds, providing a new continuous wildlife corridor from north to south and reaching along the greenway east and west. The value of this statement needs to be judged in relation to what is to be lost, the details of what is to be created, where how; the extent to which ecosystem resilience and integrity are supported and how management will be resourced and overseen.		
16		15.2.28 - It should be pointed out that the Streams and Rivers HAP is also relevant to catchment factors within the Olympic Development Zones- Table 15.21 fails to show this - as well as the Tidal Thames HAP and the UK mudflats HAP. Note there is very little in the way of mudflat in the London region.		
17		15.3.99 - The assessment demonstrates how the different Delivery Zones drain into the different watercourses. The questioned to be answered is how the redeveloped site will be managing both rainfall and sewage in sustainable fashion, in order to enhance the quality of the water courses.		
18		15.3.104 - The generalisation applied here is noted. Is it really the case that there is no information about the degree of contamination of the different PDZ's.		
19		15.3.122 - Storm flows pumped to the River Lea via Abbey Mills represents a significant proportion of the total overflows into the Thames. It is underlined the importance of incorporating measures to reduce flood and pollution risk into the Olympic Development proposals if (a) there is to be no increase in risk as a result of development, (b) the increasing probability of stochastic flooding/pollution as a result of climate change and rising water levels (which don't seem to be taken into account as yet) and (c) proposed riparian habitat enhancements are not to be damaged.		

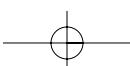
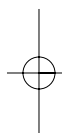
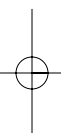
Ref	Organisation Name	Position Round 1	Position Round 2	Round
20	Water Quality by Watercourse	The information presented is noted and the fact that it is not given in any context in respect of rivers or water courses elsewhere particularly in London. Bully Point Pond is not a watercourse.		
21	Aquatic Ecology	We note the use of the EA data to water quality. Was this considered to provide sufficiently up to date coverage and detail? It would appear that there is some data from 2006 but that there is no information about fish or invertebrates from some of the watercourses. Assumptions are made without being based on evidence in all cases.		
22		We note that there has been no river corridor survey, despite the fact that this is standard methodology and concerns about the statements made about 'degraded' rivers and about the identification of opportunities for restoration/enhancement when so little information is within the ES.		
23	15.3.195	The present condition of the lower River Lea watercourse reflects its history and more recently treatment and emphasise the facts that (1) the species composition actually reflects silting conditions, water flow, nutrient levels and in particular - dissolved oxygen concentrations and limited occurrence of marginal and submerged macrophytes rather than what is described generally as "pollution" and (2) enhancements is possible with or without the Olympic proposals. As noted at 15.5.22 the invertebrates provide a rich food source for birds and fish.		
24		Was the German Hairy Snail, a priority species, not found during the EIA survey work?		
25	15.3.223	Whilst the first part of this statement may be factually accurate is there any evidence actually presented in support.		
26	15.4.19	This is unacceptably vague. If planning permission is granted it should be conditioned to require the incorporation of effective sustainable drainage systems. This should include a requirement for living roofs, swales balancing ponds and seasonally wet areas, with these introduced at appropriate phases between 2006 and 2021. This will also provide an opportunity to support the promises in relation to biodiversity conservation and ecological corridors.		
27	15.4.20	This proposal is welcomed but should be enhanced and care taken to prevent adverse incidents associated with the development and operation of the area. Are such plans in place?		
28	15.4.22	The winter dieback of bankside areas dominated by Japanese knotweed are likely to be subject to erosion with particular matter and nutrient loads being increased as a result. Control of knotweed, Himalayan balsam and Giant hogweed will need to run hand in hand with efforts to restore bankside vegetation or to reduce siltation regarding restoration of soft bank.		
29	Surface Water Drainage 15.4.29	Are figures available regarding the net reduction in impermeable surface area overall? Where are these new areas? Are they distributed across the ODZ in order to ensure that they actually do reduce run off to watercourses significantly? Have plans been drawn up to take water from hard surfaces (roofs and car parking) to use this resource to enhance conservation opportunities etc?		
30	15.4.30	The channel system will need management. The above predictions may need to be reassessed when the Environment Agency releases its London 2100 reports.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
31		15.4.31- It should be noted that works to the river will increase nutrient loadings, prompted additional growth of floating pennywort and other floating weeds. Intelligent control work may be phased to enable nutrient loads to be removed from the water as part of the weed biomass. This could then be composted (subject to contaminant problems) at the allotment site.		
32		15.4.34 - In relation to the statement in this paragraph, can we take this as an undertaking to undertake such management.		
33		15.4.36 - Drainage flows can be attenuated through appropriate SUDS installations across the catchments including beyond the site - reducing flood risk and creating a wider range of conditions to promote biodiversity.		
34		15.5.22 - The first statement very clearly contradicts the overly general first sentence.		
35		15.6.43 - One of the chief additional advantages of SUDS incorporation is the possibilities this offers to enhance the wildlife value of different areas. Full advantage should be taken. It should be noted that living roofs, in addition to biodiversity and climate change benefit, also help to attenuate flooding and should be considered as part of the flood risk reduction strategy.		
36		15.6.79 - There should be a proviso that trash screens are maintained and cleared of debris on a suitably regular basis.		
37		15.6.81- On what basis is this assessment made? The effect of individual incidents will depend on the nature and quality of pollutants and the duration of their individual effect. Bridges should be designed to incorporate effective drainage and silt & oil trap provision to minimise risk of pollution to watercourses. All Temporary bridges should be designed with minimisation of pollution risk during removal as a key objective.		
38		15.6.125 - In reality this will depend on the management of these areas (avoidance of use of fertilisers and pesticides and keeping compost heaps away from drainage channels. Increased dissolved oxygen levels will be key to enhancing the quality and diversity of aquatic ecology.		
39		15.6.126 - The beneficial effect for catchment characteristics should be one of the prime objectives of the development if a sustainable legacy is to result from the Games.		
40		15.7.11 - The nature of the mudflat habitat is that it is species poor with little vegetation, particularly in intertidal areas with a large range. If what is a particular rare habitat type is to be lost in London we would expect opportunities to extend or add to other areas in the Blur Ribbon Network to be identified in association with the Environment Agency following the publication of their Thames 2100 report.		
41		15.7.12 - This is another unacceptable generalist statement that detracts from the ES. "Predominantly" - Is it 50.1% of all feeding by wildfowl (including waders) that takes place downstream or 99.99%. If there is a loss in feeding habitat then this will require compensation elsewhere, preferably within the immediate vicinity of this part of the ODZ.		
42		15.7.13 - Another indefinite statement of the form which should have been in the EIA Scoping report and not in the Environment Statement. The likelihood given the nature of works upstream is that there will be a considerably increased sediment load particularly in		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
		connection with those operations but this should underline the need to carryout mitigation upstream.		
43		15.7.15 - Degree of scour will depend on the design of the control structures and the manner in which impounded discharge is released. The knowledge that flooding is likely to occur more frequently and to be more severe as a combination of increased levels of hard surface and climate change effects should prompt consideration of sustainable drainage and flood relief further up the catchments.		
44		15.7.16 - It is apparent that the level of siltation has yet to be properly evaluated and that measures to deal with it in a sustainable fashion have also to be addressed. It is almost certain that dredging will have to be carried out at some point in the future. Provision needs to be made for this to ensure that a programme to be adopted minimises impacts on riparian ecology, in particular by the phasing of the operations.		
45		15.7.20 - There appears to be no justification for the illogical leap made here. Although it is required for the Prescott Lock proposal to have a neutral effect separate from the Olympics proposal, some of the measures proposed for this may have a cumulative /multiplicative effect with the impacts of the Olympic Development in the medium and longer term and further measures to reduce flood risk associated with the Olympic development may be required as a result. There are opportunities in relation to this to enhance wetland biodiversity conservation.		
46		15.7.29 - Conditions should be imposed to limit the impacts of boat traffic and other water users. Positive measures should be identified to enhance and protect bankside vegetation and to create refuges for fish, fry and macro-invertebrates e.g. by use of deflectors (where appropriate).		
47		15.7.30 - The assumptions made will only be met if (a) initial remediation work is executed properly, (b) marginal and bankside vegetation is appropriately protected and (c) remedial action is taken promptly when ever it is necessary.		
48		15.7.34 - It is understood that considerable amount of construction materials for the Olympics will be conveyed up the Lea. If this is the case there will be a significant impact in consequence.		
49		15.7.35 - The former is dependant on the level of control over disturbance.		
50		15.8.1 - This section is actually headed as 'measures envisaged to be taken' and yet the statements here are once again full of maybes. Targets have to be set out as conditions if the necessary and promised limitation of adverse effects and appropriate enhancements are to be secured.		
51		Summary. 15.9.27 - Measures are required to minimise hazards and risks. Although greater species richness might well result, it is the diversity within the Olympics Development Zones and the long term viability of habitats and species populating within its zone of effect against which actual commitment to create or enhance areas of habitat should be judged. Vague statements along the lines of 'could potentially develop' carry very little value and should be replaced with quantitive commitments in line with BAP and London Plan targets for priority habitats.		



Ref	Organisation Name	Position Round 1	Position Round 2	Round
52	Terrestrial Ecology & Nature Conservation.	The main aspects also include the destruction or loss of a number of existing areas of recognised importance for biodiversity conservation and individuals or population of protected species. Although the use of seed from existing local sources is welcomed it does not provide a way of restoring species communities, or of retaining vital soil organisms from scratch. Log wall and sprinkles of seed as described hardly seem consistent with the grand vision set out in the statements reproduced at the start of this response document.		
53	16.2.2	It is expected that the corridor to function as one for the function to determine the form of the areas and strips of habitat of which it is composed. At present its purpose has not been identified. What is the creation of the corridor intended to achieve? Will the proposal be ecological fit for purpose? Where can the detailed design of the park be found?		
54	16.2.3	- It should be emphasised that a mixture of trees is only part of what makes up a woodland habitat. Mixtures of shrub, climbers, field and ground species are required (and that's just the above ground vascular plants). Woodland is also a product of many years of accumulation of leaf litter, of vital fungi, decomposing organisms and a mixture of vertebrate and invertebrates, lichens and bryophytes. To what extent will all these necessary elements be introduced, since there will be no significant opportunity for them to colonise from nearby? Without a workable plan of action and subsequent management the promises of species rich habitats will be meaningless. No such plan appears to have been produced.		
55	16.2.5	- Where is this Landscape and Ecology Management Plan? We would expect the avoidance of disturbance extended to priority species also. We note the proposal to adopt 'appropriate' measures "to maintain and restore the conservation status of species and habitat of specified areas". Which are the specified areas? What are criteria for specification? How will the conservation status of areas within the ODZ that are cleared entirely be compensated for effectively, taking into account the likelihood of replacing like for like in the case of e.g. mature woodland. To what extent will judgement be exercised as to whether it would be more effective to undertake mitigation/compensation beyond the ODZ? The lack of detailed information is unhelpful and the applicant should expect planning conditions to be imposed to provide strict guidelines.		
56	London Plan. 16.3.10	- Note the London Plan is in the process of being amended and that, amongst other biodiversity related matters, targets have been set for the protection and creation of priority habitats. The proposals including the LEMP and Olympics Biodiversity Action Plan will need to be informed by these targets.		
57	16.4.12	- Were lichens and bryophytes included in the extended Phase 1 survey? Was there any consideration of fungi.		
58	16.5.9	- For the sake of accuracy(i) surveys were formerly carried out by the LEU; (ii) LWT have been contracted to carry out the rolling surveys subsequently for the GLA; (iii) not all London Boroughs have been surveyed.		
59	16.5.17	- In the London Natural History Society (which maintains a database of records). It is surprising that the London Bat Group is not specifically identified here.		



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60		16.5.77 - Of what form were the surveys undertaken? The assessment of these data seems to pay little attention to the degree of effort expended and we have concerns about the weight placed on the results of what appears to be very minimal investment of time from 5 years ago and we would point out that (a) bats move about and that (b) what is described as a recent survey was actually reported 20 years ago when it is likely that the condition of the water courses were worse than now. What are now maturing 'derelict' sites were probably still in use or only recently abandoned.		
61		16.5.21 - We note it can be suggested that naturalisation of banks within waterways would potentially (i.e. if sufficient in extent and nature) promote water voles. Secondly we note that the surveys described date back 5 years and that London's sub-optimal water vole habitat is now vital to the species survival in the SE of England.		
62		16.5.22 - When were the river corridor surveys carried out? We note the mixture of records dating back over the years for a range of species identified during desk surveys.		
63		Site Survey Results. 16.5.77 - We note that the timing of survey work was inappropriate for woodland flora. We also consider that desktop survey information was uneven in nature, with some of it relatively old. Additional surveys should be undertaken of those areas that have recently been acquired by the ODA and access arranged to other holdings.		
64		16.5.147- There needs to be evidence as to what recent field surveys have been carried out? It is not clear that there has been any. If this is the case on what basis was this decision made. We also draw attention to earlier statements that surveys would be used to assess the potential for enhancement e.g. for protected species. This is clearly not possible from the information presented.		
65		16.5.154 - Detection of bats within the site is partly dependant on species; some emerge well after dark and others e.g. Long-eared bats Barbastelle and Bechstein's bats are more difficult to pick up with a bat detector. Bats tend to be faithful to maternity roosts and e.g. Noctules will fly 17m in an hour to suitable feeding grounds. Bats, particularly males, will also move frequently between roosts sites. It is not suggested that this is a prime bat feeding habitat, other than a few locations, but the same is true of a large part of London which means that areas in which bats do occur are particularly important.		
66		16.5.172 - Seven days is a short period of time for a reptile survey. The area surveyed is not identified. No estimate of population size was made and the assumption that population size is small is no more than an assumption. Discounting juveniles is reasonable, but it is pointed out that the population is breeding successfully.		
67		16.5.175 - Grass snakes will be feeding predominantly on amphibians especially frogs. The presence of this specie is indicative of reasonable habitat and suitable prey.		
68		16.5.176 - It is considered that the slow-worms are almost certainly present within the ODZ. A survey of the allotment site is likely to confirm this.		
69		16.5.178 - Surveys seem only to have considered wildfowl rather than wintering finches and thrushes. If so this is a failing of the ES.		

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70		16.5.194 - Survey work appears to have been largely confined to insects with no litter or soil sampling or even vacuum sampling of grassland vegetation. Whilst the methodology is adequate to obtaining an idea of the insects' communities it is not suitable for gaining a precise idea of exactly what species are present. We emphasise the fact that what has been carried out is a limited survey of insects, restricted to the autumn and not an extensive survey or site evaluation for invertebrates. Considerably more effort is required.		
71		16.5.205 - Timing was a little early.		
72		16.5.214 - On what basis was this assessment mad? Was there any actual examination? As well as being a London BAP species, the Black Poplar is the UK's most threatened native tree specie.		
73		16.6.7 - Loss of priority habitat is contrary to PPS9 and the London Plan. Opportunities should be identified for enhancing areas beyond the ODZ now, to allow the provision of maturing for when the ODZ legacy work commences.		
74		20.2.5 - We note that adverse effects are described through out the Environmental Statement as minor (based on the fact that they will not involve e.g. the large scale destruction of SSSI Ramsar, SPA, or SAC habitat).This should not come as a surprise given the urban nature of the area and its post-war history. However, various impacts are locally significant and will result in the destruction of established landmarks, trees that have been part of the landscape since the grandparents of long term residents first visited or moved to the area and nature reserves of local metropolitan significance into which individuals and voluntary organisations have put many man years of effort.		
75		We would contrast this with the failure to similarly qualify various beneficial effects and draw attention to the fact that part of the inherent value of what will be lost is that it has been established for a long period, is a fragment in historic landscape or is perhaps a derelict or degraded area that was colonised by species that now occur perhaps nowhere else in consequence of past waves of development and harmful land use.		
76		Whilst loss of existing habitat areas will be unavoidable as part of the Olympic Development. We remain unconvinced that what is proposed as restoration, compensation or enhancements will achieve the stated ideals for the Olympic Legacy or the views expressed regarding biodiversity conservation and access to nature during the ODA's consultation exercise.		
77		Overall we note that there will be locally significant impacts on habitats, species and existing sites within the ODZ. This will undoubtedly result in the permanent loss of some species.		
78		For the London Wildlife Trust, the chief question concerns the longer term outcomes. On this basis of the evidence available with limited nature of the information about restoration, recreation and enhancements works we wish to register a holding objection to the planning applications as they stand. We would hope to be available to withdraw this if the conditions to be attached to any planning permission would convince us that the vision for greener more sustainable Games will include appropriate and effective provision for biodiversity conservation and people's access to nature. We believe there is still some way still to go to achieve that.		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	London Wildlife Trust		Conditional Support	2
1	Some improvements in the additional material submitted. However, chief concern is that there has been little consultation with London based wildlife conservation groups. Disappointed that there has been no attempt at more effective engagement. Suggest that ODA now undertakes effective consultation.			
2	Comments on the Biodiversity Action Plan (BAP): The Parks, Squares and Amenity Grasslands habitat category is relevant to the Olympic Park.			
3	The replacement allotment site should be included in the BAP.			
4	The aim should be amended to increasing public access to natural greenspace and wildlife but without impacting adversely on the features of interest.			
5	Critical that effective surveys of flora and fauna of Olympic wasteland sites are carried out in order to plan for effective mitigation/habitat creation.			
6	Grasslands - details of ongoing management that is the key.			
7	Reference to other habitat areas generally welcome, though photos show too few areas with naturalistic river banks.			
8	The submitted document is a glossy document with nice pictures which fails to understand what a BAP should be. It says little except that features of biodiversity should be supported but fails to provide any indication of how this will be achieved, by whom, how funded or what the intended outcomes are. It should only be regarded as a basis for the production of a real plan. London Wildlife Trust and other London Biodiversity Partnership partners will be delighted to help and advise in relation to this.			
	Manor Gardens Allotment Society + 6,390 names on petition	Object	No Comment	1
1	Objecting to the proposal in the application to undertake ground reprofiling work between the Channelsea River and the River Lea within CZ6 to provide a temporary pedestrian concourse.			
2	The loss of existing Manor Garden Allotments which has detrimental social and environmental impacts and leads to loss in community and amenity for local people.			
3	Failure to conform to PPS1 in regard to the allotments.			
4	There are no appropriate mitigation schemes for the loss of amenity and no enforceable legacy proposals.			
5	Loss or severe disruption of natural habitats and historic topography and distinctive character of the landscape.			
6	Object to the removal of the groves of plum trees along the banks of the River Lea. Failed to provide community involvement with allotment holders for legacy.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
7	Deficiencies in planning application consultation process and lack of accessibility. Failure to provide supporting information such as explanatory posters, no index provided, several locations could not display all the files (e.g. Bow Idea Store) Application files were not made available in libraries as stated. Documents arrived late to libraries. DVD costs £25 which could have been made for free. The uploading onto the internet was delayed and prone to becoming unavailable.			
	New Lammas Lands Defence Committee		No Comment	1 – Part 1
1	Request extension of consultation period to a month from when the documents are available to view on the internet.			
	New Lammas Lands Defence Committee		No Comment	1 – Part 2
1	Loss of amenity for Clays Lane residents.			
2	Loss of Manor Garden allotments that have local historical value.			
	New Lammas Lands Defence Committee	Object	No Comment	1 – Part 3
1	Too little time allowed for the enormous planning application.			
2	Objects to certain aspects which would impinge adversely on local residents' enjoyment of the Lower Lea Valley, which is not 'brownfield' but contains many opens spaces, parks, community woodlands and nature reserves.			
3	Objects to wind turbine on grounds of noise, shadowing flicker and adverse effects of flying creatures.			
4	Objects to multi storey car park at the IPC/MBC, at 5 storeys would visually dominate the landscape of the River Lee Navigation as well as causing air and light pollution and noise.			
5	The proposed Lea Navigation Loop Road encourages heavy constructing traffic, congestion, traffic noise and air pollution along the canal and throughout residential areas of Hackney Wick and South Leyton, detracting from open character and quiet enjoyment of open space and interference with the quiet local, national and regional cycle and pedestrian paths.			
6	River Lea Navigation Towpath is used by hundreds of cycling commuters and residents and is part of several long distance cycle and pedestrian paths. The intention not to close it during construction appears to be broken already, and there is no commitment to providing clearly signposted alternative quiet green routes.			
7	No information provided on replacement trees and other habitat planting, despite removal of mature trees at Eton Manor, and Bully Fen.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
8		Objects to proposals for hard standings land bridge and accesses on East Marsh which will mean destruction of weeping poplar and many ash trees. Temporary tracking with run-off measures would be less damaging and mean a quicker return to grassland and sports pitches.		
9		The telecommunications mast at East Marsh is an eyesore and should not require the destruction of trees.		
10		Landbridge to East Marsh is too large and will dominate the landscape and should be reduced in size in Legacy.		
11		Proposed 5 m. security fence around East Marsh will be visually intrusive and prevents the use of East Marsh as a walking route between Leyton and Hackney, which should remain open throughout the construction period.		
12		Objects to provision park and ride, and coach provision to East Marsh as unnecessary and doesn't encourage use of public transport.		
13		Objects to impounding the river and loss of mud flats along the Hackney Marsh stretch of river, and opposed to infilling of Henniker's Dyke with no proposed reinstatement in Legacy.		
14		No commitment to restoring the Cycle Circuit as a community resource in Legacy.		
15		Objects to loss of Manor Gardens Allotments and loss of 400 mature trees to provide a footpath, and also object to proposed relocation to Marsh Lane and Legacy relocation to Eton Manor.		
16		Insufficient proposals for improved transport infrastructure for Waltham Forest, e.g. Hall Farm Curve/Lea Bridge Station and Leyton Station. Bus routes are already very slow.		
17		Noise and dust created by construction is a huge worry for local people - radioactive waste, asbestos and chemical contaminants are known to be buried on site. Hours of work are far longer than accepted practice.		
	New Lammas Lands Defence Committee		No Comment	1 – Part 4
1		Any chance of Lea Bridge Station re opening pre 2012?		
2		Where will replanting be? (3.14).		
3		What plans for War Memorial Walls (not a plaque)?		
4		Underpass is recent addition, more details requested (4.5).		
5		175 car parking spaces is excessive and contrary to UDP policies (4.7) (refers to PDZ 7).		
6		How many allotment plots are proposed? (PDZ 7).		
7		Development proposed at Clays Lane is too high. (The paragraphs referred to in this representation refer to the Waltham Forest Committee Report).		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	NHS London	Neutral	No Comment	1
1	NHS London is working with the Department of Health and other partners to secure the potential long term health benefits from Hosting 2012 Games.			
2	Our own health impact assessment includes the desire to maximise the availability of green space and access to leisure facilities for the local population, post Games, from Olympic Park and associated developments.			
3	There is a need to mitigate the potentially adverse impact construction work will have on the local population from increased risks of road accidents, noise and air pollution.			
4	Signals support for the comments of Newham PCT that the proposals will not meet our collective aspiration to maximise the health legacy from the Games, due to insufficient provision for greenspace as well as concerns about leisure water in the aquatic centre.			
	Open Spaces Society	Object	No Comment	1
1	Object to short term loss of Hackney marshes for parking.			
2	Preparation for the temporary use should be undertaken as late as possible before the Games with the surrounding trees belt fenced off and the football pitches covered to limit damage and aid quick restoration after the Paralympic Games.			
	Port of London Authority	Neutral		1
1	The aspirations for the games are for it to be the most sustainable ever. The ODA states that at least 50% of materials by weight to be transported to the Olympic Park by sustainable means. The use of the river to transport construction materials to and waste materials from the site would help to meet this aspiration and accord with planning policy. The PLA has been working with the ODA and others to help facilitate the transportation of materials by water. It is disappointing that little has been submitted in the documentation concerning with the use of the river. Bulk materials could be transported to many of the 70 terminal on the Thames and then transferred by barge or rail to the final destination. The use of the river would substantially reduce the amount of miles that material travel by road.			
	Redbridge Cycling Club	No Comment	Object	2
1	Object. No consultation or identification of cyclists needs.			
2	The Plans are unsuitable for outdoor cycle sport with off-road facilities unsuitable for competition.			
3	The road circuit is unsafe, uninspiring and subject to noise and air pollution.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
4	Detailed design cannot overcome these concerns without a larger land area being made available for legacy cycling facilities.			
5	Previous assurances to provide replacement facilities have not been honoured.			
	San Fairy Ann Cycling Club		Object	2
1	Object to the applications and request right of representation at any hearing.			
2	No consultation to identify the needs of the cycling community at Eastway.			
3	Plans are not suitable for cycle sports outdoors.			
4	No provision for off-road competition within the constraints of the scheme, so conditions cannot secure this.			
5	The road circuit is unsafe and does not allow for large fields to circulate.			
6	The layout is uninspiring, against the A12 in the shadow of a large building.			
7	The facility is cut in two by the A12 which brings noise and air pollution.			
8	There is no possibility of safe concurrent running of road and off-road sessions.			
9	The area made available for a legacy replacement is unsuitably small and in a marginal position.			
10	Design in subsequent detailed applications cannot alleviate the absence of land being made available for the cycling facility in legacy.			
11	Users were given assurances about the validity of the legacy provision, and now the scheme does not even come close to replacing the Eastway facilities in Inner East London.			
	Save Britain's Heritage		Object	2
1	Objects to the proposals to site the Olympic Energy Centre on King's Yard.			
2	Concern about proposals to demolish large parts of the Site that are historically and architecturally interesting.			
3	There are other sites that could be built on without damaging the industrial heritage of London.			
4	Kings Yard is an important group of buildings and could easily be converted into offices or living accommodation.			
	Skimmingdish Allotment Society	Object	No Comment	1
1	Request extension of consultation period to a month from when the documents are available to view on the internet.			
2	Objects to loss of allotments and playing fields.			
3	Development will be a waste of money and have a huge carbon footprint.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	Stratford City Development Ltd & London & Continental Railways	Object		1
1	Stratford City Developments Limited and London Continental Railways are lodging a holding objection.			
2	SCDL and LCR are seeking clarifications and assurance about the proposals rather than fundamental objections, and overall support the Olympic applications.			
3	PDZ1 and PDZ6 overlap with SC Zones 2 and 4. It is vitally important that any new planning approvals do not invalidate the Stratford City planning consent and safeguard the ability to implement this consent. The 2004 Olympics consent addressed this matter by the imposition of planning conditions, ensuring that implementation of Stratford City took precedence and that there was a joint co-ordination and implementation strategy to ensure that both developments are constructed in a complementary way. Any new permission should be made subject to similar safeguards.			
4	The outline nature of the alternative road proposals to provide off-site road connections from the south (Warton Road) west (Waterden Road), north (Temple Mill Lane) and east (links from Leyton Road) cannot be fully understood in relation to the quality and standard of replacement links. Alternative road accesses should be provided on a similar alignment and to a similar standard to ensure satisfactory access to Stratford City.			
5	Assurances should be provided so that future retail development in the Olympic Park and Lower Lea Valley area will be small scale and not prejudice the establishment of the new retail core in Zone 1 of Stratford City.			
6	Concern expressed about the retail assumptions in the ES and how they might be interpreted. The retained Legacy retail floorspace should be conditioned to make sure it remains ancillary and not a destination in its own right and to clarify the amount and its nature for each venue.			
7	Concern expressed about the potential of encroachment into the western part of the Stratford City site to prejudice the achievement of open space requirements of the SC permission.			
	Stratford City Development Ltd & London & Continental Railways		Conditional Support	2
1	Require assurance that 1) proposal will provide the necessary width of road for the western access to Stratford City which is vital for retail and leisure development in Zone 1 of Stratford City and International Station, and 2) any reserved matters for roads and junctions will be subject of consultation. Replacement road proposals should provide a similar standard of access to a 'without Games' scenario.			
2	Concerned to ensure that ability to take forward Stratford City off site highway works is not prejudiced. Require assurances that Stratford City are consulted regarding highway proposals; highway works are delivered prior to opening of Zone 1; Stratford City only provide financial assistance consistent with sums already envisaged.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
3	Concerned that transport modelling remains incomplete. Transport Assessment omits consideration of Saturday peak periods. Concern at lack of consultation. Assessment substantially underestimates cumulative volumes of construction traffic. Modelling based on out of date information. Considerable concern about whether there is sufficient road capacity and whether highway management will work effectively. Require assurances that problems will not occur.			
4	Require conditions to ensure retail provision is only ancillary to the main facilities, and that legacy sports venues cannot be used as major leisure facilities to avoid competition with Stratford City leisure facilities and comply with Government town centre retail policy.			
5	Loop road may be insufficient to carry the anticipated traffic capacity to Zone 1. Require assurance that loop road will be of satisfactory scale and quality and that phasing will not disadvantage retail and leisure development in Stratford City.			
6	Maintain objections to scheme until concerns regarding interface with Stratford City proposals are addressed.			
	Stratford Renaissance Partnership	Neutral	No Comment	1
1	Emphasis the importance in engaging with key stakeholders in respect of the delivery of the planning applications and further development of the Legacy Masterplan. The social and economic well being of Stratford must continue during the lead up to the games and when disruption is at its height.			
2	Ensuring the best possible accessibility and connectivity of the Olympic area during construction; delivery of linkage between Stratford Regional and International stations, linkages between Olympic Park, village and Stratford town centre; and a successful crossing of Stratford High Street during the Games and linking the wider community post 2012.			
3	Ensuring good access to local neighbourhoods and in particular the Carpenters Estates after the Games linking the Regional and International stations and from parkland.			
4	Clear commitment to improvements to the Greenway which are essential and implemented prior to the Games to offer good alternative route through.			
5	Commitment to additional and revised bus routing prior to the Games to ensure access throughout the wider area when the Olympic Park is under construction.			
6	Further indication is needed in respect of the quality of townscape proposed around the Olympic Park and the likely massing of the buildings and the long term viability of the park; It should be demonstrated the suitability of the long and linear space for use by future communities.			
7	Following local responses, outline in detail future community engagement mechanisms to allay concerns about localised impact.			
8	Establish mechanisms to encourage visitors and spectators during the Games and beyond to visit Stratford and spend.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
9	Timely preparation of the Legacy Masterplan Framework to ensure a co-ordinated, sustainable regeneration and establishment of sustainable communities; with respect to housing types, adequate provision for quality open space per capita for the new population; appropriate social and sporting facilities. Stratford Renaissance Partnership wishes to work with key stakeholders to ensure a successful Legacy Masterplan Framework.			
	Team Economic Energy Cycle Team	Object		1 – Part 1
1	Object to all 3 applications because: Proposals fail to provide a suitable legacy circuit for Eastway users similar to the previous one.			
2	Failure to comply with 2004 planning permission and Strategy 32.			
3	Proposals for legacy cycle circuit contain dangerous hairpin turns in close proximity to a motorway.			
4	Total space for the road and off road circuits has been dramatically reduced from 24 hectares to less than 2 hectares.			
	Team Economic Energy Cycle Team			1 – Part 2
1	The impact of the loss of Eastway circuit cannot be underestimated. 30,000 users were at Eastway last year with no replacement circuit. No other circuits are available and all races in the region are now oversubscribed. Accidents are occurring due to overfull fields.			
2	The proposed legacy plans offer no reasonable off road facilities and a poorly configured road circuit. Kids from East London used to come to use the off road tracks but will no longer be able to. The road racing will be poor quality.			
3	The proposals breach the covenant of the London Development Agency in October 2004 to use all reasonable endeavours to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.			
4	The Eastway Cycle Circuit provided a challenging and varied road race circuit and many kilometres of off road tracks. There is no such proposal in these applications.			
5	There is no parkland left in which to site the legacy cycle circuit.			
6	The proposals do not meet the needs of cycle users particularly for racing and training.			
7	Public access is not prevented by design or topography.			
8	The legacy cycle circuit is not suitable for racing because of air and noise pollution from the A12.			
9	There is no provision for mountain bike racing for Juniors and Adults.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	Team Economic Energy Cycle Team		Object	2
1	The proposed facility is not an adequate replacement for Eastway.			
2	Promised Velopark presented by Lea Valley Park was to be 35Ha (existing is 24Ha) and proposal is a ridiculously small 7Ha.			
3	The proposed road course is flat with dangerous hairpin bends and subject to noise and pollution.			
4	Off road area is too small for anything other than a beginners facility.			
5	The design is unlike any existing cycle circuit.			
6	We withdrew objections to CPO based on promises which have not been fulfilled.			
	The Friends of Epping Forest	Neutral	No Comment	1
1	It is important that external lighting in Olympic village applications is carefully designed to minimise light pollution. The Lea Valley is a long term green corridor where unnecessary light would de-value the whole site and be environmentally unfriendly.			
	The Hackney Society		Object	2
1	Object to the partial demolition of Kings Yard and support the Save Kings Yard Campaign. The Hackney Society seeks the preservation of industrial buildings in and around Hackney and this building is particularly important because of the Belfast Truss roof structure			
2	Whilst King's Yard is not in Hackney, we endorse the Save King's Yard Campaign to stop the demolition of the former preserving and lozenge departments and five ancillary buildings. Fine local buildings have been lost in Hackney - Belfast Truss at Middlesex Wharf part of the former Latham's Timber Yard.			
3	We argue for the preservation of industrial buildings.			
	The London Playing Fields Foundation	No Comment	Support	2
1	The organisation has had no reservations whatsoever and are happy to issue a supporting statement.			
2	A plan to co-locate a new sports pavilion with a new school has run foul of the Environment Agency in relation to the building in a flood plain. Has the ODA encountered similar problems in relation to the Olympic Park and guidance would be valued to how to circumvent such difficulties.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	The St Marylebone Society	No Comment	Object	2
1	Object to loss of Kings Yard. It should be restored and incorporated into the regeneration. It is historically important and the structure is very interesting.			
	Tower Hamlets Wheelers		Object	2
1	Object to legacy cycling provision.			
2	No consultation or attempt to identify needs of cyclists.			
3	The plans are not suitable for cycle sport outdoors.			
4	No off-road competition is possible so there can be no guarantee or planning condition for it unless the scheme is rejected.			
5	The road circuit is unsafe, uninspiring and subject to noise and air pollution.			
6	No possibility of road and off road events happening safely together.			
7	Legacy area is too small and no amount of detailed design can alleviate absence of land.			
8	Users were given promises about legacy facility. Current scheme in no way matches schemes previously outlined.			
	Tri London	Support	No Comment	1
1	The loss of Eastway and the delay in providing a suitable relocation site means that a traffic free training and competition venue is lost and the enforced inactivity is a threat to Great Britain's potential in the sport approaching the 2012 Games.			
2	The proposals breach the covenant of the London Development Agency in October 2004 to use all reasonable endeavours to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.			
3	The applicant has failed to follow PPG17 and its effectiveness review.			
4	Failure to comply with Circular 11/95 intended to support planning conditions.			
5	Flawed execution of strategy in commitment to consultation on sustainable regeneration.			
6	Consultation has not been offered with the specifically formed Eastway Users Group.			
7	The proposed road circuit fails to comply with the basic requirements of a venue suitable for national scale racing or training on grounds of safety, air quality and noise.			
	Trustees of the Abbey Mills Mosque Site	Object	No Comment	1
1	Impact on proposals for mosque by West Ham Ramp ask ODA to meet architects for Abbey Mills Mosque in due course.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	University College of London, Development Planning Unit	Object	No Comment	1
1	<p>Objections are raised to the Olympic applications. Recent evidence indicates the negative impact on some ethnic groups that renewal and regeneration schemes are having on local people. Groups representing minorities feel that they are not being supported enough in their work to include ethnic minorities in the planning, implementation and evaluation of regeneration schemes. Please detail, if any, measures to prevent and lower the negative impact on local people?</p>			
	University of East London	Support	No Comment	1
1	<p>Supports the Olympic, Paralympic and Legacy Transformation Planning Applications, but believes that there are a number of important issues that need further clarification before UEL can fully recognise the overall approach to building a sustainable Olympic Legacy. UEL has gained support to try and create a new 21st century campus in the Olympic Park or the Stratford City Regeneration Area.</p>			
2	<p>UEL is a major player in the social, cultural and economic regeneration of East London and the Thames Gateway., and have worked in partnership to meet the challenge of providing facilities and delivering an inspiring range of legacy benefits. UEL has already carried out numerous research projects directly relevant to the project.</p>			
3	<p>Endorses the London Borough of Newham’s response to protect and maximise the legacy benefits for both the present and future generations.</p>			
4	<p>How do we get into the Park? The southern entrance to the Olympic Park via the Greenway should include access points for pedestrians and cyclist to cross the busy Stratford High Street.</p>			
5	<p>Protecting the Olympic Park - the blank areas on the map that represent ‘the development platforms’ could indicate significant areas of high density housing growth particularly in Zones 1,2,3 and 4. This would break up the prospects of an ‘Olympic Legacy Park’ so that it is not accessible to local residents and visitors.</p>			
6	<p>The Olympic Park is much smaller than promised - the Bid promised the largest urban Park built in Europe in the last 150 years. This promise should be fulfilled and all temptations to do otherwise should be robustly resisted. This is a core tenant/benefit from hosting the 2012 Olympic Games.</p>			
7	<p>The Olympic Park should be designed to hold big events and community activities - the Olympic park therefore needs arenas and spaces to hold big public events, such as concerts and plays, as well as for local community celebrations. This is a crucial support mechanism for enabling the integration of existing/expanding communities, social cohesion policies, health and well-being objectives, building local pride/stability etc.</p>			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
8		Keeping the bridges - the bridges, roads and paths for holding the Games should be kept in legacy mode as an essential ingredient of access to enable all new communities to be joined up and therefore preventing isolation etc.		
9		Wildlife corridors - to ensure that the Olympic park is rich in wildlife, the habitats need to be linked.		
10		The Olympic Park should be connected to the local community – there needs to be more ways for local people to get into the Olympic park as many existing communities will be cut off without the necessary infrastructures being planned and delivered.		
11		Replace community facilities - where community facilities are lost, such as at Clays Lane, they should be replaced with schools and appropriate levels of affordable housing.		
	Victorian Society		Object	2
1		Object to demolitions at Kings Yard. This complex is an island of interesting and attractive architecture in an expanse of uninteresting modern warehouses and its local significance is heightened by the dearth of buildings of historic value in the area. It contains rare examples of timber and steel roof structures.		
2		The 2004 plans retained and adapted the buildings for food court use. Energy centre should be built on the site of demolished modern warehouses south of Carpenters Road rather than on Kings Yard.		
	Water City Group	Object	No Comment	1
1		Object (Water City Group) because application has been prepared solely with the requirement of the games in mind with little thought as to how park and venues will work in legacy or how the layout will help create sustainable communities. See following specific comments.		
2		Lack of legacy urban design framework for future use of development platforms and how they will relate to park and surrounding neighbourhoods.		
3		Retention of loop road in legacy would mean legacy development would be inappropriately dictated by road layout.		
4		Reduction of amount of Open Space compared with 2004 permission (by 50 Ha) Increased population in legacy could result in less OS per person than at present.		
5		Poor quality of open space - particularly at south end lacks identity as a public space, green corridor with little functionality, sandwiched between major developments and development platforms. Platforms may not be developed for years and act as barrier to links with existing communities....parts of development platforms should be designated for open space and for access routes.		
6		Access east-west is significant concern and reallocation of area 3 as development rather than open space weakens links to Greenway in south.. Suggest (a) linking towpath south of Victoria Park to legacy park by a bridge over Lea Navigation (b) green bridge over railway		

Ref	Organisation Name	Position Round 1	Position Round 2	Round
	NE of Pudding Mill Station (c) crossing of Greenway over Stratford High Street (d) green links through platforms 6 and 10 , through Stratford City and over railway to Leyton.			
7	No coherent strategy for end use of stadia (a) main stadium - economically unsustainable; not viable for international competition and of little value to local or London residents (b) aquatics centre - leisure use is an afterthought rather than a coherent strategy (c) velopark - quarter the size previously promised with consequent severe restrictions on anticipated use.			
8	Opportunities for water use missed. Suggest (a) provide facilities for transport and recreational use in legacy (b) include hard 'quays' as well as soft banks.			
	Waterden Crescent Residents Group	Object	No Comment	1
1	Waterden Crescent residents are very concerned that only one site for 7 families has been secured and there is a July 2007 deadline for moving from Waterden Road.			
2	There was some reassurance about the process through the Travellers Relocation Strategy, but now this may not be kept to by the LDA. No explanation has been given.			
3	Request that there are some conditions to any permission like those in the Travellers Relocation Strategy so that we continue to live our traditional way of life as a community of Irish Travellers. We want a choice about where we are moved to, not land no-one else wants and that is suitable and safe for families.			
	Weald Allotment Holders Association	Object	No Comment	1
1	Request extension of consultation period to a month from when the documents are available to view on the internet.			
2	Objects to loss of allotments.			
	Wick Ward Councillors LB Hackney	Object		1
1	Endorse LB Hackney corporate response.			
2	Object: improved access to legacy park should be key aim of Olympic legacy. Bridges across Lea Navigation and improved quality of replacement open space are not enshrined in the application and application is not consistent with LLVOAPF.			
3	IBC/MBC and loop road could be barrier to walking and cycling.			
4	Object to use of IBC/MPC as 'B8' after games - prefer media B1 type uses.			
5	Bridges - that at Hackney Wick should be permanent not temp; that at Gainsborough School must be open to public as well as school.			
6	Car park at IBC/MBC - scale contravenes LBH parking policies, it should be temporary pending assessment of need post games.			

Ref	Organisation Name	Position Round 1	Position Round 2	Round
7	Legacy maps should be for info only not be approved in the planning permission because there has been insufficient consultation on their content, particularly roads.			
8	Effect of road closures and construction traffic on Wick Ward - no proposals for mitigation provided. Particular concerns re traffic previously using Waterden Rd to Fish Island being diverted through the Wick area, rat-running in Cadogan Terrace, heavy lorries in Osbourne Road, congestion on Eastway, effect on bus routes to Stratford, long diversions for cyclists, need for pedestrian access to park from Wick Station.			
9	Telecoms towers - 2 next to IBC/MBC appear to be permanent and size and location is insensitive and detrimental to residential property and school.			
10	CCHP -size is overbearing, scale inappropriate for the location, negative visual impact.			
11	Insufficient detail of protection for trees and open space with biodiversity importance during construction (particularly East Marsh).			
12	Security fence too close to Lee Navigation, there should be a green buffer zone both for wildlife and for amenity of people using towpath.			
13	Security fence should be used for public art and treated to discourage graffiti.			
14	Object to re-opening Waterden Rd as access to Stratford City, cutting off access to park from Hackney.			
	Youth Empowerment Scheme	No Comment	Support	2
1	On behalf of the YES the application for the Olympics is supported. However more initiatives with youth projects that engages with more young people especially BME, those excluded and young people at risk, to ensure their views are heard.			
2	An initiative called PACE could be used as a model to help other young groups and agencies to link, support and engage with all aspects of the Olympic preparation, delivery and evaluation.			

Individuals

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
Sona	Abantu-Choudhury	Neutral	No Comment	1	1	Will the towpath/cycle path along Arena Fields be accessible during construction?
Mr Samuel	Abedi	No Comment	Support	2	1	Support
					2	Would like to be involved in the business projects
					3	Concerns re effect of proposed road network on the Green Man roundabout (top of Leytonstone High Road)
Stuart	Abela	No Comment	Neutral	2	1	Is interested in the planned delivery routes to and from sites, and additional traffic generated on local roads, due to planned road closures, and on any junctions with the main routes, A12, A11, A102 and Blackwall Tunnel.
Nibigira	Adelard	No Comment	Support	2	1	Support, as an opportunity for local people to apprehend advantages in employment, new homes, promotion of youth in sport, thanks!
Agnes	Adiefeh	No Comment	Support	2	1	Support
Joshua	Agyekum	No Comment	Support	2	1	Expresses strong support for the Games which will bring investment and improve the area.
Mohammed	Ahmed	No Comment	Support	2	1	Support
R.	Ahmed	No Comment	Support	2	1	Supports the application as it will improve the local transportation infrastructure.
					2	Improve access for the disabled.
					3	Improved local activities in the Legacy Phase.
Zuber	Ahmed Laskar	No Comment	Support	2	1	Support
Mohammed Ehal	Ali	No Comment	Support	2	1	Support.
Mr Moklis	Ali	No Comment	Object	2	1	Object to the Olympics for being a waste of money
					2	There are better uses of the money
Shahid	Ali	No Comment	Support	2	1	Support
Mohammed	Ali Ibrahim	No Comment	Conditional Support	2	1	Seeks reduction in crime in Hackney and a tube station at Hackney Central.
Massimo Andreis	Allamandola	Neutral	No Comment	1	1	The lack of accessible sources and cost of documents means that public engagement is a complex and difficult process.
					2	Consultation should be until July.
Catherine	Allen	No Comment	Support	2	1	Support, great opportunity to show the world what a fantastic city London is.
					2	Concerned about how the extra people are going to get there when London traffic is already a nightmare

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					3	The legacy facilities paid for by Londoners must remain available and accessible to ordinary Londoners and not creamed off by private companies.
					4	Safety and security are obvious worries.
B.	Amoo	No Comment	Support	2	1	Supports the applications as they will boost the local economy.
					2	Offering a free service in relation to seating and caring for visitors.
					3	Offering to volunteer.
Ray	Anderson	Object	No Comment	1	1	Object to proposal to cheat cyclists out of the original velopark plans which were a central part of the successful bid.
					2	It is essential that the original plans for the velopark with the facilities and of the size originally proposed be reinstated. No other sport is as successful as cycling in Britain yet it is always short changed. Cycling facilities should not be compromised.
A.T.	Andrews	No Comment	Conditional Support	2	1	Conditional Support - Will the housing be affordable or will local people be priced out of the market?
					2	Poor state of LBN roads with litter not swept, blocked drains etc. what will happen when the Olympics comes?
Sophie	Andrews	Object	No Comment	1	1	Time given for full and adequate objections has been too short, as the plans have not been on the internet for the whole time.
					2	Objects to loss of Manor Gardens Allotments as a healthy lifestyle has not been taken into account
					3	Relocation sites can never replace the existing situation, and the alternative site offered is inadequate, as it is grazing land.
					4	Disappointed that the planning authority is the same as the authority submitting the plans.
					5	There is a failure to conform to PPS1 with regard to Manor Garden Allotments and it tenants. The loss of the allotments is depriving future generations of the opportunity to meet their needs through growing their own food and this loss is due to a landscape design decision that does not meet a genuine need. The allotment community is based around a particular piece of land that has been cultivated for generations. Eliminating the allotments will result in the elimination of a community.
					6	The application as presented will have a destructive effect as there is nothing of substance in the application that addresses poverty, inequality and social exclusion. The

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						application is depriving important sections of the community with a useful and vital form of exercise.
					7	The application contains no enforceable Legacy proposal and it assumed the loss of the allotment is permanent.
					8	The reprofiling proposed will result in the loss of natural habitat and biodiversity and the distinctive character of the landscape will disappear.
					9	The only consultation has been on how to get the allotment holders off the site, not to influence the plans.
					10	Requests an extension of the consultation period to four weeks after all documents are available on the internet.
J.	Angell	Object	No Comment	1	1	Reduction in size of velopark is unacceptable. The original plan to replace Eastway is now a compromise and does not provide a cycling centre of excellence
	Anonymous	Object	No Comment	1	1	Objected as the schemes are a total waste of money.
	Anonymous	Object	No Comment	1	1	Does not want the Olympics and objects.
	Anonymous	Object	No Comment	1	1	Despite living locally, had not received a leaflet.
					2	Exhibition maps hard to see at bottom of screen
					3	Concern about cost to local taxpayers
	Anonymous	Neutral	No Comment	1	1	Interested in swimming but hard to conceive of something five years from now.
	Anonymous	No Comment	Support	2	1	Support.
	Anonymous	No Comment	Neutral	2	1	Feels that Hackney people would need further assurance that the tube line connecting Stratford to Highbury Islington to bring long term benefit to the area as well as short term needs for an international audience for these games.
	Anonymous	No Comment	Object	2	1	Object - Area is totally unsuitable for an Olympic Park - too small and too much water. Pylons are on the site.
					2	Power failures have already started occurring in Hackney, please do not interfere with pylons
					3	Already sufficient work done underground on extending the rail routes
	Anonymous	No Comment	Object	2	1	A lot of money for a lot of nothing.
					2	A five minute wonder and a waste of money.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					3	Residents cannot move in Leyton and Stratford as the area is over-crowded.
	Anonymous	No Comment	Object	2	1	Object
					2	Cost
					3	Disruption
Ms Sarah	Arnold	No Comment	Object	2	1	Object to proposed cycle facilities
					2	Legacy site allocated is too small
					3	Lack of off-road competition facility
					4	Poor road circuit not fit to replace Eastway
					5	Road and off-road facilities will not be an improvement and will not be of regional or national importance so will not conform to the recognised guidelines for redevelopment of sports facilities
					6	Conditions of 2004 permission are not being complied with
					7	New disciplines are welcome but first the existing ones should be replaced
					8	No meaningful consultation with cyclists
Tanveer	Arshad	No Comment	Object	2	1	Object. Olympics will become 'white elephant' with costs rising. Should not be funded from Council tax. Resent paying for GLA and the bloated salaries of its employees.
Donald	Ashton	Object	No Comment	1	1	Conflicts with commitments made in Eastway Cycle Circuit Relocation and Legacy Strategy (approved) pursuant to legal agreement pursuant to 2004 Olympics permission.
					2	Objects to closure of Eastway Cycle Circuit following Compulsory Purchase Order.
					3	Proposal does not provide an adequate replacement facility. Insufficient size for legacy road cycle circuit and no provision of legacy off-road cycle circuit/mountain bike racing. This does not meet the needs of cyclists.
					4	Proposed replacement site would suffer from unacceptable air and noise pollution from the adjacent A12.
					5	Users have not been consulted since 2005.
					6	Conflicts with guidance on sustainable communities and with advice in PPS1 and PPS17.
Jeff A.	Atkinson	No Comment	Object	2	1	Object. There has been no consultation or attempt to identify the needs of cyclists
					2	The plans are not suitable for cycle sport outdoors
					3	No off-road competition is possible.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					4	The road circuit is unsafe, uninspiring and subject to noise and air pollution
					5	No possibility of road and off road events happening safely together
					6	Legacy area is too small and no amount of detailed design can alleviate absence of land
Jeremy	Auburn and Christopher Hinson	No Comment	Object	2	1	Object to the proposal to demolish the majority of Kings Yard (objectors occupy 6A Kings Yard). In previous scheme Kings Yard was to be retained - how is it possible or justified to change the proposal.
					2	The current proposal is a gross miss-use of an opportunity to weld together the old and the new. To virtually obliterate the heritage of the site is ignorant, not in keeping with the legacy concept nor is it financially sound in the long term since we are all attracted to a successful mix of the old and new. Legacy proposals should link the new with the history of the site.
					3	No reasonable reason has been provided for this change. If it is another cost saving then it should be reconsidered since most successful cities are those that add to that which exists rather than bulldozing whole areas. To do so shows no understanding of or interest in history, short term financial thinking and is for those who are visually illiterate.
Adrian	Audsley	Neutral	No Comment	1	1	Consultation period should be extended until at least the end of March. Can all documents be put onto the website?
Lise	Autogena	Neutral	No Comment	1	1	Request extension of consultation period to a month from when the documents are available to view on the internet.
Anish	Bahra	No Comment	Support	2	1	Supports the application
Douglas	Baker	No Comment	Object	2	1	Would like to attend the Planning Committee to make representation on the Eastway. The main objections are the site allocated is too small.
					2	Lack of off road competition facility
					3	Poor road circuit not fit to replace Eastway.
					4	Road and off road facilities will not be an improvement, will not be of regional or national importance, so will not conform to recognised guidelines on redevelopment of sport facilities.
					5	Conditions were in place to ensure proper legacy as well as relocation must be applied in the case of this new application.
					6	New disciplines are welcomed but first the ones which were at Eastway must be satisfied by new facility.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					7	The absence of a meaningful consultation in the planning process leaves no alternative but to object.
Grahame	Baker	No Comment	Object	2	1	No facility for mountain biking and not suitable for cycle sport outdoors
					2	No consultation or attempt to identify needs of cyclists
					3	No off-road competition is possible
					4	The road circuit is unsafe, uninspiring and subject to noise and air pollution
					5	No possibility of road and off road events happening safely together
					6	Legacy area is too small and no amount of detailed design can alleviate absence of land
					7	Users were given promises about legacy facility. Current scheme in no way matches' schemes previously outlined.
Gripu	Balzoone	No Comment	Object	2	1	It is an albatross and waste of money paid for by Londoners.
Mr David	Bamford	No Comment	Object	2	1	Object
					2	Legacy site allocation for cycle racing is too small and does not adequately replace existing facility
					3	No proposed off-road competition facility
					4	New circuit is inadequate
					5	Lack of consultation
					6	Conditions of 2004 permission are not being complied with
D.B.	Barnsley	Conditional Support	No Comment	1	1	Conditional support but concern at loss of natural habitat in river channels and the Greenway - will there be restoration/replacement ?
					2	The strip of land between Arena Field and Lea Navigation should be preserved.
Emma	Barraclough	Object	No Comment	1	1	Legacy Cycle Circuit. Does not comply with LDA covenant to create legacy Eastway Cycle Circuit in parkland to meet needs of users
					2	Does not comply with 2004 planning condition that Eastway Sports Centre be restored to open space capable of designation as MOL
					3	Proposed circuit is of far lower quality than that previously offered
					4	Does not replace mountain biking or international standard closed road circuit
					5	Is too close to major road and users will suffer noise and pollution from A12

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					6	Competition standard mountain bike circuit replaced only by beginners circuit
					7	Downgraded facility will reduce number of people using it to practice before using bikes to commute, contrary to government plans
					8	Does not meet needs of local users, who have not been properly consulted
					9	Existing users wish to return to similar facilities not take up new disciplines just to fit in with what is provided
					10	Proposed track cycling needs special bikes rather than whatever you have, this discourages casual users and low income groups
					11	Old circuit was world class with hills, corners and straights. Proposed course is mainly flat, too many corners and the whole is visible at once. This is a less attractive racing venue of local interest only so national racers will not use it and inspiration for young people will be lost
					12	Velodrome does not replace the open air facility
					13	Object to proposed use of land that was sport for commercial and residential
RF	Bartley	No Comment	Concern	2	1	Inefficiencies of consultation process
Robin	Basford	No Comment	Object	2	1	Replacement of Eastway Cycle Circuit will leave a wholly inadequate legacy for cycling in London; original ideas have been continually scaled down.
					2	Area allocated for road and mountain bike circuits far too small. Mountain bike circuit needs at least 5kms for racing, under 1km provided, not a serious replacement. The road circuit is dangerous by virtue of a layout with too tight turns, long, level straights and a bridge crossing. Proximity to A12 means noise and atmospheric pollution.
					3	Lack of consultation.
					4	Velodrome and BMX welcome but shouldn't be at expense of pre-existing high quality mountain biking and road cycling facilities.
R. E	Bateman	Object	No Comment	1	1	Not enough detail.
Simon	Bebbington	Object	No Comment	1	1	Objects to loss of allotments.
Mrs D	Beckford	No Comment	Support	2	1	Supports the applications.
Rosemary	Behan	No Comment	Conditional Support	2	1	Conditionally supports the applications but has any thought been put into the road

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						system which will transport people from the local areas to the Olympic site?
					2	In Plaistow the route along the A112 up to Stratford is already totally clogged. The road is down to one lane in both directions as parked cars block the roads and the bus lanes.
					3	The buses are very slow and the main roads may need to be red routed to prevent total gridlock at the times of the Games.
					4	Local Leisure Centres are in need of improvements to ensure local competitions.
Geoff	Bennett	Object	No Comment	1	1	Unnecessary encroachment on East Marsh with attendant tree loss.
					2	No guarantee that it will be reinstated.
					3	Relocation of travellers to Hackney Marshes will damage the site and compromise a successful local community enterprise, and is short-sighted.
					4	It is not the right site for the traveller's children.
Daniel	Berry	Object	No Comment	1	1	Proposals breach the covenant by LDA in the original S106 to the 2004 permission, and the protection for Eastway Cycle Circuit users given in Strategy 32 is denied. The application required a current and on-going need for the protection for the community interests of users in the interim and in legacy.
					2	Legacy proposals for the Eastway Cycle Circuit do not provide comparable facilities in terms of road race and off road tracks, making it only of local rather than national and regional importance.
					3	No provision of open space for a legacy Eastway off road cycle circuit fit for the defined purpose of mountain bike and cycle cross events which were held at the site.
					4	Proposals do not meet the needs of cycle users, particularly those who used Eastway Circuit for racing and training.
					5	Public access is not prevented by design and use of topography.
					6	Proposed Legacy Eastway Circuit is not fit for purpose as an athletic facility because of air and noise pollution from A12 above tolerable and safe levels.
					7	No provision is made for MTB racing, an Olympic discipline previously provided for on the site and which is not guaranteed at any other site in inner or outer London.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					8	Users have not been consulted over any plans since the previously announced plan of February 2005, which is was said would be funded and built whether or not London won the Games. This is contrary to human rights in the planning process and makes no allowance for guidance on Sustainable Communities, PPG17 and procedures laid down by CABE and PPS1.
Peter	Berry	No Comment	Object	2	1	Object to legacy cycling provision
					2	Only seven hectares are allocated for cycling of which only two hectares will be available for the road circuit and MTB facility. LVRPA plans were for a 34 hectare world class site while Eastway was 24 hectares. Area is inadequate for meaningful mountain biking area.
					3	The road circuit is unsafe, uninspiring and subject to noise and air pollution
					4	Proposed mountain biking circuit does not attempt to replace the Eastway facility. It cannot be used for racing and use of parts of the general park area would not be in an area free of other traffic, ball sports or dogs.
					5	No consultation or attempt to identify needs of cyclists
					6	The ODA is bound by the Olympic Act to honour commitments made by other planning authorities including the strategic covenant that the LDA gave to provide a replacement for Eastway as legacy provision.
					7	Proposed velodrome and BMX are welcome but should not be at the expense of fantastic facilities for mountain biking and road cycling that were previously at Eastway.
Mr Garner	Bertrand	No Comment	Support	2	1	Support (no comments)
Sheila	Beskine	Object	No Comment	1	1	Notice given that a representation will be made imminently.
Tim	Betteridge	No Comment	Object	2	1	Object to loss of most of King's Yard because the buildings have historic value and are capable of being reused. Should be retained, and reused for local businesses and memorial to area's industrial heritage.
					2	King's Yard is too small for an energy centre capable of meeting Legacy requirements.
Alexandre	Bettler	Object	No Comment	1	1	Object to loss of Manor Garden allotments.
Mr Sarash	Bhatoolaul	No Comment	Support	2	1	Supports relocation of traveller sites.
Mr R	Bicheno	No Comment	Conditional Support	2	1	Conditional support but would like more detailed information on the individual zones

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					2	Canoeing area at Broxbourne means many London residents will lose the use of Dobbs Weir Caravan Park with no alternative being offered.
Shawn	Blakey	Object		1	1	The proposals breach the covenant by the London Development Agency in October 2004 to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy. In particular the legacy facility should be in parkland, meet the needs of cycle users and minimise conflict with other park users through design and use of topography.
					2	The proposals do not allow for the complete restoration of open space which was provided for in the 2004 permission.
					3	The Legacy proposals are unsatisfactory in not catering for mountain biking and cycle circuit has been degraded with further concerns over sound and air pollution.
					4	The ODA has been negligent in consulting users and turned down requests for consultation.
					5	There should be a full return of the previous centre's facilities.
					6	As a teacher in Bethnal Green I see the lack of open space facilities for young people and am dismayed at the loss or devaluation of existing facilities.
					7	Object to land used for sport being used for commercial and residential use.
Shawn	Blakey		Object	2	1	Replacement of Eastway Cycle Circuit will leave a wholly inadequate legacy for cycling in London; original ideas have been continually scaled down.
					2	Area allocated for road and mountain bike circuits far too small. Mountain bike circuit needs at least 5kms for racing, under 1km provided, not a serious replacement. The road circuit is dangerous by virtue of a layout with too tight turns, long, level straights and a road bridge. Proximity to A12 means noise and atmospheric pollution.
					3	Lack of consultation.
					4	Velodrome and BMX welcome but shouldn't be at expense of pre-existing high quality mountain biking and road cycling facilities.
Melissa	Bliss	Neutral	No Comment	1	1	There has been inadequate time for public consultation and poor access to the application documents. A period of less than six weeks to consider 10,000 pages of documentation has been extremely difficult. Access to the documents as proven

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						problematic at the Burford Road offices and Hackney Central Library. Experienced problems with the web site as it was not always available also there is a large number of documents listed so it is impossible to consider them, much less down load them. Why are individuals expected to pay for the DVD's when statutory bodies and some organisations receive them free. The PPS states that local communities should be given the opportunity to participate fully in the process and consulted on proposed development. The ODA PDT should extend the consultation period to allow individuals and organisations to present a considered response.
					2	The Olympic and Legacy proposals will result in a loss of open space, including Metropolitan Open Space and common Land, a loss of wild space and mature habitats and loss of diversity. The loss of Metropolitan Open Space is contrary to the London Plan and the Secretary State needs to be notified. The loss of East Marsh and Arena Fields is objected to as they are both common land and Metropolitan Open space. Conditions should apply that all trees are protected other than those destroyed by the construction of exists, entrances and land bridges. There should also be sufficient land around each tree to protect its roots. The proposals are not robust enough to ensure that the land is returned to open space uncontaminated and with all hard surfacing removed. The IBC/Media Centre and associated parking are inappropriate and will dominate the River Lea Navigation. The open space provision in the Legacy phase should meets the standard set out in the London Plan and there should be an overall gain of open space. The open space provided should include wild areas, meadows, rough grassland landscaped areas and waterways. The proposal should consider more carefully to the impacts of the developments on the biodiversity and habitats during all stages of the Olympics. Conditions should be attached to protect/maintain habitats and mitigate for lost habitats by the creation of new areas.
					3	Objections are raised to the loss of Manor Garden Allotments as it is a unique feature in this part of the Lower Lea Valley. The allotments are of social and environmental benefit to the community as well as the area. They are also consistent with the commitment to sustainable regeneration and accord with the London Plan. The proposals should be amended to allow the retention of the allotments.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					4	Whilst applauding the aim of the making the 2012 Games the Public Transport Olympics there is concern to the increase in traffic levels and the adverse effects on local residents. However the Games also provide the opportunity to improve the current situation. Appropriate measures are needed in both management and infrastructure to avoid unacceptable levels of congestion in the area from displaced traffic, increase journey times and accidents. A condition should be attached that the ODA works with the Local Authorities to significantly improve the on/off road facilities for cyclist and include cycle lanes and secure parking. The Greenway is an important pedestrian / cycle route. It should remain open throughout the construction and legacy phases. The land bridge should be amended to allow for uninterrupted travel along the Greenway. Concerns are raised that Mile End and the North London Line that serves Hackney will become congested with residents and visitors.
					5	The waterways identified in this part of the Lower Lea Valley are a crucial aspect of the development for this area. The Legacy infrastructure of the waterways has not been sufficiently specified and the impounding of the River will damage habitats and may adversely affect habitat.
Mrs Rosina	Blowers	No Comment	Support	2	1	Support. Games will help us learn about other cultures and exchange ideas. Preparations helping to beautify London.
Martin L.	Blyth	Object	No Comment	1	1	Conflicts with commitments made in Eastway Cycle Circuit Relocation and Legacy Strategy (approved) pursuant to legal agreement pursuant to 2004 Olympics permission.
					2	Objects to closure of Eastway Cycle Circuit following Compulsory Purchase Order.
					3	Proposal does not provide an adequate replacement facility. Insufficient size for legacy road cycle circuit and no provision of legacy off-road cycle circuit/mountain bike racing. This does not meet the needs of cyclists.
					4	Proposed replacement site would suffer from unacceptable air and noise pollution from the adjacent A12.
					5	Users have not been consulted since 2005.
					6	Conflicts with guidance on sustainable communities and with advice in PPS1 and PPS17.
M	Bonham-Carter	No Comment	Object	2	1	Object, believes that money is not well spent, low level crime will mushroom in an area with

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						crime already.
Mr Geoff	Bores	No Comment	Object	2	1	Object to proposed cycle facilities
					2	When Eastway closed, cyclists were promised a velopark equal or superior. What is proposed falls very short of that commitment
					3	Road circuit is inadequate for safe, interesting racing
					4	The proximity to A12 means noise and atmospheric pollution
					5	Impossible to have mountain bike races or cyclo-cross (off-road) races
Sarah	Bourne	Object	No Comment	1	1	Objects to any loss of well established trees and foliage as this results in destruction of wildlife habitats.
					2	Objects to loss of Manor Garden Allotments.
Nik	Bowdler	Object	No Comment	1	1	Proposals breach the covenant by LDA in the original S106 to the 2004 permission, and the protection for Eastway Cycle Circuit users given in Strategy 32 is denied. The application required a current and on-going need for the protection for the community interests of users in the interim and in legacy.
					2	Legacy proposals for the Eastway Cycle Circuit do not provide comparable facilities in terms of road race and off road tracks, making it only of local rather than national and regional importance.
					3	No provision of open space for a legacy Eastway off road cycle circuit fit for the defined purpose of mountain bike and cycle cross events which were held at the site.
					4	Proposals do not meet the needs of cycle users, particularly those who used Eastway Circuit for racing and training.
					5	Public access is not prevented by design and use of topography.
					6	Proposed Legacy Eastway Circuit is not fit for purpose as an athletic facility because of air and noise pollution from A12 above tolerable and safe levels.
					7	No provision is made for MTB racing, an Olympic discipline previously provided for on the site and which is not guaranteed at any other site in inner or outer London.
					8	Users have not been consulted over any plans since the previously announced plan of February 2005, which is was said would be funded and built whether or not London won the Games. This is contrary to human rights in the planning process and makes no allowance

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						for guidance on Sustainable Communities, PPG17 and procedures laid down by CABE and PPS1.
Frances	Bower	No Comment	Support	2	1	Supports the plans apart from the building of a car park on the existing football pitches.
					2	The car park will damage a valuable recreational ground and wild life area.
June	Bradley	Object	No Comment	1	1	Considered that the details and the maps were of poor quality. Concerned about disabled access over the long bridge and more than one 24 hour lift was needed to gain access to and from the bridge at both ends. What access provision is there from Waltham Forest.
Frances	Bradshaw	Object	No Comment	1	1	The planned proposal could be significantly improved with the retention of the allotments. They would enrich the proposals by retaining historic and cultural and biodiversity to the site. The Olympic Games are for a few weeks but the community of the allotments has greater sustainability.
Lesley	Breches	No Comment	Object	2	1	The whole scheme is a desecration of the Lea Valley due to the theft of the wild life spaces bringing no benefit to the people of Hackney and years of disruption.
					2	The cost is vast and for a fraction of the money the real problems of the borough could be addressed and our marshes enhanced as the lungs of the East End.
Mr Steve	Brett	No Comment	Object	2	1	Object to proposed cycle facilities
					2	Eastway provided a facility for local schools, clubs etc and a variety of types of road and off-road racing close to central London. The proposal is a token gesture to outdoor cycling with a track not fit for purpose likely to be used for leisure cycling rather than competition.
Norman	Bright	No Comment	Object	2	1	Advice of experts has not been heeded with regard to replacement cycling provision at Eastway Cycle Circuit.
Dr. Richard	Bristow	Object	No Comment	1	1	Objects to the plans for the legacy velopark and to the intent of the ODA to renege on the promise to provide a velopark at least as good as the excellent Eastway facility lost as a result of the Olympic plans. Any worthwhile legacy must include the reinstatement of equivalent or better facilities.
					2	Current plans illustrate how little the Olympics has to do with sport and how much is concerned with money. The only legacy will be feelings of anger and betrayal within the cycling community and denial of future

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						generations the benefits of an excellent and multi-disciplinary cycling facility.
					3	Any Olympic mountain bike circuit at Brentwood should be made permanent as there is both demand and benefits to the local community.
S.G.	Brook	No Comment	Conditional Support	2	1	Lack of clear information being sent to residents
					2	Will legacy facilities be useful and cheap?
					3	The character of the area must remain.
					4	Allotments should be replaced preferably in greater numbers
Louise	Brooker	Object	No Comment	1	1	Objects to all applications on following grounds:
					2	28 days given to the public to view the plans are woefully inadequate and lack of information regarding the planning applications almost non existent.
					3	Part of Hackney Marshes will be given over to coach parking and listed trees destroyed.
					4	As an allotment holder in Oliver Road, appalled by proposal to destroy Manor Garden allotment site, and relocate to Marsh Lane Fields which are used daily by dog walkers, and should be retained for the residents of Leyton.
					5	Lack of public consultation with no information received about plans being on view at Leyton Asda or Walthamstow Library
					6	Unable to view on line as a Mac user.
					7	The ODA planning leaflet does not allow you to zoom in and view the maps in any detail.
					8	Public consultation has been poor and ineffective and real lack of community involvement, which fails to conform to requirement of PPS1.
Mark	Brown	Object	No Comment	1	1	There is a failure to conform to PPS1 with regard to Manor Garden Allotments and it tenants. The loss of the allotments is depriving future generations of the opportunity to meet their needs through growing their own food and this loss is due to a landscape design decision that does not meet a genuine need. The allotment community is based around a particular piece of land that has been cultivated for generations. Eliminating the allotments will

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						result in the elimination of a community.
					2	The application as presented will have a destructive effect as there is nothing of substance in the application that addresses poverty, inequality and social exclusion. The application is depriving important sections of the community with a useful and vital form of exercise.
					3	The application contains no enforceable Legacy proposal and it assumed the loss of the allotment is permanent.
					4	The reprofiling proposed will result in the loss of natural habitat and the distinctive character of the landscape will disappear.
Matthew	Brown	No Comment	Conditional Support	2	1	Conditional support. Some concerns about loss of existing sports facilities.
					2	Concern that site includes the River Lea and this should not be closed during the Games.
					3	Concern that 'urban-industrial' nature site will become sanitised and corporatised.
Mr	Brown	No Comment	Neutral	2	1	Neutral - more public toilets should be provided
Rob	Brown	No Comment	Support	2	1	Support
Valerie J	Brown	No Comment	Support	2	1	Support
					2	Concern that London Underground and British Rail will not have their infrastructure in place for 2012, which will lead to road congestion and there are no plans for additional roads.
					3	Are the grounds sustainable after event?
Cllr. Barry	Buitekant	Object	No Comment	1	1	On the basis that the consultation period allows insufficient time to read the material.
Edwin	Burden	Object	No Comment	1	1	Legacy Cycle Circuit 1.Does not comply with LDA covenant to create legacy Eastway Cycle Circuit in parkland to meet needs of users
					2	Proposal does not provide the variety of the old circuit 2
					3	No parkland left in which to locate a legacy circuit
					4	Does not meet needs of cyclist who used Eastway to race and train
					5	Public access is not prevented
					6	Pollution from A126
					7	No provision for mountain bike racing
					8	Insufficient consultation of users, (human rights) does not comply with guidance on

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						sustainable communities, with PPG17 or procedures laid out by CABE and PPS1
Mr Marc	Burdon	No Comment	Object	2	1	object to proposed cycle facilities
					2	plans not suitable for cycle sport outdoors
					3	nothing suitable for off-road competition included
					4	proposed road circuit is unsafe
					5	proposed layout is uninspiring, too close to A12 and in shadow
					6	noise and pollution from the A12
					7	new facilities should include road and off-road competition facilities
					8	legacy site is too small and in marginal position
					9	the facility offered is not nearly as good as the schemes previously promised and comes nowhere near replacing site which is lost
					10	lack of consultation
Mr P G	Burgess	No Comment	Support	2	1	Proud that London is hosting the Games.
					2	Hopes that the sports facilities will remain post Games.
					3	The Park post Games should be a vehicle free zone.
Anthony	Burton	No Comment	Object	2	1	Olympics not wanted and would be in the wrong place.
					2	The Arena will not be used after the Games, reminiscent of the Dome
Debbie	Burton	No Comment	Object	2	1	We were assured that the replacement of Eastway Cycle Circuit would be an improvement over the original facility but it will now be far inferior.
Will	Bushby	Object	No Comment	1	1	Conflicts with commitments made in Eastway Cycle Circuit Relocation and Legacy Strategy (approved) pursuant to legal agreement pursuant to 2004 Olympics permission.
					2	Objects to closure of Eastway Cycle Circuit following Compulsory Purchase Order.
					3	Proposal does not provide an adequate replacement facility. Insufficient size for legacy road cycle circuit and no provision of legacy off-road cycle circuit/mountain bike racing. This does not meet the needs of cyclists.
					4	Proposed replacement site would suffer from unacceptable air and noise pollution from the adjacent A12.
					5	Users have not been consulted since 2005.
					6	Conflicts with guidance on sustainable

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						communities and with advice in PPS1 and PPS17.
Thomas	Butcher	Object	No Comment	1	1	Conflicts with commitments made in Eastway Cycle Circuit Relocation and Legacy Strategy (approved) pursuant to legal agreement pursuant to 2004 Olympics permission.
					2	Objects to closure of Eastway Cycle Circuit following Compulsory Purchase Order.
					3	Proposal does not provide an adequate replacement facility. Insufficient size for legacy road cycle circuit and no provision of legacy off-road cycle circuit/mountain bike racing. This does not meet the needs of cyclists.
					4	Proposed replacement site would suffer from unacceptable air and noise pollution from the adjacent A12.
					5	Users have not been consulted since 2005.
					6	Conflicts with guidance on sustainable communities and with advice in PPS1 and PPS17.
Mr	Buzzilla	No Comment	Support	2	1	support (no comments)
Mr Darren	Cainey	No Comment	Object	2	1	object
					2	plans not suitable for cycle sport outdoors
					3	nothing suitable for off-road competition included
					4	proposed road circuit is unsafe
					5	proposed layout is uninspiring, too close to A12 and in shadow
					6	noise and pollution from the A12
					7	new facilities should include road and off-road competition facilities
					8	legacy site is too small and in marginal position
					9	the facility offered is not nearly as good as the schemes previously outlined and comes nowhere near replacing site which is lost
					10	lack of consultation
Mick	Cairns	No Comment	Object	2	1	Object to scaling down Legacy Velopark in size and facilities compared with Eastway Cycle Circuit.
					2	Object to loss of East Marsh.
Wendy	Caldon	No Comment	Neutral	2	1	Requests transport details on buses and Hackney Wick.
Ian	Campbell	Neutral	No Comment	1	1	There is not enough time to comment, given the size of the undertaking and the number of documents with more to be added to the website. Deadline for comments should be extended to July.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
Teresa	Carbajo Garcia	Object	No Comment	1	1	Plans should be adapted to keep the Manor Garden Allotments
Dr. Douglas	Carnall	Object	No Comment	1	1	Objects to the Olympic planning process because of concerns that floodplain is being tarmacked without an appropriate environmental impact assessment
Elizabeth	Carola	Object	No Comment	1	1	Inadequate amount of time for the public to access the application documents, read, digest, consult with members and comment on this complex application. Additional delays in getting documents into libraries and badly managed website, therefore failing to comply with EEIA Directive 85/337/EEC.
					2	Object to location of multi-storey car park, due to siting next to Lee Navigation and Wick Village. It detracts from green/sustainability credentials of the Games. Car parking should be repositioned under the centres or on east side of the centres to offer protection from visual intrusion, and air/noise pollution.
					3	Objects to Loop Road as it runs along Lee Navigation, detracting from open quality and quiet enjoyment of recreational space and local, national and regional cycle and pedestrian paths.
					4	Requests a condition requiring the Lee Navigation Towpath to be kept open during construction of the Games and afterwards, and if closed during the Games, alternative routes are clearly marked.
					5	Trees, woodland and habitats should be retained between Arena Field and Lee Navigation to provide a buffer zone and house sparrow habitat.
					6	Site description fails to mention 300+ trees, and reference to East Marsh being in LBWF is incorrect, the majority is in LBH.
					7	Objects to use of East Marsh/MOL for a car and coach park, providing insufficient protection for rare and mature trees, destruction of weeping, poplar and ash trees. Request condition to save all trees on site except those needed to be felled for the land bridges. The rest should be protected.
					8	Use tracking instead of removing grass and laying hard standing, to allow speedier return to grass/sports pitches.
					9	Trees lost on Ruckholt Road should be replaced elsewhere on Marshes and East Marsh prior to any trees being destroyed.
					10	Reposition coach driver facilities to avoid loss of trees.
					11	Telecommunications mast should be allowed

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						only if they are not built close to trees this would avoid any tree loss.
					12	Reduce size of land bridge after the Games as it is unnecessarily large for legacy.
					13	The 5 m high fence to be constructed around the car/coach park on East Marsh should be designed to allow the walking route between Leyton and Hackney to remain open throughout construction of car/coach park.
					14	Park and ride bays should be removed from the proposal, they are only required if large numbers of people are expected to come to the Games by private transport, parking further out and being brought to East Marsh by car.
					15	Not clear what is meant by 'the vegetation and trees are shown for contextual purposes only'. Trees should be retained for amenity and wildlife value.
					16	Impounding the river will mean loss of mud flats along the Hackney marsh stretch of the river, which provides habitat for birds and fish - this is not covered by the EIA.
					17	Incorrect statement that velodrome and buildings of Arena Field are the only permanent buildings to be developed on MOL, the land bridge will also be built on MOL on White Hart Field and East Marsh.
					18	Noted that the new proposals would require less environmental damage on Eton Manor and the destruction of fewer trees, however these have now been cut down.
					19	Objects to the substantial reduction in the legacy value of Eastway cycle circuit and cycle facilities, hence the value for local people after the Games.
					20	Objects to loss of Manor Gardens Allotments, which are a compelling and unique facility for local people
Ele	Carpenter	Object	No Comment	1	1	There is a failure to conform to PPS1 with regard to Manor Garden Allotments and it tenants. The loss of the allotments is depriving future generations of the opportunity to meet their needs through growing their own food and this loss is due to a landscape design decision that does not meet a genuine need. The allotment community is based around a particular piece of land that has been cultivated for generations. Eliminating the allotments will result in the elimination of a community.
					2	The application as presented will have a destructive effect as there is nothing of substance in the application that addresses poverty, inequality and social exclusion. The

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						application is depriving important sections of the community with a useful and vital form of exercise.
					3	The application contains no enforceable Legacy proposal and it assumed the loss of the allotment is permanent.
					4	The reprofiling proposed will result in the loss of natural habitat and the distinctive character of the landscape will disappear.
Liliou	Cassius	No Comment	Object	2	1	Object. No interest in Olympics but concerned about when improvements to his/her flat will take place.
Miss Annlouise	Cawley	No Comment	Object	2	1	Object to the legacy cycling provision
					2	Only seven hectares are allocated for cycling of which only two hectares will be available for the road circuit and MTB facility. LVRPA plans were for a 34 hectare world class site while Eastway was 24 hectares. Area is inadequate for meaningful mountain biking area.
					3	The road circuit is too short, unsafe, uninspiring and subject to noise and air pollution. The turns are too tight and gradients not steep enough to allow breaks to develop.
					4	Proposed mountain bike circuit does not attempt to replace the Eastway facility. It cannot be used for racing and use of parts of the general park area would not be in an area free of other traffic, ball sports or dogs.
					5	There has been a lack of consultation with very little time to comment.
					6	The ODA is bound by the Olympic Act to honour commitments made by other planning authorities including the strategic covenant that the LDA gave to provide a replacement for Eastway as legacy provision.
S.	Chambers	No Comment	Support	2	1	Support
Mr Paul	Champness	No Comment	Object	2	1	Object to legacy plans for cycling. In particular to the lack of off road competition facility and the poorly designed road circuit which does not replace that lost.
Alan J	Chapman	No Comment	Object	2	1	Object to the applications and request right of representation at any hearing:
					2	No consultation to identify the needs of the cycling community at Eastway.
					3	Plans are not suitable for cycle sports outdoors
					4	No provision for off-road competition within the constraints of the scheme, so conditions cannot secure this.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					5	The road circuit is unsafe and does not allow for large fields to circulate
					6	The layout is uninspiring, against the A12 in the shadow of a large building
					7	The facility is cut in two by the A12 which brings noise and air pollution
					8	There is no possibility of safe concurrent running of road and off-road sessions
					9	The area made available for a legacy replacement is unsuitably small and in a marginal position
					10	Design in subsequent detailed applications cannot alleviate the absence of land being made available for the cycling facility in legacy.
					11	Users were given assurances about the validity of the legacy provision, and now the scheme does not even come close to replacing the Eastway facilities in Inner East London
Paul	Charman	Object	No Comment	1	1	Applications are pre-determined as Olympics will happen anyway and the Committee are biased in favour of big developments.
					2	Lack of time to object to huge project, 5 months is normal.
					3	Inequality of arms in facilities and personnel for the public to understand 10000 pages of planning information.
					4	No detailed Legacy included, therefore the current proposals should be seen in terms of Olympic Games only.
					5	Figures given for tourism and jobs are exaggerated and no evidence provided.
					6	Impacts on housing due to increased private rents are not mentioned in economic and social effects.
					7	Impact of gentrification is not considered, therefore is the deindustrialisation really desirable?
					8	Amount of housing gain of 9000 in CPO and previous applications now changed; therefore previous decisions were based on false statements. Also fails to describe loss of Clays Lane.
					9	Regeneration is underway in any case; therefore the regenerative impact claim is false.
					10	False statements made about relocation strategy and failure to honour previous commitments.
					11	Loss of housing resource at Clays Lane/Park Village for 1000 people, with consequence

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						loss of community connections, amenity, size of accommodation etc.
					12	Needs survey carried out by Fluid was discarded; consultation was manipulative for Clays Lane residents.
					13	Consultation on allotments was designed to press allotmentees to accept Marsh Lane.
					14	Newham UDP commitment to integrate Clays Lane into Stratford City is not honoured.
					15	Loss of open space to house traveller communities.
					16	Loss of existing open space, no gain and of less quality.
					17	Failure to monitor existing demolition and remediation work.
					18	Failure to properly monitor and inform on documents e.g. protected trees on Eastway.
					19	Legacy already prefigured in existing UDPs and Gateway Plans.
					20	No need for further conference space, media centre
					21	Loss of Manor Gardens Allotments which has special historic, social and amenity value is based on a landscaping decision.
Sebastian	Cheswright	No Comment	Support	2	1	Support subject to there being strong legacy plans for Hackney residents - excellent cycle routes around the Olympic Park, away from traffic in picturesque environments, well designed green spaces accessible to the public and some good sporting facilities left as legacy for the public with affordable access, well designed and good cycle parking.
Julian	Cheyne	Object		1	1	Objects to the Olympic, Paralympics and Legacy Transformation Planning Applications.
					2	Website not working on Sunday 18th March often shows error message.
					3	Regeneration of the area could be achieved with less cost and destruction, retaining existing occupiers and in line with current planning policies. Stratford City outstrips the Olympics in terms of regenerative effects.
					4	Existing sports facilities and hotels and university accommodation could be used at minimal expense, enabling athletes to mix with local communities.
					5	Any obligations to the IOC to create an Olympic Park is not binding on a planning authority. No Legacy plan included.
					6	Intends to present further objections due to lack of time for objection for ordinary members of the public, lack of access to documents,

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						inequality in terms of facilities and personnel, notification did not arrive, right participate in terms of EEC Directive not being met.
					7	Special circumstances apply to Clays Lane Residents because they are being forcibly removed from a site for which planning permission has not yet been granted. They are disadvantaged by the process and by the attitude of the ODA regarding the application.
					8	The current application unfairly refers to the 2004 permissions which contained relocation strategies. These strategies were never approved and the relocations are taking place in breach of the original conditions.
					9	Presents doubts about the competence of the ODA because of the way in which the relocation strategies were submitted and consulted upon after a new masterplan was already in the public domain.
					10	Failure to properly inform residents of the situation regarding the relocation strategy and conditions attached to the original planning permission, failure to require the LDA/ODA to seek approval at that time, failure to correctly apply the original requirement to seek approval of the strategy, therefore the ODA planning team's capacity to examine, explain, inform and enforce is in doubt.
					11	Summary of Clays Lane residents concerns is inadequate; no mention is made of the failure to abide by promises.
					12	It is a planning deception that the 2004 permission is now being superseded by the new applications and the promises previously made show as false. This is likely to happen again for any Legacy now promises.
					13	Contradictory 'statements' given to different organisations on the closing date for consultation responses.
					14	Failure to enforce planning conditions at Eastway and at Park Village with regard to demolition and other site clearance works. No independent monitoring of the relocation process is in place.
					15	Lack of knowledge of protected trees at Eastway by ODA PDT.
					16	The outcome of the planning application is pre-determined because of the composition of the ODA Planning Committee, statements made at public meetings that the Olympics is going to happen, no independent scrutiny exists as the Mayor and Ministers previously supported the proposals, the ODA is not democratically accountable.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					17	Proposals are falsely presented as including a Legacy.
					18	No evidence is presented for the benefits arising from tourism, when in fact evidence shows that the claims are false.
					19	Unsubstantiated claims are made about sports and health benefits, as the facilities are completely inappropriate for non-elite events and grassroots sports.
					20	Unsubstantiated claims about the increase in jobs of 9000, above that given at the CPO Inquiry, with no means of ensuring jobs for local people.
					21	Failure to properly assess or mention housing loss in the ES. The impact of the housing loss on the residents in terms of affordable housing for a poorly catered for group - single mobile mainly young people is not assessed, and the results of the previous Fluid survey do not support the assertions made by the applicant.
					22	Previous statements on housing gains were false, now no mention is made.
					23	Lack of clarity about the housing gain in Legacy, which does not offset the loss at Clays Lane and Park Village and double counts housing being built in any case for Stratford City.
					24	Other preferred sites for Legacy housing benefits presented at the CPO Inquiry but ignored.
					25	No assessment is made of the impact of gentrification and how local communities would benefit if at all.
					26	Confusing statements made by Lord Coe and IOC about whether or not the regeneration costs should be included with the Olympic costs.
					27	A greater increase in open space could have been achieved by allowing access to existing open spaces and cleaning them up with new green links, instead of permanently losing open spaces at Hackney Marshes and Major Road.
					28	Lack of confidence in budget preparation process.
					29	Experience of the consultation process since 2004 has not been positive; the results have not been acted upon.
					30	Failure to prepare properly for the relocation of existing communities and users, particularly the 'unique qualities' of Clays Lane, which is now almost destroyed.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					31	The failure to prepare for the relocations also affects the Cycle Track Users now without the Hog Hill Track, football players at East marsh with no alternative facilities, allotment holders have no suitable site, two travelling communities have had to be placed on important park sites in breach of all planning guidance, and a number of businesses are still looking for sites.
					32	False statements made by LDA to the CPO Inquiry about alternative regeneration plans for Clays Lane.
					33	Clays Lane community has been adversely affected due to broken promises about their relocation, loss of housing rights, loss of amenities, higher rents and destruction of community and this is not justified by the IOC requirement that athletes should not have to walk for more than 20 minutes to get to their events.
					34	The remediation proposed for the Eastway Cycle Track is unnecessary and dangerous, and should not have been started until Clays Lane was demolished. Potentially dangerous materials include bomb damage, radioactive material, phosphates, arsenic, asbestos, cyanide.
					35	The choice of this site as opposed to alternative locations further south in the Lea Valley at Mill Meads has resulted in unnecessary and pointless destruction of existing facilities and communities, leaving the affected communities feeling that those making decisions are not listening.
					36	The purpose of the Olympics is to transfer ownership of land from some parties to other parties.
					37	A number of documents are annexed to support the points made above.
Julian	Cheyne		Object	2	1	Comments regarding London as World City status
					2	Planning guidance has been ignored in the planning process
					3	Objects to Metropolitan Open land and green spaces being built on
					4	The application does not include a detailed legacy plan therefore it is difficult for objectors to present concerns
					5	Planning permission was given to the Eastway cycle circuit for remediation without reference to a document about 1959 deposits of Thorium. Residents of Clays Lane were not informed

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					6	Dust produced at Eastway is unacceptable.
					7	Health and Safety laws are being broken on the construction sites
					8	Construction freight should use Bow Locks and return the semi-tidal regime to the Lee Navigation and add the use of the major commercial route through Limehouse.
					9	Unnecessary to construct Prescott Lock.
					10	Sustainability advisor only just appointed by the ODA. Cannot take sustainability seriously when it is not properly investigated and the communities to be consulted have already been demolished.
					11	What is 'World City' status and how is it gained? London already is a world city but is this designation desirable and what additional benefits will it bring and at what extra cost? And will it reduce the high cost of living, rising housing costs, traffic congestion etc that London already suffers from.
John	Clarke	No Comment	Conditional Support	2	1	Conditional support. Proposals are exciting and positive. Concern that local people and businesses are not affected.
Mrs Eileen	Clarke	No Comment	Object	2	1	object
					2	The proposals will cause traffic chaos in an already congested area
Mrs M	Coe	No Comment	Object	2	1	object
					2	too much upheaval already, will be more trouble when it starts
					3	costs too much
Mr Mohamed B.	Conteh	No Comment	Support	2	1	support (no comments)
George	Conway	No Comment	Support	2	1	Support
Brian	Cook	No Comment	Support	2	1	Support
Anthony	Coon	Neutral	No Comment	1	1	Requested explanation of decision making process and legislative context
					2	Are the two applications available on the website? When does the consultation period end?
					3	Requested details of any previously produced masterplan used as a context for the applications.
Brian	Cooper	No Comment	Object	2	1	Object. Would like to continue taking photographs of the area. Will there be any viewpoints where the public can take

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						photographs from?
Charlotte	Cooper	No Comment	Object	2	1	Cycle paths have not been marked on maps, dedicated paths are needed. Cycling is currently very dangerous.
					2	The Greenway should be a continuous path for cyclists and pedestrians.
					3	Queries how existing waterways are to be used.
					4	Objects to the proposed perimeter enclosure as a hostile statement keeping people out, and making crossing the area inconvenient. Security cannot be used as an excuse.
					5	Concerned about the areas marked for future development, Canary Wharf/Bluewater style developments destroy local communities. Need sustainable growth of the local non-corporate existing community.
					6	Concerned about the amount of parking and hard paving shown on the map indicating a concrete wasteland.
					7	Early action to replace trees in needed as they take many years to reach maturity and would reduce impact of vehicle emissions and pollution.
					8	Consultation leaflet could have been clearer but is an improvement on patronising crayons and speech bubbles materials offered in the past.
Ian	Cooper	No Comment	Neutral	2	1	Replacement cycle circuit is a travesty of the trust and commitment that individuals have put into Eastway
Setsuko	Cornish	No Comment	Conditional Support	2	1	Conditional support. Hope events go smoothly. Local residents need to participate e.g. by making the area clean and welcoming for people around the world. Important to avoid congestion.
Kirstie	Cousins	No Comment	Object	2	1	Object, due to lack of adequate reprovision of facilities at the Eastway Cycle Circuit with Hog Hill not open and nothing at Victoria Park or the Royals.
					2	The legacy facilities for cycling are much scaled down in terms of land and track and represent a loss of a national standard facility.
					3	Access to the legacy proposals seems to be very limited e.g. to Aquatics Centre other than via Carpenters Estate or by 'Greenway' type routes. Access should be integrated and safe.
					4	The vast swathes of land for future development are concerning, why no details of size, density and of new schools and surgeries?

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
Gregory	Cowan	Neutral	No Comment	1	1	Request extension of consultation period to a month from when the documents are available to view on the internet.
Debbie	Cowley	Neutral	No Comment	1	1	Concern that there are very few transport links from the north. There should be a rail link and shuttle buses to connect Walthamstow and Stratford
Gareth and Carol	Cozens	No Comment	Object	2	1	Raises objections to the poor plans to replace the Eastway Cycle Circuit.
					2	The circuit was accessible to a vast majority of London cyclist and a very good facility. The replacement is not an improvement and not even it's equal.
					3	Cycling is one of those sports which the UK is doing well in. The promise of a properly equipped off road facility should be advertised as a beacon to other sports that are failing.
					4	It's a shame as young cyclist in London and the south east are being robbed of their future.
Mrs D	Cunningham	No Comment	Conditional Support	2	1	Conditional support
					2	Proper toilets and baby changing facilities needed, not just on Olympics site but throughout London
S	Cushion	No Comment	Object	2	1	Object
					2	Loss of Hackney football pitches. Even if temporary this is contrary to the aim of the Olympics to encourage sport
M.J.	Daniels	No Comment	Object	2	1	Object to loss of Eastway Cycle Circuit: no provision for off road competition; road circuit is too small with a poor, unsafe layout, and is inappropriately sited next to the A12. Facility in no way matches the type of replacement facility which users were promised.
					2	Inadequate consultation.
K	Davey	No Comment	Object	2	1	Object to Olympics and associated dirt/disruption.
Colin	Davidson	Neutral	No Comment	1	1	Request extension of consultation period to a month from when the documents are available to view on the internet.
Alan	Dawes	Object	No Comment	1	1	Plans should be modified to incorporate Manor Gardens Allotments
Mike	Dawson	No Comment	Object	2	1	There has been no consultation and no attempt to identify the needs of the cycling community based at the Eastway.
					2	The plans are not suitable for cycle sport outdoors.
					3	There is no off road competition permitted

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						within the constraints of the scheme so there can be no guarantee or planning condition for it unless the scheme is rejected.
					4	The road circuit is unsafe and does not allow for large fields to circulate. Its layout is uninspiring, being pushed right against the A12 in the shadow of a large building.
					5	The facility is cut in two by the A12 which brings noise and air pollution and there is no possibility of safe concurrent running of road and off road sessions of any kind.
					6	The area available for a Legacy replacement is unsuitably small and in a marginal position. No amount of design prior to a detailed application can alleviate the absence of land area for the cycling facilities in the Legacy phase.
					7	Users were promised and given numerous assurances about the validity of legacy before they up their facility to make way for the Games. The scheme now applied for does not match the schemes outlined and does not come close to replacing the road and off road cycling that made Eastway so successful as a thriving community of people doing sports in Inner East London.
Keith	De Coene	No Comment	Support	2	1	Support.
Ms Silke	Dettmers	No Comment	Conditional Support	2	1	Hope that visual arts provision will be a priority at Legacy phase. Would like to see part of legacy facilities transformed into subsidised artists' studios.
Nirmol	Dey	No Comment	Neutral	2	1	Supports provision of swimming facilities.
Mr Andy	Dickson	No Comment	Object	2	1	object to proposed cycle facilities
					2	When Eastway closed, cyclists were promised a velopark equal or superior. What is proposed falls very short of that commitment
					3	Main casualty is mountain biking and off road cycling. Eastway provided a facility for local youth and families and a variety of types of road and off-road racing close to central London.
					4	road circuit is inadequate for competitive road racing
					5	enough land must be found to provide a facility as good as before, with on and off road facilities, a velodrome is not an improvement on the venue as it was
					6	better consultation with cyclists required
Ros	Dignon	Object	No	1	1	Object to loss of Manor Garden Allotments

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
			Comment			and believe that the walkway is unnecessary and the plans could be adapted.
Kathryn	Dixon	No Comment	Object	2	1	Object to the legacy cycling provision
					2	Only seven hectares are allocated for cycling of which only two hectares will be available for the road circuit and MTB facility. LVRPA plans were for a 34 hectare world class site while Eastway was 24 hectares. Area is inadequate for meaningful mountain biking area.
					3	The road circuit is too short, unsafe, uninspiring and subject to noise and air pollution. The turns are too tight and gradients not steep enough to allow breaks to develop.
					4	Proposed mountain bike circuit does not attempt to replace the Eastway facility. It cannot be used for racing and use of parts of the general park area would not be in an area free of other traffic, ball sports or dogs.
					5	There has been a lack of consultation with very little time to comment.
					6	The ODA is bound by the Olympic Act to honour commitments made by other planning authorities including the strategic covenant that the LDA gave to provide a replacement for Eastway as legacy provision.
Mohamed	Djehiche	No Comment	Support	2	1	Support, but local residents should be involved to give them more experience of the project through employment.
	DMH Stallard acting for Neptune Wharf Ltd.	No Comment	Object	2	1	(Freeholder of a site at Wyke Road). Object to the Olympic Planning applications
					2	There has been no proper cost/benefit analysis of the Olympic Park proposals in terms of economic benefit.
					3	Consideration should have been made of alternative venues such as the new Wembley stadium, given the effect that the provision of the Olympic Games is having on local businesses with blight, displacement and threat of displacement
					4	There is no evidence that any account was taken of the potential ability to accommodate the bus depot either within the revised park itself or on the substantial areas of land which have been released from the original Olympic Park site.
					5	No evidence that the proposals seek to mitigate the effects of the bus depot relocation by looking at other land in the ownership of the LDA within the wider catchment area

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					6	EIA is flawed and inadequate assessment has been done of the impact and potential mitigation
					7	The ODA is both the planning authority and the applicant. This is a conflict of interest and the ODA cannot possibly take an impartial stance.
					8	For fairness, the ODA should not grant planning permission itself and the decision should go to a public inquiry
Ivan	Dodd	Object	No Comment	1	1	Legacy cycle facility is an inadequate replacement for the cycle circuit which has been lost and fails to meet promises in the original vision for the Olympic Park. Current proposal goes against government promotion of cycling for health and environmental reasons. Need to reconsider proposals.
Mr Bernard	Donnelly	No Comment	Object	2	1	Object
					2	Money should be spent on housing, street cleaning, health services, police instead
	Dores	No Comment	Conditional Support	2	1	Conditional support. Concern over transport as buses currently are overcrowded.
Steve	Dowding	Object	No Comment	1	1	Objects to the applications as a small business person in Hackney already experiencing loss of access to open space at Arena Field, Bully Fen and Bow Back Rivers
					2	Lack of time to object due to sheer size of the applications.
					3	Lack of availability of documents on line.
					4	Proposals for Prescott Lock not referenced in the EIA nor are impacts taken into account.
					5	Raw sewage discharges from Abbey Mills into Abbey Creek immediately adjacent to Greenway entrance to the Olympic Park
					6	Watercourses in the area of Channelsea Village may be polluted with illegal raw sewage from Dagenham Brook, but this is not analysed in the ES.
					7	Objects to proposals to reduce ground levels for flood mitigation, but not enough to create a flood plain and this is used as an excuse to destroy Manor Gardens Allotment and Bully Fen.
					8	The Welcome Area for the Paralympics appears to be located in the middle of a small area of new flood marsh/reedbed.
					9	Misinformation given about disused Eastway Cycle Circuit. Loss of Bully Fen unnecessary could have been incorporated into the Legacy. Remediation on Eastway already

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						flouted agreements given to residents in Clays Lane.
					10	Fully supports objections placed by Manor Gardens Allotments Society
					11	Fully supports objections placed by Hackney Marsh Users Group.
Jane	Downey	Neutral	No Comment	1	1	Where in the planning are the Legacy allotments to replace the ones being destroyed?
Dave	Draper	Object	No Comment	1	1	Totally opposes the applications as it's a corporate land grab for multi national profits at the expense of the people of East London. The cost of the Olympics currently discussed at 9 million is nearly four times the figure published in the original bid. The only legacy for local residents is the ongoing cost, over-run, policing and post Olympics security. The entire proposal is immoral and criminal.
					2	Local residents have been deprived of many local businesses and deprived of local areas within the valley to make way for a sterile, manicured Olympic theme park.
					3	There will also be a loss of resident endangered species. The amount of concrete and tarmac laid, will add to the flood risk by reducing the absorbency of the land.
					4	The so called regeneration benefits will increase noise, pollution, congestion from construction traffic and denial of access too many areas and routes. There constant reminders of the legacy and the regeneration in the form of sporting facilities but not a new Leyton Orient Stadium since the capacity is to be reduced.
					5	Housing is to be built on a flood plain, and with rising sea levels such water side dwellings will be so desirable their prices will be beyond the reach of local people but profitable for the developers.
	Duffield	No Comment	Object	2	1	Whole Olympic Games is a waste of money.
Jonathan	Dumbell	No Comment	Object	2	1	Object, on the basis that legacy land for the velopark is less than 50% of the land gifted to the ODA, and it therefore has been stolen.
J	Dumny	No Comment	Object	2	1	Object, lorries gets stuck in the Blackwall Tunnel causing gridlock in surrounding wide area.
T.W.	Dungey	No Comment	Conditional Support	2	1	Conditionally supports application. As London expands eastward along the Thames it should include beautiful parks within its development.
					2	The Olympic site represents a unique opportunity for a glimpse of English rustic idyll

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						with the River Lea and canals. This would be a great legacy for generations.
					3	Areas 1-10 should not be redeveloped but included in the park.
D	Dunne	Neutral	No Comment	1	1	Neutral opinion but considered that there was not enough information to make any meaningful comments. The consultation exercise is cosmetic as individual comments will not make any difference to the decision of the ODA. The majority of East London residents do not want the Olympics. The ODA should get on with it with minimum time and cash. The needs of the disabled must be given full consideration and access from Waltham Forest should be improved. Local residents should be protected during the building phase.
Ms Jennifer	Dyal	No Comment	Support	2	1	Support
					2	Would like information about improvements to transport, particularly bus routes
E.A.	Carr	No Comment	Support	2	1	Support.
Mr Simeon	Earnshaw	No Comment	Support	2	1	Support (no comments)
Cllr Dr Stephanie	Eaton	No Comment	Object	2	1	Objections are raised to Kings Yard being cleared for the proposed energy centre because these historic industrial buildings are the only ones left capable of being reused. All six should be retained and reused as a social enterprise centre for local businesses serving the Olympics and the Legacy as a living memorial to the Lower Lea Valley former importance as London's largest industrial area.
Martin	Edwardes	No Comment	Object	2	1	Object. Public had no say in whether the Games should come to London. Most of the costs are still unknown.
G	Ellenberg	No Comment	Conditional Support	2	1	Conditional support
					2	Plans not related well to London Borough of Waltham Forest with little legacy
					3	There is no fixed transport link from the north, should put in a station on the Stratford/Tottenham Line and reinstate Lea Bridge Station and the Walthamstow curve to have services from Stratford to Walthamstow and Chingford with tram-trains.
Mr Felix	Enamuoutor	No Comment	Support	2	1	Supports the applications.
Janet	Evans	Conditional Support	No Comment	1	1	Conditionally supported the application but considered that there were not enough details and the print was very small. No detail how access can be obtained from the Waltham

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						Forest and Chingford areas. There also appears to be long walks for the disabled to navigate.
Tim	Everett	No Comment	Support	2	1	Support
					2	Legacy issues should be contained within the consent to include green spaces with 3 to 1 tree/shrub renewal and a diverse habitat with appropriate consultation.
					3	All waste where possible should be removed by barge, as well as the supply and removal of materials by an improved river/canal system.
					4	High level flats should not be built near to the new open space to protect open vistas.
					5	Queries about the plans for construction and transport - are the local roads to be closed, better consultation is needed than done by LBWF.
					6	Will security affect local roads?
					7	What car parking is provided, are local roads safeguarded?
					8	Is there access and involvement for local individuals on site or to meetings?
					9	Do the site investigations protect water tables and underground aquifers
					10	Will buildings be available to local organisations (scouts etc) in legacy
					11	Is there any local benefit from the increased amount of dark fibre installed at the media centres or is it ripped out
Kika	Everington	Object	No Comment	1	1	Concerned that the construction of Olympic venues will include the destruction of valuable wildlife habitats.
					2	Lack of consultation with the people of London. Consultation documents aren't widely publicised or easy to respond.
					3	Unable to find the address of PDT offices on 2012 website.
					4	Would like assurance that various green areas will not be destroyed, damaged or threatened in any way by the Olympics. In particular the Bully Point Nature Reserve.
					5	Loss of allotments is contrary to Mayor of London's plan for a green city.
					6	ODA promoter does not recognise the some of the biodiversity and great habitats for wildlife that already exist in East London.
					7	Would like a copy of the Biodiversity Action Plan
Mr Fred	Fabre	No	Object	2	1	Object

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
		Comment				
					2	Destroying hackney marshes football pitches for a transport mall is unacceptable given current concerns for the environment and exercise
Bridget	Fagan	Neutral	No Comment	1	1	Concern at loss of allotments and requests extension of period to comment.
					2	Community organisation needed to ensure the Legacy for East London thrives.
Betty	Farruggia	Neutral	No Comment	1	1	Request extension of consultation period to a month from when the documents are available to view on the internet.
Mr David	Fearon	No Comment	Object	2	1	Object to proposed cycle facilities
					2	The proposed plans will not replicate or replace the facility which is lost
T	Feneron	No Comment	Object	2	1	There has been no consultation and no attempt to identify the needs of the cycling community based at the Eastway.
					2	The plans are not suitable for cycle sport outdoors.
					3	There is no off road competition permitted within the constraints of the scheme so there can be no guarantee or planning condition for it unless the scheme is rejected.
					4	The road circuit is unsafe and does not allow for large fields to circulate. Its layout is uninspiring, being pushed right against the A12 in the shadow of a large building.
					5	The facility is cut in two by the A12 which brings noise and air pollution and there is no possibility of safe concurrent running of road and off road sessions of any kind.
					6	The area available for a Legacy replacement is unsuitably small and in a marginal position. No amount of design prior to a detailed application can alleviate the absence of land area for the cycling facilities in the Legacy phase.
					7	Users were promised and given numerous assurances about the validity of legacy before they up their facility to make way for the Games. The scheme now applied for does not match the schemes outlined and does not come close to replacing the road and off road cycling that made Eastway so successful as a thriving community of people doing sports in Inner East London.
Terence	Fenn	No Comment	Object	2	1	Object, due to cost, local traffic and parking disruption.
Elaine	Fieldhouse	No Comment	Support	2	1	Support - The shades of green used in your key are impossible to determinate. Other

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						colours should have been used.
Heather	Finlay	No Comment	Object	2	1	Agree with letter from Tom Ridge (1345). Olympics should be sensitive to the needs of local people and destroying heritage goes against this principle.
					2	A more meaningful commitment to sustainable energy and using the canal for transport is to be welcomed.
W.F & S.J	Fisher	No Comment	Conditional Support	2	1	Conditional support
					2	Seek written confirmation that east marsh football pitches will be fully reinstated
					3	Seek written confirmation that Eton Manor facilities will also survive post games
					4	Wind turbine will be noisy and unlikely to generate much power in this area
Stephen	Ford	Object	No Comment	1	1	Roads are not wide enough to cope with construction lorries and additional congestion.
Chris	Fox	No Comment	Support	2	1	Strongly supports the Olympics and believes the Legacy will be a major change for the good.
Miss G.	France	Neutral	No Comment	1	1	What is going to be done about avian botulism which has claimed the lives of ducks geese and swans in the past? The Museum of Childhood in Bethnal Green should be visited by visitors to the Games as should Southend on Sea for a traditional seaside trip.
Nigel	Franklin	Object	No Comment	1	1	Conflicts with commitments made in Eastway Cycle Circuit Relocation and Legacy Strategy (approved) pursuant to legal agreement pursuant to 2004 Olympics permission.
					2	Objects to closure of Eastway Cycle Circuit following Compulsory Purchase Order.
					3	Proposal does not provide an adequate replacement facility. Insufficient size for legacy road cycle circuit and no provision of legacy off-road cycle circuit/mountain bike racing. This does not meet the needs of cyclists.
					4	Proposed replacement site would suffer from unacceptable air and noise pollution from the adjacent A12.
					5	Users have not been consulted since 2005.
					6	Conflicts with guidance on sustainable communities and with advice in PPS1 and PPS17.
Valentine	Franzetti	No Comment	Object	2	1	Will future development land provide community facilities, public housing, health centres. Are the residents of Hackney going to benefit?
Paul	Frederick	No Comment	Object	2	1	Dismayed at the whole process of the closure of the Eastway, the failure of the interim

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						provisions and the fact that Hog Hill renovations have not begun.
					2	Eastway was given up to allow the Games to be given a home. Now cyclists have nowhere to train or race and are forced onto busy roads. The delay in Hog Hill adds insult to injury, since it is nowhere near Eastway and anyone living in Central London will face a journey 3 times that of the previous journey to Eastway.
					3	The site allocated is too small to accommodate a road circuit as good as Eastway. It also lacks off road racing facilities. Surely the Olympics should improve road and mountain bike facilities for the future.
					4	The lack of meaningful consultation has marginalised cyclists. London Cyclist wants a facility that is as good as Eastway in a location near to where we live. Hog Hill is not London. The Olympic Legacy site is an ideal location for the Velopark but it must coincide with what was promised before Eastway was vacated. Conditions were in place to ensure a proper legacy as well as temporary relocation and this must be applied in this case.
Graham	Freer	No Comment	Object	2	1	Object to the legacy cycling provision
					2	Only seven hectares are allocated for cycling of which only two hectares will be available for the road circuit and MTB facility. LVRPA plans were for a 34 hectare world class site while Eastway was 24 hectares. Area is inadequate for meaningful mountain biking area.
					3	The road circuit is too short, unsafe, uninspiring and subject to noise and air pollution. The turns are too tight and gradients not steep enough to allow breaks to develop.
					4	Proposed mountain bike circuit does not attempt to replace the Eastway facility. It cannot be used for racing and use of parts of the general park area would not be in an area free of other traffic, ball sports or dogs.
					5	There has been a lack of consultation with very little time to comment.
					6	The ODA is bound by the Olympic Act to honour commitments made by other planning authorities including the strategic covenant that the LDA gave to provide a replacement for Eastway as legacy provision.
Dr. Isabelle	Fremaux	Neutral		1	1	Request extension of consultation period to a month from when the documents are available to view on the internet.
Dr. Isabelle	Fremaux		Neutral	2	1	The allotments should be retained. If that is not possible replacement allotments of an equivalent size and quality should be made

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						available before the current site is closed.
Ms M.A.	Frimpong	No Comment	Support	2	1	Support
Tavernier	Gaella	No Comment	Conditional Support	2	1	Conditional support.
					2	Do not use Hackney marshes and/or Victoria Park for parking
					3	Do not deteriorate parks and green spaces
					4	Improve silver link trains
					5	No to the logo
M	Gale	No Comment	Object	2	1	Object
Graham	Galvin	Object		1	1	Objects to the cycle circuit due to: the poor provision for road racing and almost non-existent provision for mountain bike racing.
					2	There will be health risks associated with the position of the cycle circuit adjacent to the A12.
					3	The proposed circuit would have a poor design in terms of dead straights and hairpin bends.
					4	There is no demonstrable capacity for the planned velopark to host competitive events which is a serious loss of access to off-road cycling both locally and regionally.
Graham	Galvin		Object	2	1	Objections are raised to this application or any application for the site of the former Eastway Cycle Circuit.
					2	Request of notification of the Committee date to make representation.
					3	The proposed layout of the road cycle circuit is poor dangerous and with the close proximity of the A12 likely to suffer from high levels of air pollution.
					4	The road facility is not a like for like replacement with regards to suitability to hold events or a similar nature and standing
					5	The allocation for mountain biking is very low and totally unsuitable for holding regular events previously held.
					6	There has been insufficient consultation with users.
Carole	Gandy	Object		1	1	The proposals breach the covenant by the London Development Agency in October 2004 to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.
					2	The Strategy provided for the Legacy Cycle Circuit to be created in parkland to meet the

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						needs of cycle users and minimise conflict with other park users through design and use of topography to prevent inappropriate public access to the Cycle Circuit.
					3	The Eastway Cycle Circuit provided a challenging and varied road race circuit and many kilometres of off road tracks. There is no such proposal in the current applications.
					4	There is no parkland in which to site a Legacy Cycle Circuit.
					5	The proposals do not meet the needs of cycle users particularly for racing and training
					6	Public access is not prevented by design or the use of topography.
					7	There is no provision for MTB racing, which is suitable for Juniors or Adults.
Carole	Gandy		Object	2	1	There has been no consultation and no attempt to identify the needs of the cycling community based at the Eastway.
					2	The plans are not suitable for cycle sport outdoors.
					3	There is no off road competition permitted within the constraints of the scheme so there can be no guarantee or planning condition for it unless the scheme is rejected.
					4	The road circuit is unsafe and does not allow for large fields to circulate. Its layout is uninspiring, being pushed right against the A12 in the shadow of a large building.
					5	The facility is cut in two by the A12 which brings noise and air pollution and there is no possibility of safe concurrent running of road and off road sessions of any kind.
					6	The area available for a Legacy replacement is unsuitably small and in a marginal position. No amount of design prior to a detailed application can alleviate the absence of land area for the cycling facilities in the Legacy phase.
					7	Users were promised and given numerous assurances about the validity of legacy before they up their facility to make way for the Games. The scheme now applied for does not match the schemes outlined and does not come close to replacing the road and off road cycling that made Eastway so successful as a thriving community of people doing sports in Inner East London.
Mrs S	Garcia	No Comment	Support	2	1	Strongly supports application.
Roy	Gardiner	Object	No Comment	1	1	The proposals breach the covenant of the London Development Agency in October

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						2004 to use all reasonable endeavours to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.
					2	The Eastway Cycle Circuit provided a challenging and varied road race circuit and many kilometres of off road tracks. There is no such proposal in these applications.
					3	There is no parkland left in which to site the legacy cycle circuit.
					4	The proposals do not meet the needs of cycle users particularly for racing and training.
					5	Public access is not prevented by design or topography.
					6	The legacy cycle circuit is not suitable for racing because of air and noise pollution from the A12.
					7	There is no provision for mountain bike racing for Juniors and Adults.
					8	Losing Eastway for cycling is like other sports having their premier venue destroyed and still effectively destroyed after the games, breaking all promises made during the bid process. This is a disgrace for one of the country's top Olympic sports.
George	Gargan	No Comment	Conditional Support	2	1	Conditional support provided plans are in place to help local people, rather than local people being pushed out as happened in Docklands.
					2	Should be safeguards to stop local population from being priced out as rents rise.
					3	Should provide affordable workshops in Stratford for musicians and artists.
Robyn	Gatty-Quaid	No Comment	Conditional Support	2	1	Conditional support
					2	Concern about type of housing to be provided, should be attractive to owner occupiers rather than a council estate or places that will be rented out to a transient population
Desmond	Gayler	Object		1	1	Objects to the Cycle circuit: Strategy 32 (Eastway Cycle circuit) not implemented from 2004 application -
					2	Proposed cycle circuit will not be challenging nor varied
					3	Proposals will not provide off road - mountain bike and cyclocross tracks.
					4	There is insufficient open space allowed within the development scheme to provide an adequate cycle facility.
					5	The scheme has too many tight bends to be

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						used as a competitive race circuit and could cause injury.
					6	There will be increased noise and air pollution due to the close proximity to the A12.
					7	Users of Eastway cycle circuit were not consulted on this
Desmond	Gayler		Object	2	1	Object. Area for road cycling and mountain biking is too small and unsuitable and too close to the A12.
					2	Legacy cycling proposals are not what were promised to users in 2004.
					3	A natural green lung is going to be lost to development.
Brian	Gee	Object	No Comment	1	1	The velopark proposals, in particular the road circuit are not good enough. A good road circuit should be at least 10km long and have at least one climb of 500m.
S	Gerrard	No Comment	Conditional Support	2	1	Conditional support, would like to know what happens after the Olympics are over, not to end up like the Dome.
Nicholas	Gibbons	Conditional Support	No Comment	1	1	Conditional support - level of investment only justified for the legacy benefits of regeneration, which should have taken place in any case.
Richard	Gilbert	Object	No Comment	1	1	Legacy Cycle Circuit 1.Does not comply with LDA covenant to create legacy Eastway Cycle Circuit in parkland to meet needs of users
					2	Proposal does not provide the variety of the old circuit 2
					3	No parkland left in which to locate a legacy circuit
					4	Does not meet needs of cyclist who used Eastway to race and train
					5	Public access is not prevented
					6	Pollution from A126
					7	No provision for mountain bike racing
					8	Insufficient consultation of users, (human rights) does not comply with guidance on sustainable communities, with PPG17 or procedures laid out by CABE and PPS1
Ms M	Gillard	No Comment	Object	2	1	Object
					2	Use of Hackney football pitches as car park
					3	Loss of local businesses
					4	Demolition of Clays Lane
					5	Road closures

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					6	Disruption to residents normal lives
					7	Stadium which will be white elephants after the games
					8	Need affordable housing not a status symbol for the government
Ruth	Gimson	Neutral	No Comment	1	1	Neutral opinion but considered that there was not enough details; objected to the long bridge and access for the disabled inadequate.
Mrs Beverly	Golding	No Comment	Support	2	1	Support
Dr. Andrew	Goll	Neutral	No Comment	1	1	Concerned that the Olympic Planning Committee has gone back on their word concerning cycling facilities after the games. Due to the provision of better facilities over the past few years and sports funding this country's cycling talent has been spotted early and nurtured into world class athletes. Cycling is green and we should support it. My main concern is the committee has changed its stance after promising so much.
Joso Pedro Evora	Gomes	No Comment	Conditional Support	2	1	Conditional support (no further comments)
Maryllis	Gonzalez	No Comment	Support	2	1	Support and please to see the velodrome will be part of the legacy.
R J	Goode	No Comment	Object	2	1	There has been no consultation and no attempt to identify the needs of the cycling community based at the Eastway.
					2	The plans are not suitable for cycle sport outdoors.
					3	There is no off road competition permitted within the constraints of the scheme so there can be no guarantee or planning condition for it unless the scheme is rejected.
					4	The road circuit is unsafe and does not allow for large fields to circulate. Its layout is uninspiring, being pushed right against the A12 in the shadow of a large building.
					5	The facility is cut in two by the A12 which brings noise and air pollution and there is no possibility of safe concurrent running of road and off road sessions of any kind.
					6	The area available for a Legacy replacement is unsuitably small and in a marginal position. No amount of design prior to a detailed application can alleviate the absence of land area for the cycling facilities in the Legacy phase.
					7	Users were promised and given numerous assurances about the validity of legacy before they up their facility to make way for the Games. The scheme now applied for does not

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						match the schemes outlined and does not come close to replacing the road and off road cycling that made Eastway so successful as a thriving community of people doing sports in Inner East London.
Terry	Gourvish	Neutral	No Comment	1	1	Has an assessment been carried out on the effect on water supplies/pressure and electricity supply.
Howard	Grace	Object		1	1	Object to erosion of original plans for Eastway velopark and to provision of inferior sub-kilometre circuit with too many straights and tight bends.
Howard	Grace		Object	2	1	The ODA is renegeing on the post Olympic cycling facilities which were supposed to include a 1.6km road circuit with provision for mountain bike and cyclo-cross courses. The proposed road circuit is too short, has too many very tight bends so quality racing will not be achievable.
					2	Eastway circuit was readily accessible to city workers. Hog Hill will be too far for there to be time for evening race starts.
Stephen	Green	Object	No Comment	1	1	The provision planned for off road cycling and for the road circuit is inferior to the old Eastway.
	Greggs Food Limited	No Comment	Support	2	1	Supports the applications
Dan	Gregory	Object	No Comment	1	1	The proposals breach the covenant by the London Development Agency in October 2004 to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy. The applicant can be shown to be in breach of the covenant by not providing any interim facility.
					2	The existing Eastway Cycle Circuit provided a challenging and varied road race circuit with many miles of off road tracks. There is no such proposal in the current applications, resulting in a facility of local rather than regional and national importance.
					3	Insufficient open space provided around the proposed road circuit and no provision for a Legacy off road circuit.
					4	The proposals do not meet the needs of cycle users particularly for racing and training.
					5	Public access is not prevented by design or topography.
					6	Air and noise pollution makes the legacy cycle circuit unfit for purpose as an athletic facility.
					7	There is no provision for MTB racing.
					8	The users have not been consulted since the

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						previous plans in February 2005. This amounts to a denial of human rights and is contrary to guidance on Sustainable Communities, relevant clauses of PPG17 and procedures laid down by CABE and PPS1.
Andrew	Griffiths	Object	No Comment	1	1	The proposals breach the covenant by the London Development Agency in October 2004 to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.
					2	The existing Eastway Cycle Circuit provided a challenging and varied road race circuit and many kilometres of off road tracks. There is no such proposal in the applications.
					3	There is no parkland left in which to site the Legacy Eastway Cycle Circuit.
					4	The proposals do not meet the needs of cycle users particularly for training and racing
					5	Public access is not prevented by design or the use of topography.
					6	The proposed road circuit is not suitable for cycle racing because of air pollution and noise from the A12.
					7	There is no provision for MTB racing, which is suitable for Juniors or Adults.
					8	I am 18 and have been cycling at Eastway since age 10 and am currently National Road Race Series Champion as well as other achievements. This has been achieved because of the world class facilities at Eastway. The proposed replacement falls very short of what young riders require to have the same enjoyment and opportunity.
M	Griffiths	No Comment	Object	2	1	There has been no consultation and no attempt to identify the needs of the cycling community based at the Eastway.
					2	The plans are not suitable for cycle sport outdoors.
					3	There is no off road competition permitted within the constraints of the scheme so there can be no guarantee or planning condition for it unless the scheme is rejected.
					4	The road circuit is unsafe and does not allow for large fields to circulate. Its layout is uninspiring, being pushed right against the A12 in the shadow of a large building.
					5	The facility is cut in two by the A12 which brings noise and air pollution and there is no possibility of safe concurrent running of road and off road sessions of any kind.
					6	The area available for a Legacy replacement is unsuitably small and in a marginal position. No

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						amount of design prior to a detailed application can alleviate the absence of land area for the cycling facilities in the Legacy phase.
					7	Users were promised and given numerous assurances about the validity of legacy before they up their facility to make way for the Games. The scheme now applied for does not match the schemes outlined and does not come close to replacing the road and off road cycling that made Eastway so successful as a thriving community of people doing sports in Inner East London.
Steven	Griffiths	Object	No Comment	1	1	The proposals breach the covenant by the London Development Agency in October 2004 to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.
					2	The existing Eastway Cycle Circuit provided a challenging and varied road race circuit and many kilometres of off road tracks. There is no such proposal in the applications.
					3	There is no parkland left in which to site the Legacy Eastway Cycle Circuit.
					4	The proposals do not meet the needs of cycle users particularly for training and racing
					5	Public access is not prevented by design or the use of topography.
					6	The proposed road circuit is not suitable for cycle racing because of air pollution and noise from the A12.
					7	There is no provision for MTB racing, which is suitable for Juniors or Adults.
					8	Eastway was the perfect facility for young cyclists to ride, race and train. Plans fall well short of the promised world class velopark. Plans should be rejected so that suitable improvements can be made.
Mr J.	Grimshaw	No Comment	Object	2	1	Object with following questions/concerns:
					2	Why should East enders pay extra Council Tax?
					3	Will the facilities become white elephants after the Games?
					4	Will local people benefit from the facilities after the Games?
					5	Why has so much money come from the Lottery, depriving other causes?
					6	Will existing facilities be replaced? Will current occupiers be compensated?
Anna	Grundy	Object	No Comment	1	1	The proposals breach the covenant of the London Development Agency in October

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						2004 to use all reasonable endeavours to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.
					2	The strategy provided for the legacy circuit to be created in parkland, to meet the needs of cycle users and minimise conflict with other park users through design and use of topography.
					3	Eastway was a safe place to develop cycling skills, time trialling and racing and provided affordable quality coaching. Without such facility barriers to starting in the sport will be greater.
Mr Chris	Gwyntopher	No Comment	Concern	2	1	Nuclear waste carried by Silverlink railway - concern re ongoing dangers from radiation and potential for terrorist attack during games
Ernest	Gyimah Yeboah	No Comment	Support	2	1	Support
					2	Please highlight how these developments will affect private homes in the locality.
J.	Hackshall	No Comment	Neutral	2	1	There has already been waste of money. There would be more public support if the project was in private hands with no public money.
					2	Will compensation be paid for disturbance or dust over food to business at Spitalfields Market.
David	Haggart	No Comment	Object	2	1	No facility for mountain biking and not suitable for cycle sport outdoors.
					2	No consultation or attempt to identify needs of cyclists.
					3	No off-road competition is possible.
					4	The road circuit is unsafe, uninspiring and subject to noise and air pollution.
					5	No possibility of road and off road events happening safely together.
					6	Legacy area is too small and no amount of detailed design can alleviate absence of land.
					7	Users were given promises about legacy facility. Current scheme in no way matches' schemes previously outlined.
Dr Nic	Hague	No Comment	Neutral	2	1	Queries which buildings will be temporary and how long East Marsh will be lost for, with what compensating provisions?
Mr Abdul	Hakim	No Comment	other	2	1	suggests a name for the stadium - Grand Sporting Arena - and a mascot for the games - a lion cub, dressed in red and blue and called Coe
Margaret	Hamilton	No Comment	query	2	1	Will the road layout change? From the international station to the shops

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					2	Will the road layout change? Will Morrison's supermarket to the centre be made pedestrian friendly?
Ms Amanda	Handley	No Comment	Support	2	1	Support (no comments)
Ken	Hands	Object	No Comment	1	1	Objects to all applications on following grounds:
					2	Proposals breach the covenant by LDA in the original S106 to the 2004 permission, and the protection for Eastway Cycle Circuit users given in Strategy 32 is denied. The application required a current and on-going need for the protection for the community interests of users in the interim and in legacy.
					3	Legacy proposals for the Eastway Cycle Circuit do not provide comparable facilities in terms of road race and off road tracks, making it only of local rather than national and regional importance.
					4	No provision of open space for a legacy Eastway off road cycle circuit fit for the defined purpose of mountain bike and cycle cross events which were held at the site.
					5	Proposals do not meet the needs of cycle users, particularly those who used Eastway Circuit for racing and training.
					6	Public access is not prevented by design and use of topography.
					7	Proposed Legacy Eastway Circuit is not fit for purpose as an athletic facility because of air and noise pollution from A12 above tolerable and safe levels.
					8	No provision is made for MTB racing, an Olympic discipline previously provided for on the site and which is not guaranteed at any other site in inner or outer London.
					9	Users have not been consulted over any plans since the previously announced plan of February 2005, which is was said would be funded and built whether or not London won the Games. This is contrary to human rights in the planning process and makes no allowance for guidance on Sustainable Communities, PPG17 and procedures laid down by CABE and PPS1.
Mrs Josephine	Harby	No Comment	Conditional Support	2	1	Discounted tickets for local people please
Janet	Harding	No Comment	Neutral	2	1	Confirmation required that temporary sites will be temporary.
					2	Human rights of East London residents being ignored.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					3	People and wildlife are being displaced, including the swan population on the Lea navigation which will be endangered by barges for Olympic rubble.
Clare	Harris	No Comment	Support	2	1	Support. Hackney has a lot to offer London, Olympics has got to be good for the area.
					2	Games must be properly organized and completed on time.
					3	North London Line should be improved
Richard	Harris	No Comment	Support	2	1	Support
Ray	Harrod	Object	No Comment	1	1	Plans for the velopark after the Olympics cannot be right as cycling would be better off if we had not won the Olympics.
					2	Please think again and remember cycling wins more medals than many other sports.
Michael	Harry	No Comment	Neutral	2	1	Refers to need for Environmental Impact assessment.
Eldrik	Hartley	Object	No Comment	1	1	Objects to all applications on following grounds:
					2	Proposals breach the covenant by LDA in the original S106 to the 2004 permission, and the protection for Eastway Cycle Circuit users given in Strategy 32 is denied. The application required a current and on-going need for the protection for the community interests of users in the interim and in legacy.
					3	Legacy proposals for the Eastway Cycle Circuit do not provide comparable facilities in terms of road race and off road tracks, making it only of local rather than national and regional importance.
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						February 2005, which is was said would be funded and built whether or not London won the Games. This is contrary to human rights in the planning process and makes no allowance for guidance on Sustainable Communities, PPG17 and procedures laid down by CABE and PPS1.
Cynthia	Harton	Object	No Comment	1	1	I have used Manor Gardens Allotments for past 7 years. It is an important facility due to its history, location next to a flourishing community and its use by a wide range of ethnic groups and ages. Moving the allotments to another location will result in the destruction of a community. The allotments support the promotion of health and social cohesion. The application does not include any mitigation to the loss of this facility therefore the loss would be permanent. The consultation period should be extended to allow residents to gain fuller access to the plans.
Chris	Houghton	Object	No Comment	1	1	Objects to the loss of Manor Garden allotments. The allotments should be incorporated into the Olympic development. The community spirit in the allotments would be a wonderful addition to the Olympics, radically different to other Olympics and sending a great message.
Nazia	Hassan	No Comment	Support	2	1	Supports the applications.
Jennifer Gail	Heatherington	Neutral	No Comment	1	1	Object to the downsizing of the main stadium after the Games.
Mr A	Hennessy	No Comment	Support/O bject	2	1	Concerned that Legacy shouldn't degenerate into a white elephant leaving behind dominating hulks.
					2	Concern that the Park should be high quality. Supports the siting of domestic neighbourhoods around the Park to engender community guardianship to support formal management.
					3	Concern at likely heavy public use of Park at Legacy, and resulting increase of litter and adverse impact on nature conservation. How will management address these issues, for example will there be protection of more secluded areas for wildlife?
Dr Eldrid	Herrington	No Comment	Conditional Support	2	1	Conditional Support - Superb plan and exciting proposals
					2	Concerns about eastern face of the site, transportation constraints and need for green areas.
					3	Pressure on arterial roads to the north and south of the site namely the A118 and the A12 as well as residential roads and the

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						North/south roads in particular High Road Leyton (A112).
					4	Solutions are: increase size of arterial roads
					5	Good cycle routes through the site and in the surrounding areas, leading to the underground and public transport links.
					6	Another rail/underground link leading north/south between Stratford Regional and Leyton stations.
					7	Continuation of Stratford High Street Line towards the Northern end of the site
					8	A Hackney underground station linked east-west across the site
					9	There needs to be an increase in greenery in the east particularly as Stratford International and Stratford town centre are industrial looking
					10	Need to ensure that there are provisions to maintain diversity of population in the area through mixed housing provision and council ownership of housing.
					11	Would like two additional copies of the 'Amendments and additional information' leaflets
Philip	Hersey	Object		1	1	Conflicts with commitments made in Eastway Cycle Circuit Relocation and Legacy Strategy (approved) pursuant to legal agreement pursuant to 2004 Olympics permission.
					2	Objects to closure of Eastway Cycle Circuit following Compulsory Purchase Order.
					3	Proposal does not provide an adequate replacement facility. Insufficient size for legacy road cycle circuit and no provision of legacy off-road cycle circuit/mountain bike racing. This does not meet the needs of cyclists.
					4	Proposed replacement site would suffer from unacceptable air and noise pollution from the adjacent A12.
					5	Users have not been consulted since 2005.
					6	Conflicts with guidance on sustainable communities and with advice in PPS1 and PPS17.
Phil	Hersey		Object	2	1	Object to the Legacy velo park.
					2	The provision in the new planning application is not nearly equivalent to what existed at the Eastway circuit
					3	The proposed road circuit will be dangerous and unsuited to racing.
					4	The road circuit would be squashed into a small site that would suffer poor air quality.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					5	Cross-country mountain biking is not proposed in the legacy.
					6	Proposed facilities are too small and would conform to recognised sport guidelines.
					7	Recent consultation exercise in Bethnal Green (4th June 2007) was a sham.
B. A.	Heyward	Object	No Comment	1	1	Objects that replacement of Eastway Cycle circuit will provide an inferior road circuit to that lost.
					2	The ODA's commitment was that the circuit would be replaced with an enhanced facility and this original plan should be reverted too.
Aodan	Higgins	No Comment	Object	2	1	Object. No facility for off-road cycling competition, meaning one less facility than existed before the Olympics.
					2	Cycling road circuit would be unsafe. Cycle use is increasing so that by the time the circuit is operational it will be inadequate in size. A token gesture which leaves local community with less facilities than currently exist.
Simon	Hime	No Comment	Object	2	1	Object to the applications and request right of representation at any hearing.
					2	No consultation to identify the needs of the cycling community at Eastway.
					3	Plans are not suitable for cycle sports outdoors
					4	No provision for off-road competition within the constraints of the scheme, so conditions cannot secure this.
					5	The road circuit is unsafe and does not allow for large fields to circulate.
					6	The layout is uninspiring, against the A12 in the shadow of a large building.
					7	The facility is cut in two by the A12 which brings noise and air pollution.
					8	There is no possibility of safe concurrent running of road and off-road sessions.
					9	The area made available for a legacy replacement is unsuitably small and in a marginal position.
					10	Design in subsequent detailed applications cannot alleviate the absence of land being made available for the cycling facility in legacy.
					11	Users were given assurances about the validity of the legacy provision, and now the scheme does not even come close to replacing the Eastway facilities in Inner East London.
Graham	Hines	No Comment	Object	2	1	Object to the applications and request right of representation at any hearing:

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					2	No consultation to identify the needs of the cycling community at Eastway.
					3	Plans are not suitable for cycle sports outdoors
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					9	The area made available for a legacy replacement is unsuitably small and in a marginal position.
					10	Design in subsequent detailed applications cannot alleviate the absence of land being made available for the cycling facility in legacy.
					11	Users were given assurances about the validity of the legacy provision, and now the scheme does not even come close to replacing the Eastway facilities in Inner East London.
Greg	Hitchcock	No Comment	Object	2	1	Object to loss of biodiversity, particularly due to the long period between construction and Legacy phases, and lack of adequate mitigation measures. Ecology Management Plan required to include translocation of species. Lack of information and commitment to habitat safeguarding and creation e.g. green roofs.
Susan	Hobbs	No Comment	Object	2	1	Support. Concern at high cost.
Andrea	Hofling	No Comment	Object	2	1	Object to the plans for cycling facility.
					2	Lost 34 hectares of state-of-the-art cycling facility.
					3	Poor replacement provision in 2 narrow loops straddling both sides of the motorway on 7 hectares with just 950m off-road track.
Sophie	Hope	Neutral	No Comment	1	1	Request extension of consultation period to a month from when the documents are available to view on the internet.
Carolyn	Horn	No Comment	Conditional Support	2	1	Conditional support/neutral. Asks questions regarding the proposals map
Malcolm	Howard	No Comment	Conditional Support	2	1	Conditional Support - Will the two Government buildings at Stratford social security and the housing be demolished?

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					2	Can any changes be made to the Masterplans?
Jane	Hughes	Neutral	No Comment	1	1	Request extension of consultation period to a month from when the documents are available to view on the internet.
					2	The paper copy of the application should be recycled paper.
Chris & Vicki	Hugo	No Comment	Conditional Support	2	1	Conditional support
					2	loss of cycle track
Mrs D	Hunt	No Comment	Object	2	1	Object, waste of time and money with no facilities available for locals.
Michael & Hugo	Humphreys	Object		1	1	The Eastway Cycle Circuit Relocation and Legacy Strategy and associated condition attached to the previous permission remains undischarged in part or in full. Users currently are without a facility since November 2006.
					2	The Statement of Participation states that the Olympic proposals will result in a net gain in the quantity and quality of open space and sports and recreation facilities across the region after the Games. This is not true for the sport of cycling which was a consultee protected by planning conditions and occupied the site before redevelopment began.
					3	There will be a loss in the quality or quantity of open space and a reduction in amenity value because: there will be far fewer individual and community groups participating, London's only permanent MTB XC was lost and there is no replacement proposed, the importance of road and off road provision operating together, road circuit facilities of only local importance, fewer cycle disciplines catered for, proposals more geared to elite riders rather than grassroots, reduced opportunity for unstructured riding.
					4	Failure by the applicant to follow PPG17 and its Effectiveness Review as well as failure to follow Circular 11/95 intended to support planning conditions and PPS1.
					5	There has been no consultation with users over the proposals in the current application despite the Eastway Users Group being acknowledged by the applicant and JPAT as a stakeholder in the statutory process. The Community Engagement Strategy (CES) has been shown not to be working with no consultation with users of any kind including

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						those engaged in road riding, off road riding, schools and youth cycle sport.
					6	No Sports Impact Study or Analysis submitted with the application and no referral to Sport England to consult over the loss of a 'playing field' equivalent under s10.1 of the Town and Country Planning Act and Circular 09/98.
					7	The proposed road circuit is unsuitable and unsustainable. It will have little grading, four straights, six tight corners with no use of terrain to conceal the circuit. Its design and configuration is poor and users clearly reject it.
					8	The location of the road circuit next to the A12 is unsuitable with high noise levels in excess of 70Db and high levels of air pollution. This includes background levels of nitrogen dioxide in excess of 40 ugm which has been shown to be injurious to health.
					9	Eastway was designated as Metropolitan Open Land (MOL) on the basis of its sports facilities. The 2004 Planning Committee report stated that the Open Space Strategy should specify that replacement open space should be of a standard suitable for MOL designation and of good quality.
					10	The enhanced 'compactness' cited by the applicant simply results in less open land available to serve sport community. The 2005 proposals were for a 34 hectare velopark has now been reduced to under 10 hectares.
					11	The Lower Lea Valley Opportunity Area Planning Framework Mayoral direction on Metropolitan Open Land implies the current application would be in breach of 2004 planning conditions for legacy re-provision of MOL.
					12	Parts of the site which are not designated for housing in the LB Newham UDP and which were previously MOL are now shown as being for intended for housing.
					13	The Compulsory Purchase Order (CPO) Inquiry Inspector's report established the cycle relocation and legacy strategy as material to the decision in favour of the applicant and that the Eastway Users Group withdrew its objections based on this strategy and the then known enhancements.
					14	The Commitment to Sustainable Regeneration refers to the Legacy Masterplan Framework which will address and consider the legacy community conditions applied to the 2004 permissions. The London Development Agency covenanted to use all reasonable endeavours to comply with the approved cycle relocation and legacy strategy.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					15	The developer is presently in breach of the relocation strategy and is not making 'all reasonable endeavours'. Applicable case law is Rhodia Int Holdings Ltd & Rhodia UK LLC vs Huntsman International Holdings Ltd, High Court 21st February 2007.
Michael & Hugo	Humphreys		Object	2	1	Object. The former Eastway site has been segmented contrary to the intentions of the 2004 permission which was intended to ensure a full return of cycling to Eastway on 24 hectares of Metropolitan Open Land.
					2	No facility for mountain biking and not suitable for cycle sport outdoors.
					3	No consultation or attempt to identify needs of cyclists.
					4	No off-road competition is possible.
					5	The road circuit is unsafe, uninspiring and subject to noise and air pollution
					6	No possibility of road and off road events happening safely together
					7	Legacy area is too small and no amount of detailed design can alleviate absence of land
					8	Users were given promises about legacy facility. Current scheme in no way matches' schemes previously outlined.
					9	The London Olympic and Paralympics Act required the ODA to have specific regard to pre-existing 2004 conditions. These conditions envisaged a full return to the site for cycling facilities
					10	The applicant has failed to deliver the interim cycle facilities and development of Hog Hill is late. There must be a full legacy return to the Eastway site enforced by strict conditions and deadlines.
					11	Objection also on behalf of son who used the previous Eastway facilities and misses the sporting and social amenity and whose development as a cyclist will be adversely affected by loss of Eastway.
					12	If permission is granted the Planning Decisions Team should specify how the application has overcome the basis for the previous condition regarding legacy cycling.
Nick	Hunn	Object	No Comment	1	1	There is a failure to conform to PPS1 with regard to Manor Garden Allotments and it tenants. The loss of the allotments is depriving future generations of the opportunity to meet their needs through growing their own food and this loss is due to a landscape design decision that does not meet a genuine need. The allotment community is based around a particular piece

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						of land that has been cultivated for generations. Eliminating the allotments will result in the elimination of a community.
					2	The application as presented will have a destructive effect as there is nothing of substance in the application that addresses poverty, inequality and social exclusion. The application is depriving important sections of the community with a useful and vital form of exercise.
					3	The application contains no enforceable Legacy proposal and it assumed the loss of the allotment is permanent.
					4	The reprofiling proposed will result in the loss of natural habitat and the distinctive character of the landscape will disappear.
H	Hussain	No Comment	Object	2	1	Object.
Rory	Huston	Object	No Comment	1	1	Legacy Cycle Circuit 1.Does not comply with LDA covenant to create legacy Eastway Cycle Circuit in parkland to meet needs of users.
					2	Proposal does not provide the variety of the old circuit 2.
					3	No parkland left in which to locate a legacy circuit.
					4	Does not meet needs of cyclist who used Eastway to race and train.
					5	Public access is not prevented.
					6	Pollution from A126.
					7	No provision for mountain bike racing.
					8	Lack of consultation.
Mark	Hutchinson	No Comment	Support	2	1	Support. However, two opportunities being overlooked.
					2	Connecting the Greenway to Victoria Park.
					3	Better integration of Pudding Mill Lane DLR station.
Alex	Ioannides	No Comment	Object	2	1	Objections to the ODA's proposed plans for the Eastway cycle circuit.
					2	No provision in legacy for cyclo-cross.
					3	Road race is not as technical and demanding as the original site.
					4	Would like to be able to speak at planning committee.
Frank	Jacobs	No Comment	Support	2	1	Local residents should benefit from jobs and homes to be created.
Charlotte	Jarman	No Comment	Object	2	1	Objects to the building of footpaths across the Manor Gardens Allotments.
					2	Allotments contribute to the to the lives of

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						ordinary Londoners in terms of community, health and sustainability.
					3	Most allotment sites in London have long waiting list. These allotments have been in existence for over 100 years. To destroy them to build footpaths would be criminal.
Miss D M	Jay	No Comment	Object	2	1	Object. Will be too expensive. Object to paying towards the cost through Council Tax.
Alana	Jelinek	Object	No Comment	1	1	Whole communities are being decimated and the wealth developed over generations in terms of community cohesion and human resources being squandered. It seems hypocritical to bulldoze over the allotments that were given to local people in perpetuity. This part of the development is the most wasteful.
					2	The whole community of cooperative of homes is being razed with people scattered across the borough to make way for the sponsor's village. It is unethical to push aside the poor and vulnerable to make way for the rich.
Mr Elliot	Jembere	No Comment	Support	2	1	Support. Concern that toilet facilities are currently inadequate and this issue needs attention.
J	Jenkins	No Comment	Object	2	1	Object – cost.
Mr Steve	Jenson	No Comment	Object	2	1	Demolition of King's Yard is a lazy decision, it should be possible to work with the buildings to allow it to be re-used for a modern purpose
Mr Brian	Jessop	No Comment	Conditional Support	2	1	Conditional support.
					2	Need more greenery.
					3	What happens to buildings and jobs after the Games.
Osa	Jesuorobo	No Comment	Object	2	1	Concern regarding Legacy facilities and transport has been satisfied.
Deanna	Johnson	No Comment	Object	2	1	Objects to Hackney having the Olympic Games and to any new permanent buildings in the area.
					2	Objects to the initial plans to make the Games carbon neutral.
					3	Opposes all new power supplies that aren't from ecologically sound and renewable sources.
					4	Objections are raised to the destruction/relocation of the Manor Allotments and the cutting down of trees or building on green spaces.
					5	Objections are raised to the green space being built on is classed as brown space.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					6	Further objections are raised that the public were lied to regarding the cost, carbon footprint and the promise that the development would regenerate the area and benefit the local community and sporting fraternity.
Mrs C	Johnson	No Comment	Object	2	1	Object. Unfair on taxpayers
					2	Further facilities should be made available for disabled people and young people.
					3	More policing is needed to cut down on drug use
Richard	Johnson	No Comment	Object	2	1	Raise objections as they are alarmed at the cost of the plans as some of the venues appear to be of little lasting value including the main stadium.
					2	The London Organising Committee saves tax payer money by building fewer stadia and by providing fewer facilities for the Olympic family. Most of whom are not UK tax payers.
Elizabeth	Jones	Neutral	No Comment	1	1	Request extension of consultation period to a month from when the documents are available to view on the internet.
Mr Jeremy	Jones	No Comment	Object	2	1	Object to proposed cycle facilities.
					2	Plans not suitable for cycle sport outdoors.
					3	Nothing suitable for off-road competition included.
					4	Proposed road circuit is unsafe.
					5	Proposed layout is uninspiring, too close to A12 and in shadow.
					6	Noise and pollution from the A12.
					7	New facilities should include road and off-road competition facilities.
					8	Legacy site is too small and in marginal position.
					9	The facility offered is not nearly as good as the schemes previously promised and comes nowhere near replacing site which is lost.
					10	Lack of consultation.
Russell	Jones	No Comment	Object	2	1	Objections are raised to the applications as the replacement facilities are inadequate. The Velodrome and BMX track are welcomed but the site provided excellent off road and road circuit. The site was 24 hectares and the original application was for 34 hectares. This application has only 2 hectares for off road and road. This is inadequate and the objections will remain until a reasonable plan is agreed for off road and road cyclist.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					2	The current design for the road track is not good as it is too close to the A12, resulting in noise and pollution being a problem. It is too flat not allowing for breakaways within a race to make it more interesting and the hairpin turns are too tight and thus dangerous.
					3	The proposed off road circuit is too short at 1.5km. A course of a minimum of 5km is needed in a dedicated area away from public paths, dogs and large public areas.
					4	The proposed plans has a reduction in the cycling legacy has only been presented at the 11th hour leaving hardly anytime for objections or consultation.
					5	The ODA is bound by the Olympic Act to honour its commitments made by other planning authorities. It is bound to honour the strategic covenant that the LDA gave to EDAW to provide a replacement for the Eastway as a Legacy provision.
	Jooma's Care Home	No Comment	Support	2	1	Support, good luck and success
Tessa	Joseph	No Comment	Conditional Support	2	1	Conditionally supports the application. Please ensure that the bulk demolition works, felling of trees, clearance of vegetation necessary for the Games are restored for the Legacy transformation. A community woodland on this site has been raised and it is hoped that consideration will be taken to replant within Stratford City.
Mrs	Kamrunnessa	No Comment	Support	2	1	Support.
B	Kaur	No Comment	Object	2	1	Concerned by noise and air pollution during construction.
					2	The wildlife of the area must be preserved.
Darshan	Kaur	No Comment	Support	2	1	Support, please carry on the good job
Mrs Ann	Keatley	No Comment	Object	2	1	Object
					2	Cost
Don	Keen	Object		1	1	Eastway users were promised a legacy circuit as good if not better than the one they were forced to give up with the addition of a velodrome.
					2	The current plans for a legacy road circuit are unacceptable with insufficient access for security or emergency, with health and noise concerns because of the proximity to the A12.
					3	The new circuit will not be used for international events as the old one was or welcomed by club users.
					4	Original legacy plans showed an attractive

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						velopark. Latest plans have no sensible off road or mountain bike provision, no cycle speedway, a beginners' BMX area and a warm up circuit for the velodrome.
Don	Keen		Object	2	1	There appears to be no access to the velo park from the north or west for vehicular traffic (was served by Quartermile Lane from Ruckholt Road).
					2	The cycle road circuit is dangerous to race as riders on different parts of the circuit will be in unprotected close proximity to each other; its dual carriageway nature renders it boring to both racers and leisure cyclists, and absence of position for a timekeeper's box near to the velodrome/club room area.
					3	Cycle authority's advice has been misleading about the needs of local, club and leisure cyclists.
Michael R.	Keen	Object		1	1	The proposed road circuit is not fit for purpose: it is too short; the timekeeper's position is unsuitable, the finish should be uphill not flat.
					2	There is no short learners' circuit and no contouring to provide interest or challenge.
					3	Contrary to promises there is no provision for cyclo cross and all terrain biking.
Michael R.	Keen		Object	2	1	Object. There appears to be no access to the VeloPark from the north or west for vehicular traffic (was served by Quartermile Lane from Ruckholt Road).
					2	The cycle road circuit is dangerous to race as riders on different parts of the circuit will be in unprotected close proximity to each other; its dual carriageway nature renders it boring to both racers and leisure cyclists, and absence of position for a timekeeper's box near to the velodrome/club room area.
					3	Cycle authority's advice has been misleading about the needs of local, club and leisure cyclists.
Mr K.C.	Kemp	No Comment	Support	2	1	Support. Sport and encouragement of healthy lifestyles is very important.
D	Kendall	No Comment	Neutral	2	1	The proposals and Legacy maps seems to have little allocation for open space and very little of the hard landscaping seems to return to green open space after the Olympics.
					2	What planning restrictions to protect the canal, Bow Back Rivers and Greenway. There has already been development allowed directly up to the edge of the canal which stops public walkways/ access and inhibits the wildlife and vegetation.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
Colm	Kerrigan	No Comment	Conditional Support	2	1	Suggests construction of replicas of early public transport vehicles to transport competitors to venues, to commemorate East London's industrial. Will be popular with spectators and competitors alike.
Tony	Kesay	No Comment	Support	2	1	Support.
Majid	Khan	No Comment	Support	2	1	From reading all the information I am happy with the plans.
Shufquat	Khan	No Comment	Support	2	1	Support.
Anisah	Khwaja	No Comment	Object	2	1	Object.
					2	Plans not suitable for cycle sport outdoors.
					3	Nothing suitable for off-road competition included.
					4	Proposed road circuit is unsafe.
					5	Proposed layout is uninspiring, too close to A12 and in shadow.
					6	Noise and pollution from the A12.
					7	New facilities should include road and off-road competition facilities.
					8	Legacy site is too small and in marginal position.
					9	The facility offered is not nearly as good as the schemes previously outlined and comes nowhere near replacing site which is lost.
					10	Lack of consultation.
Mr Robert	Kitching	No Comment	Object	2	1	Object to proposed cycle facilities.
					2	When Eastway closed, cyclists were promised a velopark equal or superior. What is proposed falls very short of that commitment?
					3	Legacy site is too small and in marginal position next to busy road.
					4	Noise and pollution from the A12.
					5	Proposed road circuit is unsafe.
					6	Proposed layout is uninspiring.
					7	existing users were not using a velodrome and provision of this indoor facility does not justify reducing the quality of the outdoor cycling facilities
					8	Use of land to provide housing whilst reducing the cycling facility is unacceptable.
Mrs J	Knight	No Comment	Object	2	1	Objects due to poor access for the disabled at Stratford Station if the lift is not working.
Mr Leigh	Kogan	Object		1	1	Objections to the Cycle circuit: New application does not reflect the Relocation

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						and Legacy strategy of the 2004 application in terms of continuous use, provision of temporary facilities and failure to provide Grampian conditions.
					2	Proposed cycle circuit considerably smaller than Eastway.
					3	Proposals are poorly designed, unchallenging and too close to the A12.
					4	The site has high levels of noise and air pollution.
					5	The proposed cycle circuit will be unsustainable and inaccessible.
					6	Also no provision is made for off-road competition.
Mr Leigh	Kogan		Object	2	1	Object to the applications made on the Eastway cycle circuit.
					2	Would like right of representation at any hearing.
					3	There has been no consultation and no attempt to identify the needs of the cycling community.
					4	The plans are not suitable for cycle sport outdoors.
					5	The road circuit is unsafe and does not allow for large numbers of riders to circulate.
					6	The layout is uninspiring and the location next to the A12 will be at risk of noise and air pollution.
					7	There is no possibility of safe concurrent running of road and off-road sessions of any kind. The total area made available for a legacy replacement is unsuitably small and in a marginal position.
					8	Absence of land being made in the outline application for the cycling facility in the legacy.
					9	Cyclists were assured about the validity of a legacy before they gave up their facility to make way for the Games. The scheme now applied for does not reflect those schemes and does not come close to replacing the road and odd-road cycling provision of Eastway.
Tom	Koukoulis	No Comment	Object	2	1	Supports and agrees with letter from Tom Ridge dated 13th June 2007. See representation 1345.
Daudu Ibrahim	Kuku	No Comment	Support	2	1	Support.
Mattias	Kunz	No Comment	Object	2	1	Object. Location, size and shape of road and cycling circuit are inappropriate. Road circuit is inadequate in length, dangerous design and suffering from noise and atmospheric pollution.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					2	Proposed area is inadequate to provide any meaningful road or mountain bike facility. Five hectares only allocated, original LVRP plans had 34 hectares, and former Eastway had 24 hectares.
					3	Mountain Bike circuit does not replace the Eastway facility.
					4	The ODA is bound by the Olympic Act to honour commitments made by other planning authorities including the strategic covenant given by LDA to provide a replacement for Eastway in legacy.
Julia	Lafferty	Object	No Comment	1	1	Land bridge excessive in scale and unnecessarily over-dominant intrusion on the landscape.
					2	No information on replacement of lost habitat and biodiversity.
					3	Objects to loss of East Marsh: loss of Metropolitan Open Land; a large number of trees including rare species; increased pollution/traffic congestion; loss of amateur football clubs' pitches.
					4	Park and ride bays will encourage travel by car.
					5	Concern at contamination of land and noise and dust during construction.
					6	Objects to loss of Manor Garden allotments and open space and playing fields at Eton Manor, and the associated loss of a large number of trees.
					7	Buildings at Arena Field will be visually over-dominant adjacent to the Lea Navigation.
					8	Object to closure of Lea Navigation towpath during construction. No commitment to provision of alternative green pedestrian and cycle routes.
George	Lamb		Neutral	2	1	Consultations pack maps inadequate.
					2	Access to River Lea should be retained for walkers and cyclists.
					3	Object to loss of Manor garden allotments and East Marsh football pitches.
					4	Concern at plans to create new lock. Object if this is to allow more waterside development.
					5	What are plans for disabled access and employment?
Paul	Lane	Object	No Comment	1	1	Object to loss of Manor Gardens allotments as contrary to the Government's objectives for the planning system: i) conflicts with advice on sustainability, protection of historic environment and natural environments, biodiversity, and landscape character. ii) conflicts with advice on sustainable diverse

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						communities, social cohesion, health and well-being.
					2	The loss of allotments would be permanent and the application contains no enforceable Legacy proposals and no mitigation of the loss of this amenity.
					3	Consultation has been inadequate; allotment community has been sidelined with no opportunity to influence the development proposals.
Helga	Lang	No Comment	Support	2	1	Support. Refers to the Bible
David	Last	No Comment	Neutral	2	1	Queries whether squash facilities to be lost will be replaced.
Duncan	Law	Object	No Comment	1	1	Loss of allotments is counter to PPS1 whose ambition is "development that meets the needs of the present without compromising the ability of future generations to meet their own needs".
					2	This vital piece of infrastructure is being sacrificed to landscaping is shameful. Planning should protect and enhance the natural historic environment the quality and character of the countryside and existing communities.
					3	I have seen other letters from allotment holders who make the point about community consultation and the importance of the allotments for exercise and a social focus as well as a source of low carbon emission high quality food. I fully agree with their points
Mike	Lawrence	No Comment	Object	2	1	Object to loss of Eastway Cycle Circuit. Both road and off-road facilities will not be an improvement. Previous conditions to ensure proper legacy facilities should be applied.
					2	Absence of meaningful consultation process.
Mr Ebenezer	Lawson	No Comment	Conditional Support	2	1	Conditional support.
					2	Concern that venues will still be used after the Games and not abandoned like in Athens.
Georgina	Leadeham	No Comment	Conditional Support	2	1	Conditional support, the Olympic Games are good for family and older people. It is an opportunity to choose sports to keep people fit and healthy.
Nic	Lee	No Comment	Object	2	1	Object to King's Yard being mostly cleared because its industrial buildings are the only ones left capable of being reused: all six should be retained and reused as a social enterprise centre for local businesses and as a memorial to the area's former industrial importance.
R	Lee	No	Object	2	1	Object to proposed cycle facilities.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
		Comment				
					2	Plans not suitable for cycle sport outdoors.
					3	Nothing suitable for off-road competition included.
					4	Proposed road circuit is unsafe.
					5	Proposed layout is uninspiring, too close to A12 and in shadow.
					6	Noise and pollution from the A12.
					7	New facilities should include road and off-road competition facilities.
					8	Legacy site is too small and in marginal position.
					9	The facility offered is not nearly as good as the schemes previously promised and comes nowhere near replacing site which is lost.
					10	Lack of consultation.
Rick	Levene	Support	No Comment	1	1	Support green vision.
					2	Supports local procurement of street furniture.
Joan	Lewis	No Comment	Object	2	1	Objects to the proposal.
Heather	Lindsay	Object	No Comment	1	1	There is a failure to conform to the requirements of PPS 1 - Delivering Sustainable Development, which would compromise the ability of future generations to meet their needs for growing and learning about food.
					2	Allotments are a scarce resource which should be protected providing healthy eating, physical activity, community centred activities and education.
					3	Failure to incorporate the allotments in the Olympic plans contravenes the requirement to preserve an historic environment and existing community.
R.	Litherland	Neutral	No Comment	1	1	Strongly agree with the provision of allotments
					2	The new cycle circuit is a poor design and falls short of what was promised: it is too short, not enough hills and too close to the A12, worse rather than an improvement on the former Eastway.
Fred	Little	Object	No Comment	1	1	The proposed legacy road cycle circuit is too short, has very tight bends, will not be

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						contoured; it will be flat, uninteresting, not suitable for top level competition. It is not a suitable replacement for Eastway as was promised.
Zoey	Littlechild	No Comment	Object	2	1	No consultation or attempt to identify needs of cyclists.
					2	The plans are not suitable for cycle sport outdoors
					3	No off-road competition is possible
					4	The road circuit is unsafe, uninspiring and subject to noise and air pollution
					5	No possibility of road and off road events happening safely together
					6	Legacy area is too small and no amount of detailed design can alleviate absence of land
					7	Users were given promises about legacy facility. Current scheme in no way matches' schemes previously outlined.
Mr David	Llewellyn	No Comment	Object	2	1	Object
					2	Changes make original reason we were given the Olympics invalid and whole thing should be judged again
John	Lloyd	Object	No Comment	1	1	This project should not be approved unless it is funded solely by those who will visit it or use the facilities.
John	Lock	Object	No Comment	1	1	Insufficient detail of legacy, what it will look like and how it will work
					2	Must integrate with surroundings e.g. to walk from Hackney Wick to Stratford Town Hall through attractive environment
					3	Major reduction in size of new park should be resisted Scale of new built development likely to overwhelm open space which could be a nondescript green ribbon between dense urban areas
					4	Insufficient information re legacy use and management of stadia - occasional use for major events unacceptable, should be useable on daily basis - requirement should be in the planning permission
					5	Sports stadia rarely contribute to urban quality and design must work with human scale
					6	Proposal should include public art
					7	Insufficient detail of legacy economic strategy (as opposed to socio-econ effects)
Stuart	Lockyear	Object		1	1	Conflicts with commitments made in Eastway Cycle Circuit Relocation and Legacy Strategy (approved) pursuant to legal agreement pursuant to 2004 Olympics permission.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					2	Objects to closure of Eastway Cycle Circuit following Compulsory Purchase Order.
					3	Proposal does not provide an adequate replacement facility. Insufficient size for legacy road cycle circuit and no provision of legacy off-road cycle circuit/mountain bike racing. This does not meet the needs of cyclists.
					4	Proposed replacement site would suffer from unacceptable air and noise pollution from the adjacent A12.
					5	Users have not been consulted since 2005.
					6	Conflicts with guidance on sustainable communities and with advice in PPS1 and PPS17.
Stuart	Lockyear		Object	2	1	Object.
					2	No proposed off-road competition facility.
					3	Proposed road circuit is unsafe.
					4	Proposed layout is uninspiring, too close to A12 and in shadow.
					5	Noise and pollution from the A12.
					6	New facilities should include road and off-road competition facilities.
					7	Legacy site is too small and in marginal position.
					8	The facility offered is not nearly as good as the schemes previously outlined and comes nowhere near replacing site which is lost.
					9	Lack of consultation.
C.M.	Long	Object	No Comment	1	1	Objects as the proposed cycle circuit is: poorly designed.
					2	Too close to the A12 causing problems of air and noise pollution.
					3	The circuit is flat and unchallenging.
					4	There is no provision for off road users.
Mr Alastair	Long	No Comment	Conditional Support	2	1	Conditional support.
					2	Concentrating transport infrastructure at Stratford is practical but does little to provide a lasting legacy of improved transport connections for wider area, particularly Hackney.
Maryla	Look	No Comment	Object	2	1	Object. Regeneration and improvements to transport could be achieved without massive cost and the taking from one deserving cause to give to another.
Mr Sid	Lovatt	No Comment	Object	2	1	The replacement cycling facilities are sub-standard and an inadequate replacement for those lost.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
Mr S	Lunat	No Comment	Support	2	1	Support, and would like to see better bus services.
Miss Hadija M	Mayanja	No Comment	Support	2	1	Support. The Games will transform the neighbourhood.
B. L	MacFarlane	No Comment	Object	2	1	Object.
					2	Loss of existing jobs.
					3	Cost.
					4	Will leave white elephants like the dome.
Sandra	Macphee	No Comment	Conditional Support	2	1	Conditional Support - Would like to see further public park space in plans especially in the South of the site
					2	Manor allotments should be located within the legacy park and not at Eton Manor
					3	Cost of any remedial work necessary to restore good radio and TV reception for all homes should be not be borne by residents.
					4	Would like the visual impact of telecommunications equipment to be reduced which may reduce the number
Mrs Ute	Mahmood	No Comment	Support	2	1	Support. The area needed development. Description of proposals could have used simpler language.
Naweed	Mahmood	No Comment	Object	2	1	Object to Games.
					2	Support legacy.
Kate	Malik	Object	No Comment	1	1	Objects as: the proposals breach the covenant by the LDA in the Heads of Terms that the approved Eastway Cycle Circuit Relocation and Legacy strategy (number 32) be complied with.
					2	There will be no suitable provision to train and race MTB.
					3	The community created by the former Eastway cycle circuit will not be recreated.
					4	The proposed circuit would be dangerous for both cyclists and walkers, particularly children.
Yvonne	Mallinson	No Comment	Support	2	1	Support. Plans look great; Games will provide huge regeneration benefits and improved environment, providing jobs and business opportunities.
Mr Peter	Manley	No Comment	Object	2	1	Object.
					2	Legacy site allocation for cycle racing is too small and does not adequately replace existing facility.
					3	No proposed off-road competition facility.
Konrad	Manning	No Comment	Object	2	1	Object to loss of Eastway Cycle Circuit. Proposed replacement facilities in no way

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						match the original facility or what was promised as a replacement.
Mr David	Manning	No Comment	Object	2	1	Object.
					2	Legacy site allocation for cycle racing is too small and does not adequately replace existing facility.
					3	No proposed off-road competition facility.
					4	New circuit is inadequate.
Minette	Marrin	Neutral	No Comment	1	1	Request extension of consultation period to a month from when the documents are available to view on the internet.
Alf and Mavis	Martin	No Comment	Support	2	1	Support.
Patricia	Martin	No Comment	Object	2	1	Object, pensioners shouldn't have to pay extra Council Tax, more houses are needed instead.
Elasah	Mastin	Object	No Comment	1	1	Legacy Cycle Circuit 1.Does not comply with LDA covenant to create legacy Eastway Cycle Circuit in parkland to meet needs of users
					2	Proposal does not provide the variety of the old circuit 2.
					3	No parkland left in which to locate a legacy circuit.
					4	Does not meet needs of cyclist who used Eastway to race and train.
					5	Public access is not prevented.
					6	Pollution from A126.
					7	No provision for mountain bike racing.
					8	Insufficient consultation of users, (human rights) does not comply with guidance on sustainable communities, with PPG17 or procedures laid out by CABE and PPS1.
Geraldine	Matthews	No Comment	Object	2	1	Object to legacy cycling provision.
					2	Object to most of Kings Yard being demolished for proposed energy centre.
					3	The current plans do not have the support of cyclists, have not been consulted on, differ from previous proposals and are not an adequate replacement of or legacy for the Eastway site failing the Olympic vision of bringing more young people into sport.
					4	Object to the demolition of some of the few remaining buildings of historical significance and older buildings generally.
					5	Cycling is a crucial part of a sustainable transport future for London so that diminishing the cycling sport legacy sends out

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						the wrong message.
					6	Important to retain buildings of mixed ages and those that are representative of the industrial history of the area, many of which have already been lost.
					7	Failure to replace the previous facilities is detrimental to the needs of the sport and particularly to young people.
					8	The previous 2004 Olympic permission showed these buildings retained and the Olympic bid stressed regeneration with its implication of improvement. Kings Yard should be retained and the proposed energy centre relocated.
					9	Evidence and experience shows that for children and people generally to become active in sport there must be good access to local affordable facilities. This is what the Olympics must do.
					10	Support the Save King's Yard Campaign proposals for a relocated energy and waterway centre on the River Lea Navigation in the south of PDZ 4. This could provide the necessary facilities to encourage increased use of the waterways for freight and passenger traffic.
					11	There are concerns that the proposed energy centre site would prove too small to provide for all legacy needs. Support for the principle of the energy centre is dependent on being combined with a waterway centre, fuel being brought by water and emissions kept to a harmless minimum.
					12	Support for a sustainable Olympics. It is essential that road traffic does not increase in the Lea Valley.
Maria	Matthews	No Comment	Object	2	1	Object, whilst the Olympics are great, has the volume of traffic created really been considered. Recent incidents in the Blackwall Tunnel and surrounding main roads prove this is a problem.
Ms V	May	No Comment	Neutral	2	1	Leaflets and other literature not user-friendly seem deliberately to discourage response.
B	Maze	No Comment	Object	2	1	Construction will result in more obstruction.
					2	Who will get the Legacy housing?
					3	Games should not be held in this country and the money could be better spent.
Julia	McCarthy	No Comment	Conditional Support	2	1	Provision of swimming facilities would be a great bonus
Alexandra	McDonald	Object	No Comment	1	1	Inadequate public consultation on the development of the plans.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					2	There is a failure to conform to PPS1 with regard to Manor Garden Allotments and its tenants. The loss of the allotments is depriving future generations of the opportunity to meet their needs through growing their own food and this loss is due to a landscape design decision that does not meet a genuine need. The allotment community is based around a particular piece of land that has been cultivated for generations. Eliminating the allotments will result in the elimination of a community.
					3	The application as presented will have a destructive effect as there is nothing of substance in the application that addresses poverty, inequality and social exclusion. The application is depriving important sections of the community with a useful and vital form of exercise.
					4	The application contains no enforceable Legacy proposal and it assumed the loss of the allotment is permanent.
					5	The reprofiling proposed will result in the loss of natural habitat and biodiversity and the distinctive character of the landscape will disappear.
					6	Failure to include a detailed Legacy, particularly honouring Bid promise to replace the Manor Garden Allotments within the site and relocation strategies under the earlier permission.
Bethan	McDonald	Object	No Comment	1	1	Objects to loss of Manor Garden Allotments contravening 'Delivering Sustainable Development' objectives.
					2	Impact on social impact and contribution to community cohesion has not been taken into account.
					3	Inadequate public consultation on the development of the plans.
D	McDonald	No Comment	Support	2	1	Supports employment boost to area.
					2	Concerned that Legacy transformation should ensure that sport remains an interest for young people and that jobs are retained.
John	McMillan	No Comment	Object	2	1	Object to the applications and request right of representation at any hearing.
					2	No consultation to identify the needs of the cycling community at Eastway.
					3	Plans are not suitable for cycle sports outdoors
					4	No provision for off-road competition within the constraints of the scheme, so conditions cannot secure this.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					5	The road circuit is unsafe and does not allow for large fields to circulate.
					6	The layout is uninspiring, against the A12 in the shadow of a large building.
					7	The facility is cut in two by the A12 which brings noise and air pollution.
					8	There is no possibility of safe concurrent running of road and off-road sessions.
					9	The area made available for a legacy replacement is unsuitably small and in a marginal position.
					10	Design in subsequent detailed applications cannot alleviate the absence of land being made available for the cycling facility in legacy.
					11	Users were given assurances about the validity of the legacy provision, and now the scheme does not even come close to replacing the Eastway facilities in Inner East London.
Mr & Mrs V.P.	McNaghten	Object	No Comment	1	1	Object to plans for Lee Valley Park Masterplan - allocating just a third of the area originally promised is a disgrace.
A	Merai	No Comment	Support	2	1	Support (no comments)
Richard	Meyer	No Comment	Neutral	2	1	Insufficient information for a decision in the circulated leaflet.
Miss Kulsuma	Miah	No Comment	Conditional Support	2	1	Conditional support subject to lower crime and better facilities being achieved.
Miss Nurjahan	Miah	No Comment	Conditional Support	2	1	Conditional support subject to lower crime and better facilities being achieved.
Mr Hera	Miah	No Comment	Conditional Support	2	1	Conditional support subject to lower crime and better facilities being achieved.
Mr Mohammed	Miah	No Comment	Conditional Support	2	1	Conditional support subject to lower crime and better facilities being achieved.
Mrs Nazmin	Miah	No Comment	Conditional Support	2	1	Conditional support subject to lower crime and better facilities being achieved .
Mrs Nuran	Miah	No Comment	Conditional Support	2	1	Conditional support subject to lower crime and better facilities being achieved.
Naomi	Micklem		Conditional Support	2	1	Conditionally supports the applications but wishes to preserve the allotment on the Olympic site as they are genuine living example of the Olympian ideals of health and cross culture co-operation. Replacing them with bland and barren for the sake of a few weeks simplicity would make a mockery of any claims that these Olympic Games being Green. It must be possible to include them in the plans for the site.
C.R.	Mildwater		Object	2	1	Object.

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					2	Plans not suitable for cycle sport outdoors.
					3	Not suitable for off-road competition included.
					4	Proposed road circuit is unsafe.
					5	Proposed layout is uninspiring, too close to A12 and in shadow.
					6	Noise and pollution from the A12.
					7	Site is too small and in marginal position and comes nowhere near replacing site which is lost.
					8	Lack of consultation.
Paul	Miller	No Comment	Object	2	1	Object to temporary loss of open space at East Marsh unless an alternative site is made available for the football pitches.
Nadia	Milligan	Neutral	No Comment	1	1	Volume 2B - 3.3.37 states "area under review and will be described in later revisions of this statement" Therefore unable to comment. The staff at Burford Road are very helpful, patient and informed.
Mika	Minio-Paluello	Object	No Comment	1	1	Concerned about the re landscaping of the Manor Gardens Allotments. The plans will significantly reduce the facilities supporting the local community and under mine community cohesion.
					2	Consultation has been limited and far too brief to allow proper engagement with the plans.
Mr M	Misch	No Comment	Object	2	1	Object.
					2	Costing too much for tax payers.
G J	Moffatt	No Comment	Object	2	1	Objections are raised to the applications for the following reasons: It is not believed that the scheme detailed in the ES offers any overall benefit to the habitats and species in the Olympic site. As such the proposals fall short of the promises made to local people in making the 2012 Olympics the greenest games ever.
					2	The ES itself is poorly referenced and somewhat difficult to read. The lack of clearly stated size for the Olympic Legacy Park and what it will contain gives the impression that as much land as possible will be taken up for other uses such as housing or industrial development leaving little of the wild green space that Newham has.
					3	Concerns are also raised to the lack of a clearly defined Ecological Impact Assessment. It is understood that it is a legal requirement of all development.
					4	The phrase "Seamless integration of landscape design and ecological restoration will create a park that functions both

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						ecologically and recreationally" This implies that there will open public access to everywhere within the park. Nature conservation recognises that wildlife flourishes better if it has refuges where it will be relatively undisturbed. If it is the intention of creating a Park that is ecologically rich such undisturbed areas will need to be included.
					5	The majority of Pudding Mill River is to be filled in, an action which will complete the destruction of one of the Bow Back Rivers. How can the in-filling of a river channel be described as ecological restoration. It is understood that the current trend is to restoring culverted watercourses to the open air not filling them in.
					6	A more positive effect on terrestrial ecology could be to leave Hennikers Ditch open and permitting the colonization of its banks by native species having removed the Japanese Knotweed.
					7	Bully Point Pond is designated as a site of Borough Importance and considered as adding ecological value to the local area and its loss will have a moderate adverse effect. There is not proposal in the ES to provide a replacement pond. This is more destruction of the local environment which should not be allowed to happen.
					8	A centrepiece of the ES is the creation of a wetland. The ES states that this wetland if appropriately maintained will act as a filter for contaminants but will result in additional sediment to the system. However another part of the Es makes reference to British Waterways may have to implement a dredging scheme. These statements are contradictory and suggest that the proposal and others highlighted have not been well throughout. Also what considerations have been given to the maintenance of the Park post 2012 and how is it to be funded.
					9	It has been reported that various species has been translocated including insects. A list of these species that is being moved would be useful. Is the translocation being undertaken on advice of the same people that drew up the proposal? If this is the case this reinforces the unsoundness of the ecological proposals of the Olympic Park.
					10	The proposals should be rejected on the basis that they do not protect the areas of the natural environment, nor do they provide adequate compensation in terms of environmental enhancements for what is being destroyed.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
Mohammed N.	Mohammed	No Comment	Support	2	1	Support - Financial benefits of the Olympics.
					2	Hopes that Stratford will become another City of London.
Chris	Moisan	No Comment	Object	2	1	Objects. Development will cause disruption, traffic problems, pollution, disruption of local businesses and community and bring no real benefit to most local residents.
Gerry	Monahan	No Comment	Support	2	1	Supports the application but considers as a positive gesture should be concessions on attendance, because of the disruption to the population during the construction work.
					2	Local people should be encouraged to be involved in small enterprise or business development to gain benefits from the Games Development.
Mr G L	Monk	No Comment	Support	2	1	The Games is a godsend for the area.
Stephen	Mooney	Object	No Comment	1	1	The allotments are already adding to the government plans for sustainable development. The proposed plan is contrary to this. The proposal is displacing a community which is based around a piece of land that has been cultivated for generations. Elimination of the allotments will result in the elimination of a community. The application as presented will have a destructive effect as there is nothing of substance in the application that addresses poverty, inequality and social exclusion. The application is depriving important sections of the community with a useful and vital form of exercise. The application contains no enforceable Legacy proposal and it assumed the loss of the allotment is permanent. The reprofiling proposed will result in the loss of natural habitat and the distinctive character of the landscape will disappear. On the matter of community involvement the applicants have failed the allotment community as there has been opportunity to influence the proposed development. The only consultation with allotment holders was how to get them off the site.
Bond Pearce LLP, on behalf of	Moorprint SMO Limited	No Comment	Object	2	1	Objections are raised to the application due to the impact the development will have access to the highway.
					2	Object on behalf of clients at 115-119 Wallis Road. Current proposals would have a severe impact on the access to this property and since there are no grounds on which this access can be removed, the current scheme is unimplementable and should not be granted.
					3	The current proposal cannot be implemented

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						because of the severe impact to the access to the highway. There are no grounds on which the local highway authority can stop access to property and the LDA has no powers to do so. The fact that the application cannot be implemented is a planning consideration.
					4	Request to be notified of when the decision is to be made on the application.
Dr D	Morley	No Comment	Object	2	1	Object, loss of affordable accommodation for young artists in Carpenters Road and loss of football pitches to parking with no guarantee of restoration and loss of allotments.
Mr & Mrs	Morley	Support	No Comment	1	1	Support - but would like to be kept informed about transport planning during the Games and the A12 and local street (E3) are congested with traffic and lack of parking...
Mr P.A.L.	Morton	No Comment	Object	2	1	Object. People of East London don't want the Olympics. There is no transport, no money, too much crime; local people will have to pay.
Kenneth	Moss	No Comment	Support	2	1	Support.
Keir	Mottram	No Comment	Object	2	1	It's all going to cost far too much money.
					2	They will keep coming back for more and more planning application and amendments unless they are stopped
					3	Objections are raised to the applications, refuse planning permission, stop the games, give them to Paris and let it bankrupt the French instead.
Tony	Motture	No Comment	Object	2	1	As much as possible should be 'restored to the wild' particularly River Lea, with additional tree planting and not housing.
					2	When will consultation take place regarding the legacy development platforms?
					3	Can a crossing be built where the river runs under Bow High Street?
Ian	Mowll	No Comment	Support	2	1	Support. Olympics is a global festival bringing together people from around the world.
Peter	Mudge	No Comment	Object	2	1	Objects to the proposals. The maps for both the Games and Legacy indicate an increase in the number of roads in the area. This will entail an increase in motorized traffic. This is unacceptable.
					2	There will be a road along side the River Lea (along the western boundary of the site) with a multi storey car park on Arena Fields. The presence of a road here will detract from the environment.
					3	I commute by cycle between Clapton Park and Canary Wharf using much of the towpath of

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						the River Lea. During construction phase the towpath is going to be subject of frequent closures. This will be very disruptive and often when a towpath is closed, authorities fail to provide alternative routes that are safe, clearly signposted and not much longer
					4	Currently anyone can wander on foot over much of the Olympic site. When it is enclosed this will no longer be possible. Such a reduction in public open space is unacceptable.
					5	Hackney East Marsh is to be turned into a car park, which is unacceptable. There is not excuse for not travelling to the Olympics by public transport, bicycle or on foot.
Yasmin	Mulla	No Comment	Object	2	1	Objects as although the Olympics will bring increased revenue to London it is unsure whether or not the event will directly benefit the residents of the area.
					2	The rush to attract overseas visitors, local residents have been ignored.
					3	In order to increase capitol out put from the Games will there be any assurance that prices will not be to high for local to afford.
					4	After the Games how will local people living in the area benefit.
Isaac	Mundy	Object	No Comment	1	1	Objects the Eastway Cycle strategy (32) has not been implemented.
					2	Proposed cycle circuit does not provide adequate facilities for road racing circuits and off-road trails.
Simon	Munk	Object		1	1	Request extension of consultation period to a month from when the documents are available to view on the internet. Adds that the paper plans were also not available to view at Walthamstow library
					2	Consultation period too short and against the spirit of European Environmental Impact Assessment Directive 85/337/EEC.
					3	The loop road next to the Lea Navigation will leave a legacy of high speed traffic and noise in a tranquil area, bicycle unfriendly and against the spirit of a sustainable Games and Legacy.
					4	The Lea Navigation towpath must be kept open at all times.
					5	East Marsh should have temporary surface rather than proposed hard surfacing.
					6	The land bridge to East Marsh is out of scale and should be reduced in legacy.
					7	Excessive Park and Ride provision for Olympic family. Should be cycling and walking

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						alternatives to promote the 'greenest games ever'.
					8	Plans for cycling make a mockery of claims that existing facilities will be improved. Popular grassroots facilities are lost in favour of an elite velodrome. Please alter the plans so that outdoor circuit, mountain bike circuit and BMX facilities are at least as good as previously and in consultation with the Eastway Users' Group not British Cycling.
					9	Removal of allotments to make way for a footpath is unnecessary. Allotments should be retained.
Simon	Munk		Object	2	1	Object
					2	Difficult to view and to comment on the application.
					3	Legacy loop road brings traffic into quiet area by the Lea Navigation and is not bicycle friendly.
					4	East Marsh should be temporarily covered over rather than hard surfaced.
					5	Land-bridge from East Marsh is out of scale and should be reduced in size in legacy.
					6	Games claim to be car-free but there are park and ride schemes and huge parking areas very close so only there last few hundred metres are sustainable transport. Park and ride should be reduced and cycle rickshaws etc used in the Park.
					7	Legacy cycle provision is a totally inadequate replacement for the existing facility.
					8	Allotments should be retained within the Park.
					9	Kings Yard is unsuitable location for energy centre as boats will have to use Old Ford Locks and there is only a short water frontage on the site. Buildings should be retained and re-used, perhaps for the media centre
Angela	Munn	Object	No Comment	1	1	Objects to the loss of Manor Garden Allotments, not in line with PPS 1.
					2	Plans should be changed to allow allotments to stay.
Leo	Murray	Object	No Comment	1	1	Removal of the allotments is unnecessary. They should be retained.
					2	The consultation period is too short and is designed to exclude the public.
					3	Worrying that planning decisions are made by same organisation as the applicant.
Jeyananth	Nadesan	No Comment	Object	2	1	Object
Greg	Nash	Object	No	1	1	Eastway -object to proposal as does not

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
			Comment			comply with 2004 planning condition that Eastway Sports Centre be restored to open space capable of designation as MOL
					2	Legacy Cycle Circuit does not comply with LDA covenant to create legacy Eastway Cycle Circuit in parkland to meet needs of users
					3	Cyclists have been without a facility since Nov 2006 as promised temporary replacement not delivered
					4	Proposed track is too small, tight and dangerous and not suitable for competitions. Previous legacy plans showed suitable facilities and should be implemented.
					5	Many positive reasons for cycling's place in legacy - less traffic, accessible recreation,, safe off-road facility for young people
					6	Consultation has been inadequate - Eastway User Group identified as stakeholder but has not been involved in any pre-apps, requests for involvement have been turned down by developer
					7	Conditions required to achieve replacement facility
					8	Eastway -object to proposal as does not comply with 2004 planning condition that Eastway Sports Centre be restored to open space capable of designation as MOL Eastway - object to proposal as
					9	Legacy Cycle Circuit does not comply with LDA covenant to create legacy Eastway Cycle Circuit in parkland to meet needs of users
					10	Cyclists have been without a facility since Nov 2006 as promised temporary replacement not delivered
					11	Proposed track is too small, tight and dangerous and not suitable for competitions. Previous legacy plans showed suitable facilities and should be implemented.
					12	Positive reasons for cycling's place in the legacy - cycle retail and servicing outlets, outdoor track adds to sustainability of velodrome and pulls in tourists, equality (cycling attracts all sexes and religions), low % of participants in sport in LB Newham, health, return of MOL to its intended purpose.
					13	Reasons for objection - detail of legacy not informed by Strategy 32 (2004 permission) CPO Inspector's report indicates Eastway User Group withdrew its objections based on then proposed relocation and legacy plans and that LDA is seeking to minimise impact on cycle circuit. User Group objected as soon as knew of new proposals (Jan 07) but already

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						too late. Increased 'compactness of park in new application simply means less open space in legacy and velopark has reduced from 34Ha to 10Ha. Statement in Statement of Participation that Olympics will result in a net gain in quantity and quality of sports facilities is not true in the case of cycling
					14	Has proposal been referred to Sport England as 'loss of playing field'?
					15	Pollution form A12.
					16	Velodrome not useful to local community.
					17	Consultation has been inadequate - Eastway User Group identified as a stakeholder but has not been involved in any pre-apps.
					18	Eastway -object to proposal as does not comply with 2004 planning condition that Eastway Sports Centre be restored to open space capable of designation as MOL.
					19	Legacy Cycle Circuit does not comply with LDA covenant to create legacy Eastway Cycle Circuit in parkland to meet needs of users.
					20	Users have been without a facility since Nov 2006 as promised temporary replacement not delivered.
					21	Proposed track is too small, tight and dangerous and not suitable for competitions. Previous legacy plans showed suitable facilities and should be implemented.
					22	Many positive reasons for cycling's place in the legacy - sports, leisure, carbon emissions, cultural heritage, ecology,
					23	Reasons for objection - statement in Statement of Participation that Olympics will result in a net gain in quantity and quality of sports facilities is not true in the case of cycling. Application is in breach of LLVOAPF, Mayor's direction on MOL and 2004 planning conditions. Standard of proposed circuit is no longer of a national standard; housing is proposed on part of old site contrary to LBN UDP.
Lynne	Nash	No Comment	Object	2	1	Object.
					2	Loss of Hackney football pitches. Don't want them turned into a park after the Games.
Mr	Nash	No Comment	Object	2	1	Replacement cycling facilities inadequate and conflict with 2004 permission. Road circuit is too small with inadequate layout. No off road facility. Replacement not suitable for meaningful competition.
					2	Velodrome and BMX welcome but original facilities should be suitably replaced first.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						Road and off road cycling are far more popular than Velodrome track racing and BMX racing.
					3	Lack of meaningful consultation.
Mark	Neill	Object		1	1	The proposals breach the covenant of the London Development Agency in October 2004 to use all reasonable endeavours to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.
					2	The strategy provided for the legacy circuit to be created in parkland, to meet the needs of cycle users and minimise conflict with other park users through design and use of topography.
					3	The current plans do not allow for the restoration of the Eastway Sports Centre to open space capable of being designated as Metropolitan Open Land as the 2004 permission required.
					4	The Legacy cycle circuit is a loss of facility of what was previously offered.
					5	There is no mountain biking facility of national, regional or local value in the legacy proposals. A competitive mountain biking facility should be provided.
					6	The legacy cycle circuit has been degraded and there are concerns about noise and air pollution on the health and safety of users.
					7	The legacy velopark does not meet the needs of the original users. The ODA has been negligent in seeking the views of local users and has turned down all requests for consultation.
					8	The cycle sport community would like the return of their previously existing facilities and do not wish to take up new disciplines to fit in with what the legacy plans offer.
					9	Objection is raised to the use of land that was specifically used for sport being used for commercial and residential use.
Mark	Neill		Object	2	1	Replacement of Eastway Cycle Circuit will leave a wholly inadequate legacy for cycling in London; original ideas have been continually scaled down.
					2	Area allocated for road and mountain bike circuits far too small. Mountain bike circuit needs at least 5kms for racing, under 1km provided, not a serious replacement. The road circuit is dangerous by virtue of a layout with too tight turns, long, level straights, and a bridge crossing. Proximity to A12 means noise and atmospheric pollution.
					3	Lack of consultation.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					4	Velodrome and BMX welcome but shouldn't be at expense of pre-existing high quality mountain biking and road cycling facilities.
Michael	Nelson	Object	No Comment	1	1	Objects as the money would be better spent on the NHS, new hospitals and a bridge over the River Thames. It seems to be a land grab in 2013. A lot of people have been put out of work. A lot of people are getting on the band wagon to get a lot of money up to 2012 at the public expense. Will people who paid extra Council Tax be getting any of the profits after 2012.
M	Neshet		Object	2	1	There has been no consultation and no attempt to identify the needs of the cycling community based at the Eastway.
					2	The plans are not suitable for cycle sport outdoors.
					3	There is no off road competition permitted within the constraints of the scheme so there can be no guarantee or planning condition for it unless the scheme is rejected.
					4	The road circuit is unsafe and does not allow for large fields to circulate. Its layout is uninspiring, being pushed right against the A12 in the shadow of a large building.
					5	The facility is cut in two by the A12 which brings noise and air pollution and there is no possibility of safe concurrent running of road and off road sessions of any kind.
					6	The area available for a Legacy replacement is unsuitably small and in a marginal position. No amount of design prior to a detailed application can alleviate the absence of land area for the cycling facilities in the Legacy phase.
					7	Users were promised and given numerous assurances about the validity of legacy before they up their facility to make way for the Games. The scheme now applied for does not match the schemes outlined and does not come close to replacing the road and off road cycling that made Eastway so successful as a thriving community of people doing sports in Inner East London.
Mark & Caroline	Newman Webb	Neutral	No Comment	1	1	Request extension of consultation period to a month from when the documents are available to view on the internet.
	No name given	No Comment	Neutral	2	1	Money spent on publicity would be better spent on the Games.
Mrs Roberta	Norman	No Comment	Support	2	1	Support.
Karin	Oakes	No Comment	Object	2	1	Object to loss of Eastway Cycle Circuit. Proposed replacement facilities are simply no

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						good in terms of amenity or accessibility.
					2	Considers loss of facility and draining adjoining wetlands is environmental vandalism.
P.J.	O'Connor	No Comment	Object	2	1	Object.
					2	Sale of land for Olympics has caused local job losses.
					3	Lack of affordable housing.
Sophia and James	Odude	No Comment	Support	2	1	Supports the applications and all efforts will be crowned with success.
Nik	O'Flynn	No Comment	Conditional Support	2	1	Concern at length of time East Marsh will be lost to parking.
					2	Concerned about nature of canal side development at Arena Fields. This could be used for allotments and would improve aspect for residents opposite.
Ms Portia	Ogunleye	No Comment	Conditional Support	2	1	Conditional Support.
					2	Concern re transport congestion before and during the Games.
					3	Ask if local community will have access to the park after 2012.
Samson	Olawale Baruwa	No Comment	Support	2	1	Support, but would like table tennis facilities in Hackney.
Mr P J	Oliver	No Comment	Conditional Support	2	1	Conditional Support.
					2	Where is the Olympic Village.
Jeremy	Olsen	No Comment	Object	2	1	Replacement of Eastway Cycle Circuit will leave a wholly inadequate legacy for cycling in London; original ideas have been continually scaled down.
					2	Area allocated for road and mountain bike circuits far too small. Mountain bike circuit needs at least 5kms for racing, under 1km provided, not a serious replacement. The road circuit is dangerous by virtue of a layout with too tight turns, long, level straights, and a bridge crossing. Proximity to A12 means
					3	Lack of consultation.
					4	Velodrome and BMX welcome but shouldn't be at expense of pre-existing high quality mountain biking and road cycling facilities.
Mr Adeyinka	Omoeyele	No Comment	Support	2	1	Support.
					2	Importance of job creation.
Chris	O'Reilly	No Comment	Object	2	1	Objects - unhappy about having to pay in taxes for the Olympics for venues that won't be used.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
Patience	Osekre	No Comment	Support	2	1	Supports Olympics and hopes implementation will meet timescales.
Temi	Oti	No Comment	Support	2	1	Support the application and would like some information on the Medical team and volunteering for the games.
Carolyn	Owen	No Comment	Object	2	1	Objects to the application for the following reasons: That only seven hectares of the Olympic Park has been allocated to cycling facilities. The Velodrome and BMX facilities require 5 hectares leaving only 2 hectares for the Road Circuit and MTB course. The original LVRPA Velopark plans and MTB required 34 hectares of World Class standard. Eastway was 24 hectares. The proposed area is inadequate to provide a meaningful Road or MTB facility.
					2	The proposed road circuit is inadequate in length it is sited in the shadow of the Velodrome building on the south of the A12. It is dangerous as it crosses a bridge were riders will be travelling in opposite directions. It is too close to the A12 and will potentially suffer from noise and atmosphere pollution. The radiuses of the turns are too tight to allow effective racing and the gradients are not steep enough to develop. The long high speed straights and the hairpin corners are a guaranteed recipe for accidents.
					3	The MTB circuit does not attempt to replace the Eastway facility. It is less than one kilometre and at least 5 kilometres is required for racing. It also requires land rather than dedicated paths circuits as they wear out and diversions are required for maintenance. It cannot be used for racing and the alternative proposed would be an area of the general park made available only occasionally. It will not be within an area free of normal pedestrian and other traffic or free of ball sports and dogs. It is not a serious attempt to provide a replacement for Eastway Legacy.
					4	There has been a lack of consultation and this totally unsuitable and inadequate radical reduction of space allocated to the main cycling disciplines has represented to us only at the 11th hour just before the deadline for objections.
					5	The ODA is bound by the Olympic Act to honour commitments made by other planning Authorities. It is bound to honour the strategic covenant that the LDA gave EDAA to provide a replacement for Eastway as a Legacy provision.
Sarah	Owen	Object	No Comment	1	1	The proposals breach the covenant by the London Development Agency in October 2004 to comply with the approved Eastway

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						Cycle Circuit Relocation and Legacy Strategy. In particular the legacy facility should be in parkland, meet the needs of cycle users and minimise conflict with other park users through design and use of topography.
					2	The proposals do not allow for the complete restoration of open space which was provided for in the 2004 permission.
					3	As a PE teacher in Tower Hamlets we try to teach the importance of exercise and this is being compromised by reduction in the velo park facility.
					4	The previous site was loved by pupils for its diversity, mountain biking trails and feeling of being in the country. The legacy velopark will destroy that.
					5	The Olympic sport of mountain biking is not catered for in the legacy proposals.
					6	Health concerns relating to the position of the road circuit so close to the A12.
					7	The ODA has been negligent in not consulting the users of the circuit and refused to engage with the Eastway User Group.
Helena	Owusu	No Comment	Support	2	1	Support
James	Page	Object	No Comment	1	1	Objects to the loss of allotments which will be increasingly important in terms of sustainability, food, community, health - everything the Government should be trying to protect.
Miss Anisha	Patel	No Comment	Conditional Support	2	1	Conditional support subject to lower crime and better facilities being achieved
Mr Racash	Patel	No Comment	Conditional Support	2	1	Conditional support
					2	Supports Games but concerned about Legacy and that it may be abandoned like the Dome
M	Patel	No Comment	Object	2	1	Strongly objects as the cost of the games has risen and Council tax and other taxes have gone up to pay for it. Residents will pay for it but not qualify for a free ticket.
					2	Construction work will result in heavy traffic which will block the narrow roads creating an environmental health hazard.
					3	Money will be made from Council Taxes and parking fines and local residents will lose the right to park outside their houses. Why should local residents suffer for 14 days of games.
Mr N	Pathan	No Comment	Support	2	1	Support. Will bring improved prosperity and quality of life to London.
Bob	Pendar-	No	Object	2	1	Object - New plans re. Cycling facilities do not

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
	Hughes	Comment				keep to the promises made in the first application.
					2	Proposed cycling facilities are poor.
Rod	Perez	Object	No Comment	1	1	Objects to all applications on following grounds:
					2	Proposals breach the covenant by LDA in the original S106 to the 2004 permission, and the protection for Eastway Cycle Circuit users given in Strategy 32 is denied. The application required a current and on-going need for the protection for the community interests of users in the interim and in legacy.
					3	Legacy proposals for the Eastway Cycle Circuit do not provide comparable facilities in terms of road race and off road tracks, making it only of local rather than national and regional importance.
					4	No provision of open space for a legacy Eastway off road cycle circuit fit for the defined purpose of mountain bike and cycle cross events which were held at the site.
					5	Proposals do not meet the needs of cycle users, particularly those who used Eastway Circuit for racing and training.
					6	Public access is not prevented by design and use of topography.
					7	Proposed Legacy Eastway Circuit is not fit for purpose as an athletic facility because of air and noise pollution from A12 above tolerable and safe levels.
					8	No provision is made for MTB racing, an Olympic discipline previously provided for on the site and which is not guaranteed at any other site in inner or outer London.
					9	Users have not been consulted over any plans since the previously announced plan of February 2005, which is was said would be funded and built whether or not London won the Games. This is contrary to human rights in the planning process and makes no allowance for guidance on Sustainable Communities, PPG17 and procedures laid down by CABE and PPS1.
Mr Ashvin	Peshavaria	No Comment	Support	2	1	Happy with the proposal and raises no objections.
Mrs L I	Peters	No Comment	Conditional Support	2	1	Conditional support
	Peters	No Comment	Conditional Support	2	1	Conditional support. There should be a sporting legacy including sporting related manufacturing, retail, and sports academy for disadvantaged adolescents with entire site remaining car free.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					2	There should be an industrial legacy including museums focusing on industrial heritage of the area.
					3	There should be high quality transport facilities based on sustainable transport modes such as canal based tourist travel on electric eco-craft, upgrade the Greenway and towpaths for safe 24 hour use; ensure canals retain character and access to nature walks.
					4	Site preparation should emphasise recycling of materials, use of canal for materials transport, consult and work with the Lea Rivers Trust and British Waterways, provide viewing points; bridges should be constructed to be arched Dutch canal type.
Sam	Phillips	No Comment	Object	2	1	Object and feel betrayed because the promised MTB facility is too small and does not replace Eastway adequately.
					2	The proposals exclude youngsters who might have benefited from an mtb course.
B	Pike	No Comment	Object	2	1	Object.
					2	Money should be spent on theatres, museums, hospitals.
					3	Area is already overcrowded and public transport overstretched.
	Pilling	No Comment	Object	2	1	Objects to the application due to the expense and disruption. It's a poor show for Waltham Forest residents and tax payers. They deserve more.
Joe	Pipar	No Comment	Conditional Support	2	1	Conditional support. Please make sure Hackney Marshes football pitches are returned to their original condition.
					2	River/canal networks could be improved as cycling routes and river transport into the city could be introduced.
Bob	Pisolkar	No Comment	Object	2	1	No facility for mountain biking and not suitable for cycle sport outdoors.
					2	No consultation or attempt to identify needs of cyclists.
					3	No off-road competition is possible.
					4	The road circuit is unsafe, uninspiring and subject to noise and air pollution.
					5	No possibility of road and off road events happening safely together.
					6	Legacy area is too small and no amount of detailed design can alleviate absence of land.
					7	Users were given promises about legacy facility. Current scheme in no way matches' schemes previously outlined.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
Daniel	Pitt	Support	No Comment	1	1	Supports the applications and considers the Olympics fantastic news for London. Need to ensure there is enough space left on site for schools café, pubs and local amenities once the games are finished. There shouldn't be a large Olympic park no one wants to live or work in.
Dr J R	Pope de Locksley	No Comment	Object	2	1	Object.
					2	Too much disruption.
					3	Money should be spent on things to improve the mind not just on sport.
Ms Susy	Powlesland	No Comment	Object	2	1	Object.
					2	Allotments should be incorporated into design not bulldozed
A	Priddle	No Comment	Object	2	1	Object to loss of allotments.
Gareth	Pugh	No Comment	Object	2	1	Objections are raised to the inadequate designs proposed as a Legacy at the Olympic Velopark.
					2	The site is too small for any suitable replacement of the Eastways amenity and there is no off road competition facility.
					3	The road circuit is in adequate, dangerous, uninspiring, polluted and not an improvement on what has been lost.
					4	There has been no meaningful consultation in reaching the application stage and the outline scheme is unsuitable as a result.
					5	New cycling disciplines (provision of the velodrome) is welcomed, but facilities which are lost should be replaced.
					6	Planning conditions were intended to protect the amenity of those who enjoyed Eastway. Those conditions are needed more than ever now.
Mr Jason	Radcliffe	No Comment	Object	2	1	The replacement cycling site is too small and the new road layout inadequate to be of regional or national importance.
					2	New facilities should include car park, club house, BMX track, skate park, off-road competition facilities.
					3	Conditions of 2004 permission are not being complied with.
					4	No meaningful consultation with cyclists.
Imogen	Radford	Object		1	1	Objects to loss of Manor Garden Allotments as there is a severe shortage of allotments in inner London in particular Hackney.
					2	Difficulty in viewing the planning applications

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						due to size, delay in putting on the website and short timescale allowed for comment.
					3	Plans do not follow guidelines set out in PPS1 'Delivering Sustainable Development' in a number of respects, therefore objects to all applications.
					4	No effective community involvement in influencing the proposals from the beginning.
Imogen	Radford		Object	2	1	Object.
					2	The proposed removal of almost all existing vegetation, including trees and particularly the allotments, to be replaced by footpaths and bland park contradicts the stated commitment of the ODA to sustainable regeneration. These things should be worked around rather than removed for what seems to be the sake of saving money and for simplicity.
Ms L. R.	Rahmen	No Comment	Conditional Support	2	1	Conditional support.
					2	Concern over design of central area, broad tree lined avenues would be more sociable, cheaper and easier to maintain.
					3	Concerns over displacement of working premises.
					4	Concern over loss of wildlife habitat.
					5	In the long term the area needs another accident and emergency hospital unit which could be located on part of the Olympic site close to Stratford High Street.
Noble Mohammed Abdul	Rakib	No Comment	Support	2	1	Support, Olympic Games will provide lots of welfare from physical education to British school children.
S	Ramesh	No Comment	Support/Object	2	1	Support and object.
					2	Wants a job opportunity.
Mr & Mrs	Read	No Comment	Support	2	1	Support (no comments)
Megan	Redmond	No Comment	Object	2	1	Object. Olympics is just to distract from the theft of wealth by the super-rich. People are powerless to stop what is going on: we are not given real choices and our opinions don't really count.
Chris	Reed		Object	2	1	Object to any developments on the Eastway cycle circuit site.
					2	Would like right of representation at any hearing.
					3	No provision for competitive mountain bike racing or cyclo-cross.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					4	Road-racing will also cease as the circuit proposed is completely impractical for racing with tight bends, heavily polluted and boring design.
					5	Pleased that indoor cycling and BMX will now have a base in London but it is at the expense of the existing users who have had no competitive base since Eastway closed.
					6	LDA has not kept to promises of re-provision after Eastway close and there has been little consultation with users.
Douglas	Reeve	No Comment	Object	2	1	Object. No consultation or identification of cyclists needs.
					2	Plans are not suitable for outdoor cycle sports .
					3	The constraints of the site mean off road competition would not be possible.
					4	The road circuit is unsafe, uninspiring and subject to noise and air pollution. No possibility of possibility of safe concurrent running of road and off-road sessions.
					5	Detailed design cannot overcome these concerns without a larger land area being made available for legacy cycling facilities.
					6	Previous assurances to provide replacement facilities have not been honoured.
Fred	Reynolds	Object		1	1	The site is too small for any suitable replacement of Eastway amenity.
Fred	Reynolds		Object	2	1	No facility for mountain biking and not suitable for cycle sport outdoors.
					2	There is no off road competition facility.
					3	No consultation or attempt to identify needs of cyclists.
					4	The road circuit is inadequate, dangerous, uninspiring, polluted and not an improvement on what has been lost.
					5	No off-road competition is possible.
					6	There has been no meaningful consultation in reaching the application stage, and the outline scheme is unsuitable as a result.
					7	The road circuit is unsafe, uninspiring and subject to noise and air pollution.
					8	New disciplines are welcomed but the ones lost should be replaced.
					9	No possibility of road and off road events happening safely together.
					10	Planning conditions were intended to protect the amenity of those who enjoyed Eastway.
					11	Legacy area is too small and no amount of

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						detailed design can alleviate absence of land.
					12	As an ex-Eastway user, the lack of consultation is appalling. The inadequate space given to cycling in the plan especially considering the undertaking given to the Eastway users of a like for like replacement. The excellent facilities has been bulldozed in the name of the Olympics.
					13	Users were given promises about legacy facility. Current scheme in no way matches' schemes previously outlined.
Liz	Rice	Object	No Comment	1	1	Conflicts with commitments made in Eastway Cycle Circuit Relocation and Legacy Strategy (approved) pursuant to legal agreement pursuant to 2004 Olympics permission.
					2	Objects to closure of Eastway Cycle Circuit following Compulsory Purchase Order.
					3	Proposal does not provide an adequate replacement facility. Insufficient size for legacy road cycle circuit and no provision of legacy off-road cycle circuit/mountain bike racing. This does not meet the needs of cyclists.
					4	Proposed replacement site would suffer from unacceptable air and noise pollution from the adjacent A12.
					5	Users have not been consulted since 2005.
					6	Conflicts with guidance on sustainable communities and with advice in PPS1 and PPS17.
Mr J	Richards	No Comment	Neutral	2	1	Neutral (no further comment)
S	Richards	No Comment	Support	2	1	Support.
	Richlondonsingle	No Comment	Object	2	1	Object to proposed cycle facilities
					2	Having sacrificed the Eastway facility in the interests of the Olympics and with a promise of equal or better new facilities the proposed replacement is totally inadequate.
Russell	Rickards	No Comment	Support	2	1	Supports Games and the regeneration benefits they will bring to the area. Stratford's good transport links make it a suitable venue.
					2	Concern at the scale of demolition after the Games which is wasteful. Temporary venues could be adapted for permanent use - are they needed in the first place? Could events take place in existing facilities elsewhere such as Excel? Stadium could accommodate a Premiership football team.
Jo	Rideal	No Comment	Conditional Support	2	1	Conditional support

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					2	Leaflet is too hard to understand
					3	How will Stratford International and Regional stations be linked, when will International open, what other stations will it serve?
					4	Why has ODA/PDT been formed and why isn't Head of Development Control based in the area of the build?
T.S.	Ridge	Object		1	1	Object to Kings Yard being used as an energy centre because: materials for the biomass boiler should be delivered using the waterways - poor access through Hackney Cut, Kings Yard too small for a sufficiently large centre. An alternative site would be on the River Lea which can be accessed by biomass barges.
					2	Demolition of industrial buildings of historic and architectural interest 3) The Kings Yard site is important and recognised in the LDA's Built Heritage Resources Survey.
					3	The Kings Yard site is important and recognised in the LDA's Built Heritage Resources Survey.
T.S.	Ridge		Object	2	1	Previous objections raised at Round 1 (letter dated 13th March) were not mentioned in the ODA response to consultations. Those objections should be reconsidered together with the following points.
					2	Demolition of former preserving and lozenge departments and five ancillary buildings at Kings Yard is totally unjustified. The previous permission for all but one of these buildings to be retained and reused and they should be retained in the current application.
					3	The group of buildings at Kings Yard is of national importance for the following reasons: only fully surviving example of Clarnico's six works in the area which once employed 3000 people making sweets; one of few surviving Edwardian works retaining related ancillary buildings; one of small group of transitional structures with steel frames and timber roof structures including one of few surviving buildings with Belfast truss roofs; one of few surviving port related process works in what was largest industrial city and port in the world and which used piped steam to drive machinery and for other purposes.
					4	Despite English Heritage's advice not to list the Kings Yard buildings, the demolition of seven of the buildings and disfigurement of the canal side building would be a gross act of corporate vandalism when attention is focussed on the Lower Lea Valley and when every other successful inner-city regeneration involves the retention and adaptation of good

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						historic industrial buildings.
					5	The proposed alterations to the canal side building including the proposed loading platform would seriously disfigure the building rather than sympathetically restore it in accordance with the Mayor's Blue Ribbon policies. All buildings in the Kings yard group must be retained and adapted as a social enterprise centre.
					6	The energy centre would be better located to the south in a larger area with better mooring facilities allowing it to produce enough electricity for all legacy housing.
					7	Need reassurance that emissions from the Energy Centre will be kept to a harmless minimum.
					8	There should be a waterway centre with mooring facilities and battery recharging facilities. Suggestions for increased use of the waterways for passenger services, express water buses, recreational uses and freight use.
					9	Object to the fact that the historic recording of King's Yard has been carried out as the applications have not been determined. The description in the application contains serious errors and omissions
					10	Four structures not shown for retention which should be retained: towpath wall (PDZ3), rails for travelling crane on towpath (PDZ4), chimney shaft (PDZ4), Great Eastern Railway bridge (PDZ3 and 8)
					11	Additional buildings at Marshgate Lane and Pudding Lane should be retained.
Philip	Riley	No Comment	Object	2	1	Legacy plans have inadequate provision for road and off road cycling. The road circuit is poor in design and there is no provision for off road activities.
					2	The old Eastway was given up on the assurance that the legacy would provide as least as good facilities as those lost. It is morally abhorrent that no the authority owns the land they are renegeing on these promises.
					3	Welcome the velodrome but object to proposals for road and off road provision.
Deb	Rindl	Object	No Comment	1	1	While much to be praised, objects to loss of Manor Garden Allotments which could be retained in the midst of the Games as a wonderful 'piece of England'.
					2	Removal would be at odds with engendering more community spirit, more green areas and

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						an understanding of the need for delayed gratification in working for something. To destroy these is a travesty of all that is just and right.
M.A.	Rob	No Comment	Support	2	1	Support. (no comments)
Hugo	Robins	Object		1	1	Object. Legacy Cycle Circuit. Does not comply with LDA covenant to create legacy Eastway Cycle Circuit in parkland to meet needs of users.
					2	Proposal does not provide the variety of the old circuit.
					3	No parkland left in which to locate a legacy circuit.
					4	Does not meet needs of cyclist who used Eastway to race and train.
					5	Public access is not prevented.
					6	Pollution from A12.
					7	No provision for mountain bike racing.
Hugo	Robins		Object	2	1	Object.
					2	Plans not suitable for cycle sport outdoors.
					3	No proposed off-road competition facility.
					4	Proposed road circuit is unsafe.
					5	Proposed layout is uninspiring, too close to A12 and in shadow.
					6	Noise and pollution from the A12.
					7	New facilities should include road and off-road competition facilities.
					8	Legacy site is too small and in marginal position.
					9	The facility offered is not nearly as good as the schemes previously outlined and comes nowhere near replacing site which is lost.
					10	Lack of consultation.
Kieron	Robinson	No Comment	Object	2	1	My family used the Eastway for on road and off road for cycle cross and mountain biking before it closed. It was understood that after the Olympics Eastway would be returned with the same standard facilities as before, plus velodrome, BMX track and speedway track. The equivalent facilities was to be provided between Eastway closure and the re-opening after the Olympics.
					2	Users now have to wait several months for an acceptable provision at Hog Hill to be built. In the mean time children are finding it difficult to find races within a reasonable travelling distance. The post Olympic facilities at Eastway for road and off road racing will not for

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						certain be equivalent as be fore and strong objections are raised to this. The proposed road circuit is inferior and serious off road is not catered for.
					3	Please protect the users interest and insist that the Eastway facilities are back to allow users to enjoy the sport as once before. The prospect of sacrificing the opportunity for young cycling athletes to reach international standard in one of the most successful Olympic sports to deliver 2012 Olympics would be a grotesque irony.
Ms Wendy	Robinson	No Comment	Object	2	1	Object.
					2	New indoor area is welcome but can't replace the existing outdoor park.
					3	Legacy site allocation for cycle racing is too small and does not adequately replace existing facility.
					4	Replacement facility is not ready yet.
					5	Plans should encourage use of cycles to travel to and within Olympic Park.
Ruth	Rose	Conditional Support	No Comment	1	1	Conditionally supported the application but considered not enough details; what provision has been made for the disabled, provision of toilets and parking; The maps are too small and unable to distinguish what's what; Are lifts and buggies available for the disabled once they arrive on site.
Mrs M.	Ross	No Comment	Support	2	1	Support.
Kay	Rowland	No Comment	Support	2	1	Supports the experience and excitement of the Olympics.
Miss J	Royer	No Comment	Support	2	1	Support.
Mrs Agnes	Royer	No Comment	Support	2	1	Support.
John	Rudkin	No Comment	Object	2	1	Strongly objects that the legacy left for road and mountain cycling is worst post Olympics than pre Olympics. There is a fine Legacy to track cycling but this is completely different discipline. It is like building an Olympic swimming pool without a diving pool
Mr M.J.	Ruston	No Comment	Conditional Support	2	1	Expressed no comments on the applications.
S	S Fores	No Comment	Support	2	1	Support, but would like to see a legacy benefit to assist development overseas as well as in East London, and suggests more school links with schools in poorer countries.
Clare	Sambrook	Object	No Comment	1	1	Object to application due to loss of Manor Gardens Allotments.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
Georgiana	Samuel	No Comment	Support	2	1	Support.
Michael	Sandiford	No Comment	Support	2	1	Support.
Philippa	Sarll	No Comment	Conditional Support	2	1	Conditional support, but worried about heavy work trucks driving down Lee Conservancy Road as damage is currently being caused to property.
Mark	Saunders	Object	No Comment	1	1	Inadequate amount of time for the public to access the application documents, read, digest, consult with members and comment on this complex application. Additional delays in getting documents into libraries and badly managed website, therefore failing to comply with EEIA Directive 85/337/EEC.
					2	There is a failure to conform to PPS1 with regard to Manor Garden Allotments and it tenants. The loss of the allotments is depriving future generations of the opportunity to meet their needs through growing their own food and this loss is due to a landscape design decision that does not meet a genuine need. The allotment community is based around a particular piece of land that has been cultivated for generations. Eliminating the allotments will result in the elimination of a community.
					3	The application as presented will have a destructive effect as there is nothing of substance in the application that addresses poverty, inequality and social exclusion. The application is depriving important sections of the community with a useful and vital form of exercise.
					4	The application contains no enforceable Legacy proposal and it assumed the loss of the allotments is permanent.
					5	The reprofiling proposed will result in the loss of natural habitat and the distinctive character of the landscape will disappear.
L	Sayers	No Comment	Object	2	1	Object to the applications on the former Eastway cycle circuit site.
					2	There has been no consultation and no attempt to identify the needs of the cycling community based at Eastway.
					3	Plans are not suitable for cycle sport outdoors.
					4	No off-road competition permitted within the constraints of the scheme applied for.
					5	Road circuit is unsafe and does not allow for large fields to circulate.
					6	Layout of circuit is uninspiring and is pushed right up to the A12 in the shadow of a large building.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					7	the facility is cut in two by the A12 that brings noise and air pollution.
					8	No possibility of safe concurrent running of road and off-road sessions of any kind.
					9	Area made available for a legacy replacement is unsuitably small and in a marginal position.
					10	No amount of design prior to a subsequent detailed application for legacy can alleviate the absence of land area being made available in the outline application for the cycling facility in legacy phase.
					11	Users were made promises and given numerous assurances about the validity of a legacy before they gave up their facility.
					12	The new scheme does not match what Eastway provided.
Lorna	Scott	Neutral	No Comment	1	1	Request extension of consultation period to a month from when the documents are available to view on the internet.
Margaret	Scott	No Comment	Neutral	2	1	Neutral - it is a shame that the elderly have had no role to play.
Richard	Scrase	Object	No Comment	1	1	Newham has little green space and communal green space.
					2	The development would be contrary to the Government's guidance on sustainable development to 'meet the needs of the present without compromising the ability of future generations to meet their own needs'.
					3	The loss of allotments deprives future generations of opportunity to grow their own food and is a result of a landscape design decision.
					4	The application should be rejected.
Alice	Sharp	Neutral	No Comment	1	1	Request extension of consultation period to a month from when the documents are available to view on the internet.
Mrs K. M.	Shearing	No Comment	Support	2	1	Support but with concerns over extra traffic causing congestion and lack of capacity on public transport.
					2	What will happen to the complex after the Games?
					3	What will happen to temporary housing?
					4	Community safety issues.
Knocker	Sheilds	Object	No Comment	1	1	The proposals breach the covenant by the London Development Agency in October 2004 to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.
					2	The Strategy provided for the Legacy Cycle Circuit to be created in parkland to meet the needs of cycle users and minimise conflict

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						with other park users through design and use of topography to prevent inappropriate public access to the Cycle Circuit.
					3	The Eastway Cycle Circuit provided a challenging and varied road race circuit and many kilometres of off road tracks. There is no such proposal in the current applications.
					4	There is no parkland in which to site a Legacy Cycle Circuit.
					5	The proposals do not meet the needs of cycle users particularly for racing and training
					6	Public access is not prevented by design or the use of topography.
					7	There is no provision for MTB racing, which is suitable for Juniors or Adults.
Mr John James	Sheppard	No Comment	Object	2	1	Object.
					2	Cost.
					3	site is unsuitable, inaccessible, why not use existing sports facilities such as Manchester's Commonwealth Games location
Gurdip	Singh	No Comment	Support	2	1	Support, proud to have the Games in Newham area.
Jaskaran	Singh	No Comment	Support	2	1	Support. Preference for site preparation and construction jobs should be given to local people.
Charlie	Skrine	No Comment	Conditional Support	2	1	Conditionally supports application. Please add landing stages, footpath and steps to allow kayaks to move easily from Lea Navigation to City Mills River and vice versa. This would promote recreational use of the waterways.
Martin	Slavin	Object	No Comment	1	1	Previous Olympic Games development has produced a gentrification effect on the housing market in area surrounding the games locations.
					2	The games are being used to accelerate massive infrastructure investments.
					3	The most vulnerable sectors of the local population have suffered negative impacts on their housing choices in other Olympic cities are the poor with insecure tenure to their homes. Pre-event labour and tourist accommodation will result in an increase in the buy to let market in the area.
					4	East London has overcrowded privately rented accommodation under short let tenure.
Ms Marie	Small	No Comment	Conditional Support	2	1	Conditional support.
					2	Concerned at how much it will cost tax-payers.
Miss P	Smart	No	Object	2	1	Does not want Olympics.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
		Comment				
Robert	Smart	Object	No Comment	1	1	The proposals breach the covenant of the London Development Agency in October 2004 to use all reasonable endeavours to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.
					2	The strategy provided for the legacy circuit to be created in parkland, to meet the needs of cycle users and minimise conflict with other park users through design and use of topography.
					3	The proposed road circuit is not of the same standard as the old one and the off road facilities in the old site are not reproduced.
					4	The Eastway circuit was a safe place in pleasant surroundings for local people to learn cycling skills. The proposed facilities close to a major road will not be an adequate replacement.
Ann	Smith	No Comment	Neutral	2	1	Concerned about environmental impact.
Carolyn	Smith	Neutral	No Comment	1	1	Request extension of consultation period to a month from when the documents are available to view on the internet.
Matthew	Smith		Object	2	1	Objects. The wind turbine will be an eyesore.
					2	Wind turbine will produce noise and irritating moving shadows in the vicinity.
					3	Wind turbine will present a serious threat to the wildfowl of the area plus the widespread habitat destruction as the site is built.
					4	The Olympic site will destroy local industry and municipal facilities e.g. Hackney Marsh sport fields
					5	Inadequate provision of new road facilities to the site will cause additional congestion and inconvenience over a wide area.
Matthew	Smith		Object	2	1	Object.
					2	Inadequate replacement cycle facilities, too small, too close to main road etc
					3	Destruction of allotments for a footpath shows lack of sensibility and lack of commitment to legacy.
Nicky	Smith	No Comment	Object	2	1	Object.
					2	Plans not suitable for cycle sport outdoors.
					3	Nothing suitable for off-road competition included.
					4	Proposed road circuit is unsafe.
					5	Proposed layout is uninspiring, too close to

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						A12 and in shadow.
					6	Noise and pollution from the A12.
					7	New facilities should include road and off-road competition facilities.
					8	Legacy site is too small and in marginal position.
					9	The facility offered is not nearly as good as the schemes previously outlined and comes nowhere near replacing site which is lost.
					10	Lack of consultation.
Ray	Smith	No Comment	Support	2	1	Support
					2	The Olympics are a positive initiative, and should be development allowing the continuation of markets and street economic activity to reflect this happy multi-cultural and multi-religious community
Joe	Smyth	Object	No Comment	1	1	Objects to all applications on following grounds:
					2	Proposals breach the covenant by LDA in the original S106 to the 2004 permission, and the protection for Eastway Cycle Circuit users given in Strategy 32 is denied. The application required a current and on-going need for the protection of the community interests of users in the interim and in legacy.
					3	Legacy proposals for the Eastway Cycle Circuit do not provide comparable facilities in terms of road race and off road tracks, making it only of local rather than national and regional importance.
					4	No provision of open space for a legacy Eastway off road cycle circuit fit for the defined purpose of mountain bike and cycle cross events which were held at the site.
					5	Proposals do not meet the needs of cycle users, particularly those who used Eastway Circuit for racing and training.
					6	Public access is not prevented by design and use of topography.
					7	Proposed Legacy Eastway Circuit is not fit for purpose as an athletic facility because of air and noise pollution from A12 above tolerable and safe levels.
					8	No provision is made for MTB racing, an Olympic discipline previously provided for on the site and which is not guaranteed at any other site in inner or outer London.
					9	Users have not been consulted over any plans since the previously announced plan of February 2005, which is was said would be

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						funded and built whether or not London won the Games. This is contrary to human rights in the planning process and makes no allowance for guidance on Sustainable Communities, PPG17 and procedures laid down by CABE and PPS1.
Mr. G.	Smyth	Support	No Comment	1	1	Support - can the stadium be kept as 60000 seat venue for a football club.
Mr	Snelling	No Comment	Neutral	2	1	Neutral, as an OAP with a low income, the benefit is only to young persons, local authority and business
Jay	Sonea	No Comment	Support	2	1	Support.
Colin	Spennock	No Comment	Support	2	1	Support, pleased to see the Lower Lea Valley Stratford area will be brought back to life and open up the river and canal paths in safety.
F.L.	Ssemugera	No Comment	Neutral	2	1	A health and hygiene programme is needed with emphasis on healthy food and exercise
Graham & Nicholas	Stacey	Object		1	1	Conflicts with commitments made in Eastway Cycle Circuit Relocation and Legacy Strategy (approved) pursuant to legal agreement pursuant to 2004 Olympics permission.
					2	Objects to closure of Eastway Cycle Circuit following Compulsory Purchase Order.
					3	Proposal does not provide an adequate replacement facility. Insufficient size for legacy road cycle circuit and no provision of legacy off-road cycle circuit/mountain bike racing. This does not meet the needs of cyclists.
					4	Proposed replacement site would suffer from unacceptable air and noise pollution from the adjacent A12.
					5	Users have not been consulted since 2005.
					6	Conflicts with guidance on sustainable communities and with advice in PPS1 and PPS17.
Helen	Stedeford	No Comment	Support	2	1	Support
David	Steele	No Comment	Object	2	1	Object to the applications and request right of representation at any hearing:
					2	No consultation to identify the needs of the cycling community at Eastway.
					3	Plans are not suitable for cycle sports outdoors
					4	No provision for off-road competition within the constraints of the scheme, so conditions cannot secure this.
					5	The road circuit is unsafe and does not allow for large fields to circulate
					6	The layout is uninspiring, against the A12 in

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						the shadow of a large building
					7	The facility is cut in two by the A12 which brings noise and air pollution
					8	There is no possibility of safe concurrent running of road and off-road sessions
					9	The area made available for a legacy replacement is unsuitably small and in a marginal position
					10	Design in subsequent detailed applications cannot alleviate the absence of land being made available for the cycling facility in legacy.
					11	Users were given assurances about the validity of the legacy provision, and now the scheme does not even come close to replacing the Eastway facilities in Inner East London
Fi	Stephens	No Comment	Object	2	1	Object to loss of green space and loss of wild character, loss of rights of way, loss of amenity, and loss of wildlife habitat.
					2	Object to loss of businesses, and considers there is no evidence that local people will benefit financially.
					3	Will contribute to carbon emissions.
					4	Why does East Marsh need to be concreted over, a temporary overlay should be used to avoid damage to ground underneath and unnecessary work and intrusion.
					5	Consultation leaflet was poor quality and unhelpful.
J.J.	Stephens	No Comment	Object	2	1	Object to loss of Eastway Cycle Circuit. Promises regarding the quality of the replacement facility has been reneged upon - a token piece of land with unsuitable facilities. Plans should be reconsidered.
Julia	Stephenson	Object	No Comment	1	1	This is a holding objection about the loss of the allotments. A community has grown up around the area. It would be a tragedy if it were lost.
					2	Couldn't the allotments be incorporated into the design of the Olympic Park.
Brenda	Stevens	Object	No Comment	1	1	The proposed facilities are not suitable for racing and will mean increased use of open public roads for riding and racing which are so busy and dangerous.
Craig	Stevens	Object		1	1	1 A world class facility was given up for the Olympics and promises were made to restore facilities like for like. However the planned replacement does not match the 34 hectare site.
					2	The proposed road circuit is poorly conceived and not suitable for competition. Ambient

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						noise will exceed 70Db meaning it would be impossible to hear trackside coaching or other cyclists during races increasing chance of accidents. Very poor air quality, participants will be taking large gulps of air so harm could outweigh the good achieved by keeping fit. Does not meet the needs of cyclists particularly for racing and training.
					3	No off road provision for the very large number of mountain bike riders and cyclo cross riders who will have nowhere in London to race or train. The original Eastway circuit had many miles of varied terrain.
					4	Planning conditions and covenanted strategies on first application have not yet delivered any amenity fit for cycle racing. The LDA made a covenant to use all reasonable endeavours to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy. This strategic delivery covenant has not been adhered to.
					5	The Legacy application does not meet the applicant's stated intent to 'provide a net gain in the quantity and quality of open space'.
					6	Cycling is the most popular form of outdoor activity amongst the young. Limited facilities will fail to stimulate young people who will move to other sports.
					7	Public access to the legacy circuit has not been discouraged by design or topography. General public and dog walkers on a racing circuit can result in very serious accidents.
					8	The area is not returned to Metropolitan Open Space as originally intended.
					9	Cycling as a sport encourages the wider use of cycling which in turn reduces traffic congestion and pollution.
					10	If suitable other cycle facilities are not provided the Velodrome may fail to attract numbers of visitors and may become a 'white elephant'. If the road circuit fails to attract racing cyclists then the attraction for leisure cyclists will be far less and the sport of cycling in the south east will wither and die.
Craig	Stevens		Object	2	1	Object to plans for legacy cycling provision.
					2	Current plans are not a suitable replacement for the facilities that were given up for the Olympics. A like for like should be delivered.
					3	The site is too small to accommodate what was given up.
					4	The proposed road circuit is squeezed in beside a very busy main road.
					5	The circuit is of poor design and layout and

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment	
						not at all stimulating and is no way a match for the original Eastway.	
					6	There is no provision for off-road cycling.	
					7	Plans were drawn up without the meaningful consultation with users of the facility.	
					8	Fully support the Olympic ambitions and the redevelopment of the whole area but the new cycling facilities do not provide an opportunity to create the environment that Eastway had.	
					9	Would like to be able to speak at planning committee.	
Luke	Stevens	Object	No Comment	1	1	The new circuit doesn't have mountain biking facilities and there is nowhere else to ride. (objector aged 13)	
Nigel	Stevens	Neutral	No Comment	1	1	Parking and transportation during construction. Given the numbers of construction workers and the impact on existing facilities, why not build the Olympic Village first and use it to house construction workers. They would not have to travel to the site and would prove the Village facilities.	
					2	After removing unsightly electricity pylons why replace them with 11 unsightly 100ft telecommunications masts. Underground fibre optic cable technology would, in addition to being invisible, not be susceptible to nuclear radiation (possible terrorist target) or sunspot activity.	
					3	The Legacy Park is a fraction of the land available in the site, significantly smaller than promised in the bid.	
					4	Newham needs all the green space it can get with easy public access.	
Mr Jonathan	Stevenson	No Comment	Object	2	1	Object to demolitions at Kings Yard. Support the points made by Save Kings Yard Campaign (see letter our ref. 1345 from Mr T Ridge)	
John	Stiles	No Comment	Conditional Support	2	1	Conditional support subject to Greenway being improved and integrated including at Legacy and an attractive access from Hackney Marshes.	
					2	2	More tree and shrub planting required.
Will	Stockford	No Comment	Support	2	1	Support	
Victor	Stokes	No Comment	Neutral	2	1	Should be at least six indoor tennis courts in legacy to widen appeal of tennis in the area.	
Bryan	Stout	Object	No Comment	1	1	Proposals breach the covenant by LDA in the original S106 to the 2004 permission, and the protection for Eastway Cycle Circuit users given in Strategy 32 is denied. The application required a current and on-going need for the protection of the community	

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						interests of users in the interim and in legacy.
					2	Legacy proposals for the Eastway Cycle Circuit do not provide comparable facilities in terms of road race and off road tracks, making it of local rather than national and regional importance.
					3	No provision of open space for a legacy Eastway off road cycle circuit fit for the defined purpose of mountain bike and cycle cross events which were held at the site.
					4	Proposals do not meet the needs of cycle users, particularly those who used Eastway Circuit for racing and training.
					5	Public access is not prevented by design and use of topography.
					6	Proposed Legacy Eastway Circuit is not fit for purpose as an athletic facility because of air and noise pollution from A12 above tolerable and safe levels.
					7	No provision is made for MTB racing, an Olympic discipline previously provided for on the site and which is not guaranteed at any other site in inner or outer London.
					8	Users have not been consulted over any plans since the previously announced plan of February 2005, which is was said would be funded and built whether or not London won the Games. This is contrary to human rights in the planning process and makes no allowance for guidance on Sustainable Communities, PPG17 and procedures laid down by CABE and PPS1.
Phil	Summers	Object	No Comment	1	1	Objects to proposals, Manor Garden Allotments have offered to create an outdoor restaurant with Moro to allow allotments to continue
Julie	Sumner	Object	No Comment	1	1	Inadequate involvement of communities in planning consultation and inaccessibility.
					2	No evidence of serious consideration of retention of the Manor Gardens Allotments in Olympic Park proposals.
					3	Object to the loss of allotments - the current proposals would put an end to a 100year old community. No provision for the relocation of the allotments exists.
					4	The proposals contradict PPS1.
					5	Does not guarantee a net increase in open public green space in the legacy period.
					6	Application does not guarantee provision of legacy allotment plots for current manor garden society members nor new residential occupants.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					7	Promises of mitigation for the loss of open space in the legacy are theoretical. Would like details of the timescales for submission of further response.
B W	Swallow	No Comment	Conditional Support	2	1	Conditional support.
					2	More affordable housing in the area.
					3	Free tickets for OAPs please.
Lawrence	Sweeting	No Comment	Object	2	1	Object. Legacy cycling area is too small
					2	Lack of off road competition facility.
					3	Poor road facility not fit to replace Eastway.
					4	Previous conditions were in place to provide proper legacy.
					5	No meaningful consultation.
Dr. Digby	Symons	Object		1	1	Objects as: the proposals breach the covenant in the 2004 Olympics application by the LDA in the Heads of Terms that the approved Eastway Cycle Circuit Relocation and Legacy strategy (number 32) be complied with.
					2	The proposed cycle circuit does not provide a challenging and varied road race circuit.
					3	It does no provide off-road tracks.
					4	There is insufficient parkland to provide suitable cycle facilities and does not meet the needs of cycle users.
					5	Public access is not prevented by design and use of topography.
					6	The users of the legacy cycle circuit would be at risk of air pollution and noise pollution from the A12.
					7	There is no provision for MTB racing.
Dr Digby	Symons		Object	2	1	Object.
					2	Plans not suitable for cycle sport outdoors.
					3	Nothing suitable for off-road competition included.
					4	Proposed road circuit is unsafe.
					5	Proposed layout is uninspiring, too close to A12 and in shadow.
					6	Noise and pollution from the A12.
					7	New facilities should include road and off-road competition facilities.
					8	Legacy site is too small and in marginal position.
					9	The facility offered is not nearly as good as the schemes previously outlined and comes

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						nowhere near replacing site which is lost.
					10	Lack of consultation.
Muhammed	Tariq	No Comment	other	2	1	Would like free tickets
Stephen	Tarlton	No Comment	Object	2	1	Objections are raised as the legacy facilities proposed to replace the Eastway cycle circuit are unsuitable for outdoor cycle sports. The plans are inconsistent with the presentation made to convince the IOC to choose London. By providing inferior facilities for outdoor cycling, this will not encourage young people in this deprived part of London into the sport. Providing facilities in Hog Hill (in a far from deprived area) misses the point that hosting the games in London would regenerate the area that the Games are to take place.
					2	The proposed legacy road cycle circuit is nothing like the world class standard that was at Eastway.
					3	The off road area to the north 'loop' of the proposed legacy circuit is smaller than the old Eastway facility. At Eastway the off road area could be easily observed from the clubhouse by parents/carers of the younger users. In addition the whole area available for outdoor cycling has been hugely reduced in comparison with the former Eastway facility. This can hardly be said to be an improvement.
					4	Not aware of any consultation taking place regarding the proposal, if anyone had been consulted, they cannot have the slightest knowledge of the former Eastway facility.
					5	The proposal regarding outdoor cycling is completely out of step with the spirit and ideals of the Olympic Games.
Mr S	Taylor	No Comment	Support	2	1	Supports the proposals
Mrs Ann	Taylor	No Comment	Conditional Support	2	1	Conditional support.
					2	Important issues are security, recycling, lighting, removal of rubbish, parking and jobs for locals.
Helen	Thompson	Object	No Comment	1	1	The allotments are already adding to the government plans for sustainable development. The proposed plan is contrary to this. The proposal is displacing a community which is based around a piece of land that has been cultivated for generations. Elimination of the allotments will result in the elimination of a community. The application as presented will have a destructive effect as there is nothing of substance in the application that addresses poverty, inequality and social exclusion. The application is depriving important sections of

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						the community with a useful and vital form of exercise. The application contains no enforceable Legacy proposal and it assumed the loss of the allotment is permanent. The reprofiling proposed will result in the loss of natural habitat and the distinctive character of the landscape will disappear. On the matter of community involvement the applicants have failed the allotment community as there has been opportunity to influence the proposed development. The only consultation with allotment holders was how to get them off the site.
Mrs M	Thompson	No Comment	Object	2	1	Object. Has three children who all competed at Eastway and went on to win many national titles in cyclo cross and mountain biking. Eastway was very important in their development and gave them great training opportunities.
					2	Proposed legacy cycling area is too small; a proper legacy must be an improvement not a backward step.
Ben	Tisdall	No Comment	Object	2	1	Object. Legacy cycling facilities are inadequate with no off road facility and a road circuit that is not a proper replacement for Eastway. Cycling is booming but to continue this growth we need high quality cycling facilities within reach of Central London.
Lynne	Troughton	No Comment	Object	2	1	Object on environmental grounds that the development will devastate an area of natural beauty and wildlife habitats and the proposed residential development will make the area too dense.
Miss Linda J.	Truin	Object		1	1	Objects as the proposals breach the covenant in the 2004 Olympics application by the LDA in the Heads of Terms that the approved Eastway Cycle Circuit Relocation and Legacy strategy (number 32) be complied with.
					2	There is a loss in facility to what was previously provided.
					3	Would like provision of the competitive mountain bike facility.
					4	There is insufficient parkland to provide suitable cycle facilities and does not meet the needs of cycle users.
					5	The users of the legacy cycle circuit would be at risk of air pollution and noise pollution from the A12.
					6	There is no provision for MTB and road cycle racing.
					7	Object to the use of land specifically used for sport to be used for commercial and residential use.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
Miss Linda J.	Truin		Object	2	1	Object to the legacy cycling provision
					2	Only seven hectares are allocated for cycling of which only two hectares will be available for the road circuit and MTB facility. LVRPA plans were for a 34 hectare world class site while Eastway was 24 hectares. Area is inadequate for meaningful mountain biking area.
					3	The road circuit is too short, unsafe, uninspiring and subject to noise and air pollution. The turns are too tight and gradients not steep enough to allow breaks to develop.
					4	Proposed mountain bike circuit does not attempt to replace the Eastway facility. It cannot be used for racing and use of parts of the general park area would not be in an area free of other traffic, ball sports or dogs.
					5	There has been a lack of consultation with very little time to comment.
					6	The ODA is bound by the Olympic Act to honour commitments made by other planning authorities including the strategic covenant that the LDA gave to provide a replacement for Eastway as legacy provision.
					7	The proposals should provide for full reinstatement of previous facilities - mountain bikers should not have to change disciplines to fit in with the legacy plans.
Mr S.	Turner	Object		1	1	The proposed cycling facilities are inadequate with a totally unsuitable road circuit and no provision for a suitable off road course for mountain bikes or cyclo cross competition. Users will not be able to take part in competitive events as mountain bikers in particular live close to the existing site.
					2	As an employee of the Lee Valley Regional Park Authority 1975-1999 and manager of Lee Valley Cycle Circuit 1984-1999 I speak with some authority and have been watching developments closely.
					3	The previous facilities provided safe and enjoyable cycling facilities for many local schools.
					4	The legacy road circuit is a poor substitute for the previous circuit which occupied the centre of an area of open space designated as Metropolitan Open Land. The current proposal is for a poorly designed, unchallenging circuit very close to the A12 with noise levels in excess of 70Db and high levels of air pollution.
					5	The shortcomings of the road circuit mean it will prove unsustainable and inaccessible. Few parents will allow their children to ride

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						there and the previous community of young cyclists, their parents and helpers will be destroyed. Schools and adult riders will avoid using it or if they do could become targets for litigation.
					6	The only up side will be the world class velodrome.
Mr S	Turner		Object	2	1	No facility for mountain biking and not suitable for cycle sport outdoors.
					2	No consultation or attempt to identify needs of cyclists
					3	No off-road competition is possible
					4	The road circuit is unsafe, uninspiring and subject to noise and air pollution
					5	No possibility of road and off road events happening safely together
					6	Legacy area is too small and no amount of detailed design can alleviate absence of land
					7	Users were given promises about legacy facility. Current scheme in no way matches' schemes previously outlined.
Simon	Turner		Object	2	1	Replacement of Eastway Cycle Circuit will leave a wholly inadequate legacy for cycling in London; original ideas have been continually scaled down.
					2	Area allocated for road and mountain bike circuits far too small. Mountain bike circuit needs at least 5kms for racing, under 1km provided, not a serious replacement. The road circuit is dangerous by virtue of a layout with too tight turns, long, level straights, and a bridge crossing. Proximity to A12 means noise and atmospheric pollution.
					3	Lack of consultation.
					4	Velodrome and BMX welcome but shouldn't be at expense of pre-existing high quality mountain biking and road cycling facilities.
Vivien	Turner	No Comment	Concern	2	1	Concerned about the demolition of industrial landscapes in Fish Island
					2	Would like more information about what is happening on the development of Fish Island
Mr Graham	Turnock	No Comment	Object	2	1	The replacement cycling site is too small and the new road layout inadequate to be of regional or national importance.
					2	New facilities should include road and off-road competition facilities.
					3	Conditions of 2004 permission are not being complied with.
David	Tyas	Object	No Comment	1	1	Conflicts with commitments made in Eastway Cycle Circuit Relocation and Legacy Strategy

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						(approved) pursuant to legal agreement pursuant to 2004 Olympics permission.
					2	Objects to closure of Eastway Cycle Circuit following Compulsory Purchase Order.
					3	Proposal does not provide an adequate replacement facility. Insufficient size for legacy road cycle circuit and no provision of legacy off-road cycle circuit/mountain bike racing. This does not meet the needs of cyclists.
					4	Proposed replacement site would suffer from unacceptable air and noise pollution from the adjacent A12.
					5	Users have not been consulted since 2005.
					6	Conflicts with guidance on sustainable communities and with advice in PPS1 and PPS17.
Ms K.N	Uddin	No Comment	Conditional Support	2	1	Conditional support.
					2	Concern re transport disruption.
					3	Please use simple terms for publicity.
Charles	Unaole	No Comment	Neutral	2	1	Neutral - Would like to be part of the ODA PDT.
					2	Would like other members of the public from other Boroughs to be in the ODA PDT.
Tom	Underhill	Object	No Comment	1	1	Object...Legacy Cycle Circuit. Does not comply with LDA covenant to create legacy Eastway Cycle Circuit in parkland to meet needs of users.
					2	Does not comply with 2004 planning condition that Eastway Sports Centre be restored to open space capable of designation as MOL.
					3	Proposed circuit is of far lower quality than that previously offered.
					4	Does not replace Olympic sports of mountain biking and road cycle racing.
					5	There is no mountain bike racing facility of national, regional or local value in the plan.
					6	Circuit has been degraded.
					7	Pollution from A12.
					8	Does not meet needs of local users, who have not been properly consulted.
					9	Existing users wish to return to similar facilities not take up new disciplines just to fit in with what is provided.
					10	Want mountain biking not want track or bmx facilities.
					11	Local children benefit from the open space at existing circuit, proposal has only a small area

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						for 'taster' mountain biking.
					12	Object to proposed use of land that was sport for commercial and residential.
Francis O	Uwalaka-Uko	No Comment	Support	2	1	Support.
W.I.	Valentine	No Comment	Object	2	1	Object to vast expenditure in an area of great need for homeless families. Sports facilities will have no impact on local poverty and deprivation.
					2	There will be environmental damage to open space area in the Lea Valley/Hackney Marsh.
A.S.	Vickers	No Comment	Support	2	1	100% in support of the application.
Mr R	Vijayakumar	No Comment	Support	2	1	Support (no comments)
Hugh	Vivian	No Comment	Object	2	1	Object to the proposed legacy cycling facilities. The plans are not a replacement facility of the superb Eastway cycle circuit.
					2	Proposals include an inadequate road circuit squeezed into a small piece of land that will be dangerous.
					3	Former Eastway cycle was a safe, interesting road and off road facility well used by parents and children. Proposed replacement is inadequate and will do nothing to encourage people to take up cycling.
					4	Velodrome is specialist car dependent activity. To have destroyed the best cycle facility in London and replace it with inaccessible, car-dependent or unsuitable facility is completely unacceptable.
					5	No off-road circuits have been offered.
					6	The velodrome may well be a great facility for track cycling but it is car-dependent and requires specialist equipment.
John	Vogler	No Comment	Conditional Support	2	1	Conditional Support - object to the rumours that the paving over of East Marsh is not temporary and may be used for fish and meat market as an extension of New Spitalfields Market
Mr Keith	Waite	No Comment	Conditional Support	2	1	Conditional support.
					2	Concerns that legacy facilities will be a 'white elephant' unsuitable and unaffordable for local people.
Mr M	Walker	No Comment	Object	2	1	Object to proposed cycle facilities.
					2	Legacy site allocated is too small.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					3	Lack of off-road competition facility.
					4	Poor road circuit not fit to replace Eastway.
					5	Road and off-road facilities will not be an improvement and will not be of regional or national importance so will not conform to the recognised guidelines for redevelopment of sports facilities.
					6	Conditions of 2004 permission are not being complied with.
					7	New disciplines are welcome but first the existing ones should be replaced.
Ms. J. I.	Walker	Conditional Support	No Comment	1	1	Conditionally supported but concerned about the dirt, noise and weekend working during building works. There needs to be more police and security.
Peter	Wall	Object	No Comment	1	1	Objects to cycle circuit: Strategy 32 (Eastway Cycle Circuit) not implemented from 2004 application.
					2	There is insufficient parkland to provide the legacy Eastway cycle circuit.
					3	Proposed cycle circuit will not be challenging nor varied.
					4	Proposals do not meet the needs of the users of Eastway for racing and training.
					5	Access to the public is not secure because of the planned design and use of topography.
					6	Air and noise pollution from the A12. 6. No provision for MTB racing for juniors or adults.
					7	No provision for MTB racing for juniors or adults.
Jonathan	Wallis	No Comment	Object	2	1	Objects to the proposals.
Alan	Walsh	No Comment	Conditional Support	2	1	Conditional support, some of the short term amenity loss is disastrous and the closure of the village site as early as July 2007 is excessive.
Shirin & Michael	Ward	No Comment	Conditional Support	2	1	Conditional support.
					2	Traffic congestion.
					3	Extra jobs for local people.
					4	Effect on local cost of living.
					5	Reduced price tickets for locals please.
					6	Effect on local house prices.
Ron	Wally-Millek	No Comment	Neutral	2	1	Poor signposting of application exhibition.
					2	Concern to hear the Lea towpath will be closed for many months.
Julie	Warner	No	Support	2	1	The development should provide sports

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
		Comment				venues for swimming and diving and trampolining in Waltham Forest. A velodrome is not needed.
Gordon	Warren	No Comment	Neutral	2	1	Neutral, and asks whether family housing is being provided in legacy, whether jobs are simple service provider ones or 'real' long term career opportunities.
					2	Is there protection for local people from high density transport corridors during the Games.
Stephen	Warwick	No Comment	Neutral	2	1	Has a neutral opinion of the proposals but concerned about the natural geography of the Bow Back River. In particular its tidal nature for flood defence and will the defence be enhanced in the overall plan.
Huw	Watkins	No Comment	Object	2	1	Object to loss of Eastway Cycle Circuit. Replacement facilities are not viable alternatives. The net result is a zero gain of track facilities and a net loss of road and off-road facilities.
Mr Alastair	Waugh	No Comment	Object	2	1	Object to proposed cycle facilities.
					2	The facility offered is not nearly as good as the schemes previously promised and comes nowhere near replacing site which is lost.
					3	Legacy site is too small.
					4	Nothing suitable for off-road competition included.
					5	Poor road circuit not fit to replace Eastway.
					6	Road and off-road facilities will not be an improvement and will not be of regional or national importance so will not conform to the recognised guidelines for redevelopment of sports facilities.
					7	New disciplines are welcome but first the existing ones should be replaced.
					8	No meaningful consultation with cyclists.
John	Webster	No Comment	Object	2	1	At 84 years old, too old for any planning.
Mike	Wells	Object	No Comment	1	1	An otter was seen emerging from the River Lee within the proposed Olympic Park. It is noted that the Olympic plans intend carrying out extensive work on both sides of the river north and south of this bridge. The works will have a negative impact on the habitat of the otters in the river Lea.
Stuart	Welton	Object	No Comment	1	1	Write in anger at the proposed legacy of the old Eastway Cycle Circuit. I started using the circuit over 25 years ago. Its loss last year has left a huge dent in cycle facilities in Essex/east London area. The Hog Hill site is still fields and the Royal Docks site is not available. This has resulted in many cyclists trying to enter races

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						which are over subscribed.
					2	Was overjoyed that the Olympics were to be on our doorsteps and willing to sacrifice the temporary loss of the Eastway especially with promises that were made. The replacement circuit wouldn't be challenging or of any great length. I feel cheated and dismayed as the Eastway track served the local community, provided a safe environment for cyclists. The Olympics are supposed to bring people together not push them away.
Cleve	West	Object	No Comment	1	1	There is a failure to conform to PPS1 with regard to Manor Garden Allotments and it tenants. The loss of the allotments is depriving future generations of the opportunity to meet their needs through growing their own food and this loss is due to a landscape design decision that does not meet a genuine need. The allotment community is based around a particular piece of land that has been cultivated for generations. Eliminating the allotments will result in the elimination of a community.
					2	The application as presented will have a destructive effect as there is nothing of substance in the application that addresses poverty, inequality and social exclusion. The application is depriving important sections of the community with a useful and vital form of exercise.
					3	The application contains no enforceable Legacy proposal and it assumed the loss of the allotments are permanent.
					4	The reprofiling proposed will result in the loss of natural habitat and the distinctive character of the landscape will disappear.
					5	On the matter of community involvement the applicants have failed the allotment community as there has not been any opportunity to influence the proposed development. The only consultation with allotment holders was how to get them off the site.
Mr and Mrs M	Westwood	No Comment	Conditional Support	2	1	Conditional Support - Loss of light industrial businesses. What guarantees are there that land available after the Olympics will be for businesses to ensure that they are not squeezed out of the area by high property prices.
					2	Young people should be encouraged to use facilities and get into sport, wildlife in the legacy.
Frida	Wezel	Object		1	1	Previous circuit was a good and challenging sporting facility being replaced by a useless bit of warm up track which is not a suitable legacy

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						and is nothing like what was proposed when it was first agreed to give up Eastway.
					2	Proposed road circuit will not require technical skill or teach youngsters the skills to be safe.
					3	The promised off road facility has been dispensed with.
					4	The proposals are not good enough. You should talk to those who used Eastway.
Frida	Wezel		Object	2	1	Object, because Eastway is being replaced by housing and not giving a comparable facility in legacy.
					2	There are particular requirements for youngsters and their parents, including safe areas, varied and challenging circuit, with tea room and timekeepers/officials facility.
Ms Sarah	Whaley		Conditional Support	2	1	Conditional support.
					2	Please advise how Brooksby Walk will be affected by traffic increase on adjacent roads.
Sean	Wheatley	Object	No Comment	1	1	Object to application due to loss of historic Allotments.
Graham	Wheeler	Object		1	1	Proposed cycling facilities are inadequate, no mountain bike facilities, circuit facilities squeezed less space than at Eastway.
Graham	Wheeler		Object	2	1	Object.
					2	Plans not suitable for cycle sport outdoors.
					3	No proposed off-road competition facility.
					4	Proposed road circuit is unsafe.
					5	Proposed layout is uninspiring, too close to A12 and in shadow.
					6	Noise and pollution from the A12.
					7	New facilities should include road and off-road competition facilities.
					8	Legacy site is too small and in marginal position.
					9	The facility offered is not nearly as good as the schemes previously outlined and comes nowhere near replacing site which is lost.
					10	Lack of consultation.
L.	White	No Comment	Object	2	1	Object. Will cause disruption, be a complete waste of money and is designed to make Labour politicians look good.
Mrs M	White	No Comment	Neutral	2	1	Neutral
Joseph	Whitfield	Object	No Comment	1	1	Objection raised to the loss of the allotment gardens.
Charles	Whitham	Neutral	No Comment	1	1	Requests extension of consultation period to 7th July 2007.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
Adrian	Whittaker	No Comment	Object	2	1	Hackney Marshes tree nursery should be retained.
					2	Concerned about the reduction in public open space.
Trevor	Whittock	Object		1	1	Legacy Cycle Circuit does not comply with LDA covenant to create legacy Eastway Cycle Circuit in parkland to meet needs of users
					2	Statement in Statement of Participation that Olympics will result in a net gain in quantity and quality of sports facilities is not true in the case of cycling
					3	Increased 'compactness of park in new application does not consider amount of land required for off road cycle competition and velopark has reduced from 34Ha to 10Ha.
					4	Proposal as does not comply with 2004 planning condition that Eastway Sports Centre be restored to open space capable of designation as MOL Eastway.
					5	Previous legacy plans showed suitable facilities and should be implemented.
					6	Pollution from A12.
					7	Proposal is in breach of CPO Inspector's report, which indicates Eastway User Group withdrew its objections based on the then proposed relocation and legacy plans which showed an acceptable replacement cycle track.
					8	Existing circuit is challenging but the proposed replacement is unsuitable by design and location.
					9	Consultation has been inadequate - Eastway User Group has not been involved as promised.
Trevor	Whittock		Object	2	1	The previous Eastway facility was the premiere facility of its kind in the country, used by all ages and all ethnic backgrounds, well used, well run and a social venue. Eastway was unique with no alternative provision anywhere.
					2	The proposed legacy cycling facilities are inadequate, too small and do not provide the scope for racing or necessary challenge.
					3	Other sports have gained facilities in legacy. Cycling facilities however have been degraded even though it was cyclists that sacrificed all for the Olympics. Morally this cannot be right.
A	Wholas	No Comment	Conditional Support	2	1	Conditional support.
					2	Cleaning up R Lea is very important.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
Mary	Wilder	Neutral	No Comment	1	1	Request extension of consultation period to a month from when the documents are available to view on the internet.
Paul	Wilkinson	No Comment	Object	2	1	No facility for mountain biking and not suitable for cycle sport outdoors.
					2	No consultation or attempt to identify needs of cyclists.
					3	No off-road competition is possible.
					4	The road circuit is unsafe, uninspiring and subject to noise and air pollution.
					5	No possibility of road and off road events happening safely together.
					6	Legacy area is too small and no amount of detailed design can alleviate absence of land.
					7	Users were given promises about legacy facility. Current scheme in no way matches' schemes previously outlined.
Alfred	Williams	No Comment	Neutral	2	1	Has no interest in the games but favours developing the site as a park for everyone's enjoyment.
					2	Transport particularly by bus is difficult in Stratford. This needs to be addressed as the games will worsen the situation.
Ann	Williams	Object	No Comment	1	1	The removal of allotments on visual grounds is questionable.
					2	Allotments are not only for recreation but sources of cheap nourishing food and physical exercise giving health benefits which reduce the burden on the NHS.
					3	Removal of allotments for short-term project seems indefensible. Re-instatement will not help since once soil is compacted it will take years to restore to a proper tilth.
					4	Access to view the proposals is difficult - the consultation period should be extended.
C	Williams	No Comment	Support	2	1	Support (no comments)
Keir	Williams	No Comment	Object	2	1	There has been no consultation and no attempt to identify the needs of the cycling community based at the Eastway.
					2	The plans are not suitable for cycle sport outdoors.
					3	There is no off road competition permitted within the constraints of the scheme so there can be no guarantee or planning condition for it unless the scheme is rejected.
					4	The road circuit is unsafe and does not allow for large fields to circulate. Its layout is uninspiring, being pushed right against the A12 in the shadow of a large building.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
					5	The facility is cut in two by the A12 which brings noise and air pollution and there is no possibility of safe concurrent running of road and off road sessions of any kind.
					6	The area available for a Legacy replacement is unsuitably small and in a marginal position. No amount of design prior to a detailed application can alleviate the absence of land area for the cycling facilities in the Legacy phase.
					7	Users were promised and given numerous assurances about the validity of legacy before they up their facility to make way for the Games. The scheme now applied for does not match the schemes outlined and does not come close to replacing the road and off road cycling that made Eastway so successful as a thriving community of people doing sports in Inner East London.
Lisa	Williams	Object	No Comment	1	1	Object to loss of Manor Garden Allotments
Oliver	Williams	Object	No Comment	1	1	Fully support OBJECTIONS sent by Hackney Marsh User Group, including objection that the period had been totally inadequate in view of the enormous difficulty of accessing the documents.
W.L.	Williams	Object	No Comment	1	1	Objects to the cycle circuit proposals: Strategy 32 of the 2004 application remains undischarged.
					2	The proposals were produced without consultation with users of the Eastway Cycle Circuit.
					3	The proposals fail to ensure continuous facilities through all phases of the development and fail to ensure provision of temporary facilities. Eastway closed in November 2004 and cyclists have had nowhere to ride since.
					4	The legacy road circuit is inadequate as it is poorly designed, flat, unchallenging and too close to the A12.
					5	The proposed cycleway would have excessive noise levels and highly polluted air quality leading to health risks.
					6	The proposed circuit would be unsustainable and inaccessible and would reduce the site area specifically for cycling from 34ha to 10ha.
					7	There would be no provision for off-road competition with no amenity for youth and junior champions which will in turn destroy the existing community of cyclists.
					8	A 6000seat velodrome will prove unsustainable.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
Ruth	Willis	Object	No Comment	1	1	There is a failure to conform to PPS1 with regard to Manor Garden Allotments and its tenants. The loss of the allotments is depriving future generations of the opportunity to meet their needs through growing their own food and this loss is due to a landscape design decision that does not meet a genuine need. The allotment community is based around a particular piece of land that has been cultivated for generations. Eliminating the allotments will result in the elimination of a community. The application as presented will have a destructive effect as there is nothing of substance in the application that addresses poverty, inequality and social exclusion. The application is depriving important sections of the community with a useful and vital form of exercise. The application contains no enforceable Legacy proposal and it assumed the loss of the allotment is permanent. The reprofiling proposed will result in the loss of natural habitat and the distinctive character of the landscape will disappear. On the matter of community involvement the applicants have failed the allotment community as there has been opportunity to influence the proposed development. The only consultation with allotment holders was how to get them off the site.
Mr Bob	Wills	No Comment	Object	2	1	Object to demolition of Kings Yard It is an important link with the past which would enhance the Blue Ribbon Network. Demolition followed by rebuilding is not sustainable policy, buildings should be adapted and re-used.
Camilla	Wilson	No Comment	Object	2	1	Object to the use of East Marsh as a Transport Mall - use of green land, loss of habitat and mature trees is unnecessary and arbitrary given the extent of derelict land available in the South.
Ralph	Withers	Object		1	1	The proposals breach the covenant of the London Development Agency in October 2004 to use all reasonable endeavours to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.
					2	The Strategy provided for the legacy circuit to be created in parkland, to meet the needs of cycle users and minimise conflict with other park users through design and use of topography.
					3	The principal objective in winning the Olympic bid was to encourage and support sport particularly in the East End of London. This application actually reduces the facilities that existed before the Games. The reduction in cycling facilities is disastrous because cycling

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						is one of the activities highest on the agenda for improved transport and reduced pollution. The application goes against the most basic green policies.
					4	The new road circuit is unacceptable alongside highly polluting roads with dangerous bends and bridges.
					5	No off road facilities reduces the chances of those cyclists who previously participated continuing with the sport given the distance to alternative location at Hog Hill.
Nigel	Wood	Object	No Comment	1	1	The proposals breach the covenant by the London Development Agency in October 2004 to comply with the approved Eastway Cycle Circuit Relocation and Legacy Strategy.
					2	The Strategy provided for the Legacy Cycle Circuit to be created in parkland to meet the needs of cycle users and minimise conflict with other park users through design and use of topography to prevent inappropriate public access to the Cycle Circuit.
					3	The Eastway Cycle Circuit provided a challenging and varied road race circuit and many kilometres of off road tracks. There is no such proposal in the current applications.
					4	The proposed replacement is an unimaginative circuit, straddling a main road and not offering the variations in level or interest that the previous circuit had.
					5	Does not appear to be any restrictions on public access raising safety and vandalism concerns.
					6	It appears the promised road cycling facilities are being squeezed at the expense of other sporting and recreational facilities namely tennis and allotments
P	Woodall	No Comment	Object	2	1	Cancel or curtail as much of the planned building expenditure as possible. The money would be better spent at grass roots level in local communities without depriving charities to lottery funds.
Mr T	Woodcock	Object		1	1	Objects to the proposed cycle circuit: road circuit design as it is not challenging and has too many tight bends.
					2	It will create a health hazard in terms of air pollution and noise.
					3	The replacement facility at Hog Hill is not confirmed to be permanent.
					4	Loss in size of the velopark from the 2004 application.
					5	No consultation was made with user groups on this reduction. The users of Eastway have

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
						been excluded from discussion of the legacy plan.
Mr T	Woodcock		Object	2	1	Object.
					2	The facility offered is not nearly as good as that lost.
					3	Noisy, polluted location by A12.
					4	Boring track layout.
					5	The post 2012 facility should be in the same catchment area and the responsibility of Lea Valley Park rather than Redbridge.
Dr. Dennis	Woodhouse	Neutral	No Comment	1	1	Request for hard copy summary of the proposals.
					2	Is there a new connection across A12 from Bow in legacy?
					3	What impact analysis of traffic flows in adjacent streets in E3?
					4	What are the noise impacts from construction, including maximum decibels allowed and levels heard from home?
					5	Is there an impact on Roman Road shops?
					6	How will construction workers be stopped from parking in local streets?
					7	Is there funding for local housing estates to kick-start regeneration prior to the Olympics?
Paul	Wootton	Neutral	No Comment	1	1	Support the construction of the velodrome and the retention of it for future use.
					2	Object to the proposed reduction of the BMX facility in legacy mode.
					3	Strongly object to the removal of the popular Short Road cycle circuit and Mountain Bike track.
					4	Proposes inclusion of a cycle speedway track.
					5	Support the benefits of the gardens and waterways of the Olympic Park but think that cycling should be incorporated.
L.S.	Wortley	Conditional Support		1	1	Requests extension of bus services from Hackney Wick to Leyton tube to spread benefits of legacy.
					2	Observe height restrictions on buildings near to the Lee Navigation and River Lea
					3	Request extension of rail services to spread benefits of Olympics/Legacy.
					4	Noise absorbent materials should be used for all buildings, particularly on the outside
					5	All roads should be constructed of noise absorbent material e.g. porous asphalt
					6	Local TV and radio reception should not be affected by the proposed constructions.

First Name	Last Name	Position Round 1	Position Round 2	Round	Ref	Comment
L.S.	Wortley		Conditional Support	2	1	Poor access from the north means that two rail lines from Lea Valley should be reopened, one to Seven Sisters and secondly, Hall Farm curve to enable direct services from Walthamstow/Chingford to Stratford.
					2	Very concerned about loss of part of Marsh Lane fields for replacement allotments because of precedent and because allotments should be provided by Newham, Hackney or Lea Valley Park rather than Waltham Forest.
					3	There are possible alternative coach sites (e.g. Spitalfields, Leyton Asda) which would avoid the need to concrete over East Marsh. The bridge from East Marsh is not necessary in legacy.
					4	Planning documents should be put in Leyton Library.
					5	Very concerned about permanent loss of part of Hackney Marsh for Travellers/Gypsy site because of precedent and possibility of further similar proposals for Travellers or construction workers.
Sarah	Wren	No Comment	Support	2	1	Support.
Amanda	Wright	Conditional Support		1	1	Conditional support but hopes the project benefits residents of Newham rather than money making exercise.
Amanda	Wright		Support	2	1	Support.
Daniel	Wyatt		Neutral	2	1	Suggests putting plans for the Olympic facilities into Google Earth as 3d model available for download.
Chris	Xia & Eleanor Porter	No Comment	Object	2	1	Objects as there is no provision in Legacy to improve cycling facilities on the east-west cycle route through the site into London.
Ken	Youngman	No Comment	Object	2	1	Object. Dismayed at lack of adequate cycling provision after Olympics. A bigger off road circuit is needed.
Maria	Zahve	No Comment	Object	2	1	Object. How will we know that the cost will not continue to increase and be more expensive than previously thought. Will fundraisers be looking to take more money from Arts Council and Lottery funding for local communities.
					2	What will sports arenas be used for after the Games and how will East London benefit? Why lose green spaces for an event that many people can't afford to go to.

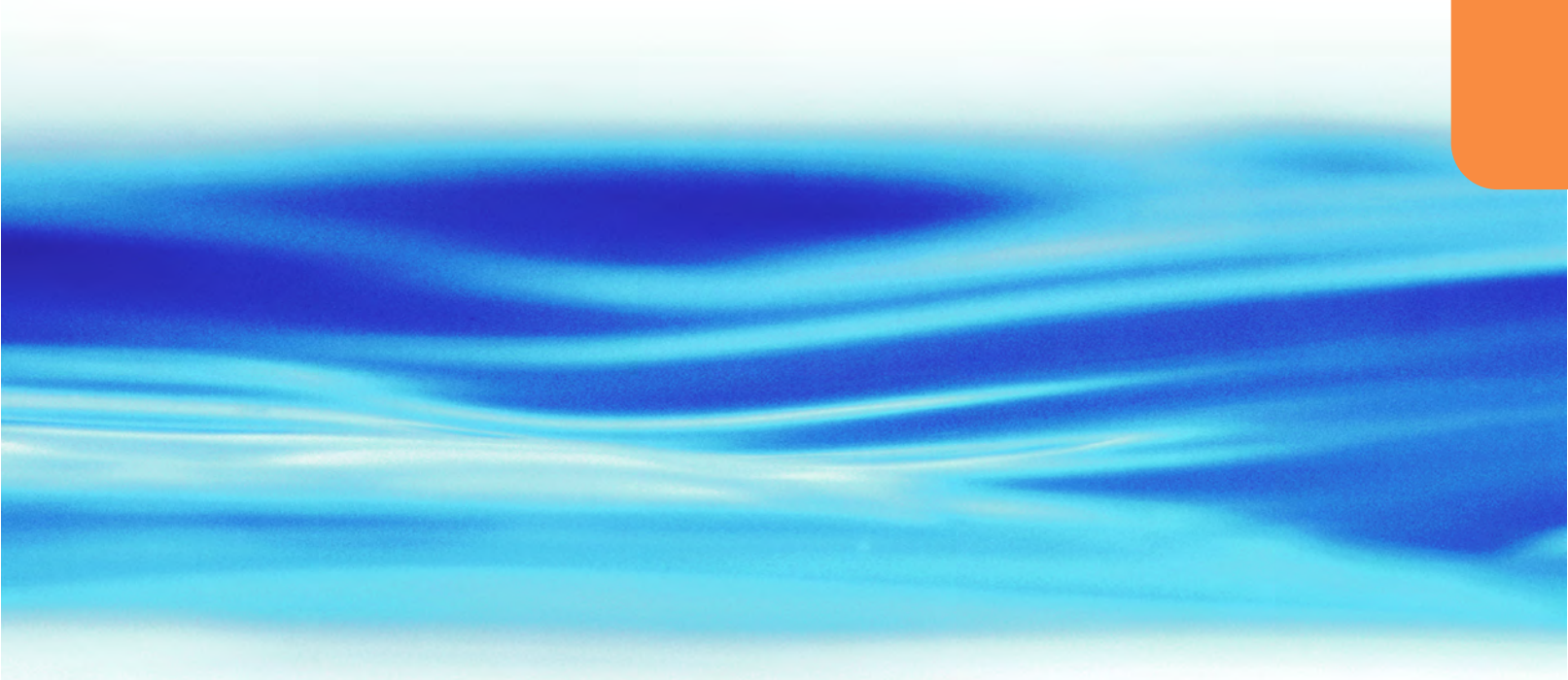
Olympic Delivery Authority



Planning Decisions Team

2

Greater London
Authority Response to
PDT Olympic Application
Consultation



Greater London Authority Response to PDT Olympic Application Consultation

GREATERLONDONAUTHORITY

Policy & Partnerships Directorate

Vivienne Ramsey

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Our ref: PDU/1629LF01,
1632LF01, 1633LF01
Your ref: 07/90010/OUMDA,
07/90011/FUMODA,
07/90012/OUMDA
Date: 19 March 2007

Dear Viv,

**Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999;
Town & Country Planning (Mayor of London) Order 2000. Olympic Park Planning
Applications: 07/90010/OUMODA, 07/90011/FUMODA & 07/90012/OUMDA**

Thank you for the opportunity to comment on the three Olympic and Olympic legacy transformation planning applications submitted by EDAW on behalf of the ODA on the 6 February 2007, and passed to the GLA for comment on the 12 February 2007.

I am pleased to provide the following initial comments on the proposals. As with applications of this scale, there is obviously a great deal of dialogue, detailed assessment and further material to consider, and I look forward to working with you and the ODA as the final scheme evolves over the next few months and beyond.

My comments are grouped into 21 headings, and I have indicated where further information is required, where the proposals would seem to raise direct policy conflicts, and where an appropriate condition or formal agreement might be required to meet my concerns. Comments in the sections on transport and parking incorporate the views of Transport for London.

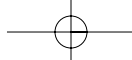
I trust these matters can be satisfactorily resolved and I would ask that you contact Lyndon Fothergill directly on these matters to agree a programme and process for this to be achieved

Yours sincerely,

Giles Dolphin
Head of Planning Decisions

Direct telephone: 020 7983 4512 **Fax:** 020 7983 4706 **Email:** lyndon.fothergill@london.gov.uk

cc Anthony Mayer, Chief Executive, Greater London Authority.
 David Lunts, Executive Director of Policy & Partnerships, Greater London Authority.
 Frances Robinson, Senior Legal Advisor, Greater London Authority.
 Maureen Holkham, Team Leader, Olympics and Thames Gateway, Greater London Authority.
 Debbie McMullen, Head of London Plan Team, Greater London Authority.
 Shirley Rodriguez, Head of Environment, Greater London Authority.
 Audrey Young, Head of Diversity and Performance, Greater London Authority.
 Richard Carr, Transport Planner, Transport for London.
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 Sue Foster, Assistant Director Regeneration and Planning, London Borough of Hackney, 263 Mare Street, London E8 3HT.
 Seema Manchanda, Head of Physical Regeneration and Development, London Borough of Newham, East Ham Town Hall, High Street South, East Ham, London E6 2RP.
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 Rob Pearce, Head of Sustainable Communities, London Borough of Waltham Forest, Chingford Municipal Offices, 16 The Ridgeway, Chingford E4 6PS.



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planning reports PDU/1632/01 & PDU/1633/01

10 June 2007

Olympic, Paralympic and Legacy Transformation Planning Applications

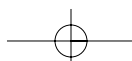
in the London boroughs of Hackney, Newham, Tower Hamlets and Waltham Forest

**planning application nos. 07/90010/OUMODA (Facilities and Legacy Transformation)
07/90011/FUMODA (Site Preparation)**

<p>Strategic planning application stage 1 referral</p> <p>Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999; Town & Country Planning (Mayor of London) Order 2000.</p>
<p>The proposal</p> <p>Development in connection with the 2012 Olympic Games and Paralympic Games and Legacy Transformation.</p>
<p>The applicant</p> <p>The applicant is the Olympic Delivery Authority (ODA).</p>
<p>Strategic issues</p> <ul style="list-style-type: none"> • Access and inclusive design, air quality, biodiversity, connectivity, equality, diversity and social inclusion, energy, noise, open space, parking, transport, strategic land uses, waste, water and blue ribbon network.
<p>Recommendation</p> <p>That the significant efforts the Olympic Delivery Authority has made to date to respond to Mayoral policy concerns and requirements be welcomed, but that the ODA also be advised of the outstanding concerns set out in this report which should be satisfactorily resolved before the applications are referred back to the Mayor at Stage 2, should the ODA Planning Committee resolve to grant consent.</p>

Context

1 On the 8 February 2007 the Olympic Delivery Authority (Planning Decisions) consulted the Mayor of London on the proposals by the Olympic Delivery Authority (Promoter) to seek planning permission for the 2012 Olympic Games. Under the provisions of the Town & Country Planning (Mayor of London) Order 2000 the Mayor has the same opportunity as other statutory consultees to comment on the proposals.



2 The applications are referable under Category 1B, 1C, 3B, 3C, 3D and 3E of the Schedule of the Order 2000.

3 The Olympic Delivery Authority assumed local planning authority responsibilities for specified categories of applications in March 2006. However, as both applications are referable under the Mayor of London Order 2000, if the Olympic Delivery Authority subsequently decides that it is minded to grant planning permission it must first allow the Mayor an opportunity to decide whether to direct it to refuse permission should he decide that he wishes to see either application again (Stage 2 referral).

4 The Mayor has agreed to delegate all Olympic related applications to the Chief Executive for determination since he has declared an interest in such applications under the GLA's Planning Code of Conduct. The Mayor approved the delegation pursuant to Section 38 of the Greater London Authority Act 1999 which is set out in Mayoral Approval number MA2813, dated 2 October 2006.

5 This report sets out information for the Chief Executive to use in deciding what comments to make.

6 The requirements of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 have been taken into account in the consideration of these cases.

7 The Chief Executive's comments on this case will be made available on the GLA website www.london.gov.uk.

Background and planning history

8 The formal decision for London to bid for the 2012 Olympic and Paralympic Games was taken by the Government in May 2003. The Mayor had long supported a bid focussed on the Lower Lea Valley because of its potential to help regenerate the Valley and bring forward substantial physical, social, economic and environmental benefits.

9 Support for a bid focused on the Lower Lea Valley is set out throughout the London Plan, but particularly in Policy 3D.5 (Sports facilities). Specifically, the Mayor made a commitment that the bid would follow the policies of the London Plan, and seek to maximise the benefits that would accrue to the Lee Valley and the sub region.¹

10 The Mayor subsequently instructed the London Development Agency (LDA) to progress the necessary actions to support London's bid, and as part of this process planning permissions were granted for Olympic and Legacy developments in September 2004 (the '2004 consents').

11 In July 2005 the International Olympic Committee awarded the 2012 Games to London and the LDA and GLA drove the project forward, working closely with the London Organising Committee of the Olympic Games (LOCOG) and the ODA.

12 The ODA and LOCOG then reviewed and amended the plans upon which the 2004 consents were based, to meet security considerations, provide a more compact venue, and to minimise land requirements.

¹ London Plan, paragraph 5.116, GLA, 2004

13 This work culminated in the submission of the current proposals that allow for closer integration of the Olympic proposals with the adjacent Stratford City site, which was granted outline permission in February 2005. The LDA is responsible for securing the land required for the development of the 2012 Olympic Games. The London Development Agency (Lower Lea Valley, Olympic & Legacy) Compulsory Purchase Order (CPO) was made on 3 November 2005 and by the end of December 2006 over 90 percent of the land within the application sites had been acquired by the London Development Agency by agreement with landowners.

14 On 18th December 2006, the Secretary of State confirmed the Order in relation to the application site, and the LDA is moving to acquire the remainder of the land that is needed.

The Legacy Masterplan Framework and Lower Lea Valley Opportunity Area Planning Framework

15 The applications do not seek permission for the Legacy components of the development other than those elements, facilities and infrastructure that are retained from the Olympics. Instead the applications identify some nine areas of "remediated and serviced future development land" which will be subject to future planning applications (circa. 2009), after the ODA and LDA have prepared a Legacy Masterplan Framework (LMF). The LMF will indicate possible future uses for these areas and demonstrate how they will be integrated with the retained facilities and existing communities and infrastructure to achieve the successful sustainable regeneration of the wider Lower Lea Valley. The ODA's commitment to prepare a Legacy Masterplan Framework is set out in a document accompanying the Olympic applications called 'Commitment to Sustainable Regeneration'.

16 The LMF will be informed by the Mayor's Lower Lea Valley Opportunity Area Planning Framework, which he published in January 2007 as Strategic Planning Guidance for the Valley, to demonstrate how the Olympic opportunity can help deliver comprehensive change and a new sustainable urban quarter containing up to 40,000 new homes and 50,000 new jobs.

Other relevant planning permissions

17 Planning permissions to underground the powerlines that cross the site were granted by the London boroughs of Newham (6 January 2006 - Ref 05/004/FUL) and Hackney on (10 January 2006 - Ref 2005/2524), and works have commenced to implement these permissions.

18 Planning permission for new rail carriage sidings at Lea Interchange to relocate the rail sidings facility currently located at Thornton's Field within the Olympic Park was granted on 3 August 2006.

19 On 17 February 2005 planning permission was granted by Newham for Stratford City, a major mixed use development on the former Stratford Rail Lands. This permission provides for access to the Olympic site from Stratford International and Regional Stations, as well as from Stratford Town Centre and will additionally accommodate the majority of the Athletes' Village, the sponsors' village and an accreditation area.

20 The remediation of the Stratford Rail Land site and construction of the International Station had previously been approved as part of the Channel Tunnel Rail Link (CTRL) works.

21 A planning application for part of the works to increase the capacity of Stratford Regional Station was approved by the Planning Committee of the ODA in November 2006. This proposal together with other rail infrastructure improvements and a town centre link over the railway (which forms part of the Stratford City permission) will improve the operation of the station in advance of the Games.

Development proposals

22 As set out above, two planning applications were submitted by the ODA in February 2007. The first application seeks permission for site preparation works, which principally comprise earthworks and other engineering operations, including construction of a loop road, to lay the platform for the venues and infrastructure for the Games. The second application seeks permission for the venues, bridges and other buildings and infrastructure necessary for the operation of the Games themselves and the Legacy Transformation phase, during which the Olympic Park will be converted to its long-term form. The planning application boundary is the same for both applications and this encloses an area of 246 hectares. The applications are defined in more detail below. A third application for part of the Olympic Village was also lodged by the ODA at the same time, but is now being held in abeyance as proposals for the Village are currently under review.

23 The following is a summary of what is proposed and a more detailed description of what is proposed in each development zone is attached at Appendix 1 of this report.

Site Preparation planning application (1632)

24 Development in connection with the 2012 Olympic and Paralympic Games and Legacy Transformation, comprising works and uses of land to facilitate the development of Olympic facilities and their Legacy transformation, involving:

- Bulk earthworks to formation levels (including demolition works, felling of trees, clearance of vegetation);
- Stockpiling of materials and the remediation of land;
- Construction compounds;
- Erection of perimeter enclosure;
- Construction of and works to river walls and works to waterways;
- Construction of and works to roads, means of access and junction alignments;
- Construction of logistic roads and construction bridges and one footbridge substructure;
- Laying of services, service diversions and service protection works; construction of utilities corridor, surface water drainage network and foul water tunnels; and
- Connections to host utilities.

Facilities and Legacy Transformation planning application (1633)

25 Development in connection with the 2012 Olympic Games and Paralympic Games and Legacy Transformation involving:

- Earthworks to finished levels;
- Sports, leisure and entertainment venues within class D2, (including ancillary service areas);
- Olympic Cauldron (flame);
- Open space and circulation areas (involving soft and hard landscaping and associated structures);
- Under and over bridges;

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- Utility structures (including wind turbine, pumping stations, electricity substation, telecommunication masts, Channel Tunnel Rail Link cooling box, an energy centre (including a combined cooling and heating plant and biomass boilers);
- Construction of buildings for use within classes A1, A2, A3, A4, A5;²
- Construction of building for use as the International Broadcast Centre / Main Press Centre and multi-storey car park; and
- Erection of a perimeter enclosure for the period of the works.

In the period following the Games, the Legacy Transformation Phase, the planning application applies for the following works:

- Reconfiguration of road network to form Legacy distributor and local roads, cycleways, pedestrian footways and ancillary parking areas;
- Dismantling and reconfiguration to form buildings within classes B1, B2 and B8;³
- Partial deconstruction, demolition, dismantling and construction of venues to form Legacy sports, leisure and entertainment venues, servicing facilities, car parking, vehicular access and ancillary works for use within classes D1 and D2;⁴ and of over and under bridges and buildings and structures (including telecommunication masts);
- Engineering earthworks involving the reconfiguration of levels and the laying out to provide permanent public open space (including outdoor sports facilities, play facilities, cycle circuit and ancillary facilities), allotments and sites for future development; and

26 Detailed design of both the Olympic and Legacy buildings and facilities, including their precise layout, scale and appearance, will be determined at a later stage through applications for approval of the reserved matters. The applications for outline approval do, however, seek approval of parameters which will govern subsequent reserved matters applications in terms of the proposed general layout, footprint, height and scale.

Site descriptions

27 The overall site comprises 246 hectares and falls within the London boroughs of Hackney, Newham, Tower Hamlets and Waltham Forest. It extends from East Marsh in the north to West Ham Station in the south, Temple Mills Lane to the north and east, and the River Lea and the Lea Navigation to the west.

² A1 Shops - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops and funeral directors.

A2 Financial and professional services - Banks, building societies, estate and employment agencies, professional and financial services and betting offices.

A3 Restaurants and cafés - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.

A4 Drinking establishments - Public houses, wine bars or other drinking establishments (but not a night clubs).

A5 Hot food takeaways - For the sale of hot food for consumption off the premises.

³ B1 Business - Offices, research and development, light industry appropriate in a residential area.

B2 General industrial.

B8 Warehousing and distribution.

⁴ D1 Non-residential institutions - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries, museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.

D2 Assembly and leisure - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or sports arenas (except for motor sports, or where firearms are used).

28 Industrial and business uses dominate the south and western areas, whilst the northeastern area is characterised by the open spaces of Eton Manor, East Marsh and the Eastway Cycle Circuit. The Stratford City site occupies the eastern sections of the area and the site is crossed by the Greenway in the south. Electricity pylons currently dominate the site visually while a number of roads, railway lines and waterways fragment it making connectivity extremely difficult.

29 The Olympic Delivery Authority has divided the site into fifteen planning delivery zones (PDZ) based on areas which currently share similar land uses and character. The zones were also drawn up to reflect local authority boundaries, major watercourses and transport infrastructure such as roads and railways. A brief description of each PDZ is provided below.

30 **PDZ 1** is bounded to the north and south by railways, and to the west by Water Works River. Access through this zone is via Carpenters Road with Warton Road providing a second artery. The majority of the land has already been cleared, and it is all located within Newham.

31 The ODA is proposing to locate the Aquatics Centre within the zone, which would be retained in Legacy. Temporary buildings to the north of the centre would be demolished to provide a serviced development opportunity in Legacy.

32 The LLV OAPF indicates potential new housing and retained Legacy sports facilities for this area.

33 **PDZ 2** falls entirely within Newham and is bounded to the north-east by Waterworks River; to the south east by Great Eastern Line; to the west by City Mills River and; to the north by the River Lea. Known as Thornton Fields, this zone has an open character due to the open space on the western borders of the site. Railway sidings occupy the eastern area but to the north of the existing sidings are a cluster of industrial buildings.

34 The ODA is proposing that the zone be used primarily for circulation and spectator facilities during Games mode, and that it provides a serviced development opportunity and permanent open space in Legacy.

35 The LLV OAPF indicates significant new open space and an element of new housing for this zone.

36 **PDZ 3** lies entirely within Newham and is bounded to the northeast by City Mills River; to the southeast by the Great Eastern Line; to the southwest by the western bank of the River Lea; and to the northwest by the River Lea.

37 The zone currently contains a variety of industrial buildings, activities and open spaces, with the southern part of the zone being a designated Strategic Employment Location (SEL) in the London Plan. It also contains a safeguarded strategic rail facility and an area of open land focused on the Greenway and the City Mills River, that is designated Metropolitan Open Land.

38 In Games mode the ODA envisage the zone providing the main Olympic and Paralympic stadium, with additional concourse and operational areas, with the strategic rail facility being used as a temporary warm-up area.

39 The LLV OAPF and London Plan would retain the SEL and rail facility in Legacy.

40 **PDZ 4** is located entirely within Tower Hamlets and is bounded to the north by the North London Line; to the east by the River Lea; and to the west by the River Lea Navigation. The zone is dominated by commercial uses at Bow Industrial Estate and Carpenters Business Park.

41 The zone also contains the lock keepers cottage at the Old Ford Locks and a number of additional industrial and commercial buildings focussed on Kings Yard.

42 The ODA propose that the zone contain the basketball arena and be also used for wheelchair rugby during the Games, and becomes a serviced development opportunity in Legacy. Kings Yard would be converted to create the Games main energy centre incorporating a substantial combined cooling, heat & power facility (CCHP).

43 The LLV OAPF includes outputs from the 2004 O&LPP consent, which envisaged open space, housing and industrial uses within the area.

44 The open spaces within **PDZ 5** are currently designated Metropolitan Open Land, whilst the commercial area is currently a designated Strategic Employment Location in the London Plan. The zone is entirely within Hackney.

45 The River Lea and Lea Navigation bound the zone to the east and west, to the south it is bounded by railways, and to the north by the Eastway (A106 and the A12). Waterden Road dissects the area serving a wide range of commercial and business uses that includes London Transport bus garages. A small travellers' site and two small areas of common land are also located within this zone.

46 The ODA is proposing to locate the Games main media and communications facilities within this zone (IBC/MPC), together with handball, goalball and hockey venues, Paralympic football, accreditation facilities, and a multi storey car park. In Legacy the handball arena would be converted into a multiuse sports venue, whilst the IBC/MPC would provide new permanent employment floorspace.

47 The LLV OAPF proposes a significant reconfiguration of the existing uses to allow a new Strategic Employment Location to be created to the west of the zone based on the Legacy employment uses, and new open space to the east of the zone forming part of the new Olympic Park.

48 The LLV OAPF goes on to state that employment activities established after the Olympics should focus on reintroducing specialised industrial activities, and encouraging new and emerging industrial sectors. It also states that the use of the waterways for delivery and transhipment should be investigated, and the possibility of providing direct access from Hackney Wick station explored.

49 The open spaces within **PDZ 6** are designated Metropolitan Open Land, whilst the zone also contains a small amount of the Clays Lane housing development. The majority of the site is within Newham, with the northeastern section falling within Waltham Forest.

50 The zone is bounded to the west by the River Lea; to the north by the A12; to the east by the Lea Valley railway line, and to the south by Temple Mills Lane. The zone includes the Eastway Cycle Circuit and Manor Gardens allotments.

51 The ODA's proposals envisage the zone being used for temporary venues and facilities during the Games themselves, (velodrome, BMX, fencing, and Paralympic cycling wheelchair, fencing and judo), before being removed to provide a serviced development opportunity in Legacy.

52 The LLV OAPF perceives limited potential for land use change in the west of the zone following the Olympics, with much of the area being retained in park use in Legacy. The LLV OAPF incorporates industrial uses from the 2004 consents to the northeast of the zone together with additional open space.

53 **PDZ 7** currently comprises designated Metropolitan Open Land falling within Hackney and Waltham Forest. It is bounded to the northeast by Temple Mill Lane; to the south by the A12; and to the northwest by Ruckholt Road. The zone contains the now vacant Eton Manor Sports Ground which when operational provided a main sports pavilion, tennis courts, football pitches and a cricket ground.

54 The ODA's proposals envisage the zone being used for accreditation, training and Paralympic archery and tennis during the Games, and reverting to a hockey venue and tennis centre in Legacy. The zone would also contain the proposed wind turbine.

55 The LLV OAPF shows the zone as retained green space.

56 **PDZ 8** is split into two elements. Land bounded to the northwest by the Great Eastern Line; to the northeast by Warton Road and the eastern bank of Waterworks River and the Greenway forms the northern wedge. The southern wedge is bordered by City Mill River, the Bow Back River, Barber Road and the Great Eastern Line, and is within a Strategic Employment Location identified in the London Plan and LLV OAPF.

57 This zone is mixed in character comprising new development and industrial premises of varying quality and age. The zone is predominantly industrial in use, but the Greenway runs through the zone, which is designated Metropolitan Open Land.

58 The ODA are proposing that the site is used for accreditation purposes during the Games and will be available as a development opportunity in Legacy.

59 The London Plan and LLV OAPF would support the zones continued Strategic Employment Location use.

60 **PDZ 9** contains Stratford City and Stratford International station and will provide the majority of the Olympic and Paralympic Village and significant sponsor and accreditation facilities.. It lies outside the application site and will be subject to separate planning processes.

61 **PDZ 10** falls within Newham and contains the majority of the Clays Lane housing, being bounded on three sides by Metropolitan Open Land, and to the south by Stratford City. This zone forms part of the Olympic Park but is subject to a separate planning application for parts of the new Olympic Village that is currently being held in abeyance by the ODA.

62 **PDZ 11** is also in Newham and is bounded to the north by Temple Mill Lane; to the east by Thornham Grove; to the south by the Great Eastern Line and to the west by the Lea Valley Line. Known as Cobham Farm this area of land is located to the east of the Stratford City development and Stratford International Station. It has been predominantly vacant since the closure of the rail related activities; however parts of this zone are being used for construction purposes associated with the Stratford International Rail Terminal.

63 The land forms part of the most easterly boundary of the Olympic Park and is intended to be used as a transport mall during Games mode, becoming a serviced development opportunity in Legacy.

64 The LLV OAPF promotes a mixture of residential, industrial and open space for the site in Legacy.

65 **PDZ 12** is bounded to the northwest by Stratford High Street; to the northeast by Rick Roberts Way; to the southeast by the gas works; and to the southwest by the Greenway. A range of industrial units occupy part of this zone, and the Greenway is designated Metropolitan Open Land. The zone falls entirely with Newham.

66 The ODA envisage the entire zone being used as a spectator transport mall during Games mode and it becoming a serviced development opportunity.

67 The LLV OAPF supports continued industrial use of this area in Legacy.

68 **PDZ 13** falls entirely within Newham and is bounded to the north by the Greenway and to the south, east and west by railway infrastructure. This zone forms the most southern section of the Olympic Park.

69 This zone is currently partly occupied for religious use and is crossed by overhead electricity pylons. The Greenway is designated Metropolitan Open Land.

70 The ODA envisage the zone providing access to the Olympic park from the south via a ramp to West Ham station.

71 The LLV OAPF envisages new town centre uses being introduced into the area.

72 **PDZ 14** lies entirely with Tower Hamlets and is within an identified Strategic Employment Location (SEL) in the London Plan and LLV OAPF. It contains the Bow West strategic rail facility and is bounded to the east by the western bank of the River Lea; to the south by the Great Eastern Line; and to the west by the A12.

73 The ODA proposes that it be used temporally for accreditation during the Games.

74 The LLV OAPF maintains and supports the SEL designation, and the OAPF and London Plan would require the rail facility to be reprovided in Legacy.

75 **PDZ 15** comprises designated Metropolitan Open Land, bounded to the northeast by Sherrin Road; to the southeast by Ruckholt Road; and to the north and west by the River Lea. This zone is the most northern part of the proposed Olympic Park. It is largely within the borough of Hackney and currently provides a range of sports pitches.

76 The current planning applications, the LLV OAPF and the ODA's illustrative Legacy Masterplan envisage the zone being brought back into open space use after the Games, when it is proposed to be used for an accreditation facility and a spectator transport mall.

Strategic planning issues and relevant policies and guidance

77 The relevant issues and corresponding policies are as follows (in alphabetical order):

- Access *London Plan; PPS1; Accessible London: achieving an inclusive environment SPG; Planning and Access for Disabled People: a good practice guide (ODPM)*
- Air quality *London Plan; the Mayor's Air Quality Strategy; PPS23*
- Ambient noise *London Plan; the Mayor's Ambient Noise Strategy; PPG24*
- Biodiversity *London Plan; the Mayor's Biodiversity Strategy; PPS9*
- Culture *London Plan; the Mayor's Culture Strategy*
- Density *London Plan; PPS3; Housing SPG*

- Economic development London Plan; the Mayor’s Economic Development Strategy
- Employment London Plan; PPG4; draft Industrial Capacity SPG
- Equal opportunities London Plan; draft Planning for Equality and Diversity in Meeting the spatial needs of London’s diverse communities SPG; Diversity and Equality in Planning: A good practice guide (ODPM)
- Health London Plan
- Mix of uses London Plan
- Open land London Plan; PPG17; draft East London green grid network SPG Green Belt/MOL London Plan; PPG2
- Parking London Plan; the Mayor’s Transport Strategy; PPG13
- Playing fields London Plan; PPG17
- Regeneration London Plan; the Mayor’s Economic Development Strategy
- Retail London Plan; PPS6; PPG13
- River Thames/flooding London Plan; Mayor’s draft Water Strategy; PPS25, RPG3B
- Sustainable development London Plan; PPS1, PPS3; PPG13; PPS22; the Mayor’s Energy Strategy; Sustainable Design and Construction SPG
- Tourism/leisure London Plan; Good Practice Guide on Planning for Tourism (DCLG)
- Transport London Plan; the Mayor’s Transport Strategy; PPG13; draft Land for Transport Functions SPG
- Urban design London Plan; PPS1
- Waste/minerals London Plan; the Municipal Waste Management Strategy; PPS10
- World city role London Plan

78 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the most up to date Development plan in force for the area is the 2004 London Plan (with 2006 Alterations), and relevant borough UDP policies.

79 The following are also relevant material considerations:

- The Further Alterations to the London Plan, which have undergone public consultation.
- The Minor Alteration to the London Plan (Borough level waste apportionment), which have undergone public consultation
- Lower Lea Valley Opportunity Area Planning Framework.
- Mayoral Supplementary Planning Guidance and Best Practice Guides
- East London Sub Regional Development Framework, and
- Emerging borough Development Plan Documents.

Strategic issues - in alphabetical order:

Access and inclusive design

80 The ODA’s submitted Design and Access Statement (DAS) sets out high aspirations as to the how the principles of inclusive design and address the specific access needs of disabled. However, the means to ensure that these key matters will be incorporated into final proposals is not sufficiently clear within the document.

81 For example the 2004 consent included a range of conditions and requirements to secure a satisfactory approach to inclusive design, and included a condition that only allowed development to commence once an Access Framework had been submitted and approved by relevant parties. Given the time pressures involved with the current proposals, a similar requirement might be unrealistic, however, alternative and similarly robust mechanisms to ensure satisfactory inclusive design should be put in place to address these matters, and to resolve some of the inconsistencies in the submitted DAS.

82 The ODA have now stated in a letter to the GLA dated 7 June 2007, that they intend to produce a comprehensive Inclusive Access Strategy, which will set out how they propose to implement the commitments made in their Sustainability Strategy and their Equality and Diversity Strategy to meet high standards of accessibility and inclusion. They also intend their Inclusive Access Strategy will demonstrate their commitment to inclusive design, show key responsibilities and a process of reviewing and monitoring, along with a set of Inclusive Design Standards, which will consider the requirements and recommendations of all appropriate legislative and guidance documents, and underpin the design process. The ODA have committed to consulting on both these documents with the GLA and key stakeholders.

83 This new Inclusive Access Strategy and the Inclusive Design Standards should demonstrate and incorporate the following principles for both the Games and Legacy developments, which should be secured by a suitability drafted section 106 agreement agreed with the GLA:

- Inclusive design will inform and be fully integrated into the proposals (see CABE's Inclusive Design Principles).
- Best practice standards (as opposed to minimum standards) will be adopted and used to inform and advise the designers. The ODA Access Forum and Access Panel will agree these standards prior to their publication as a set of comprehensive Inclusive Design Standards.
- Designers and users will work together to deliver the best reasonably practicable solutions for achieving inclusive access. An Access and Inclusion Forum and a technical Access Panel will be set up no later than the summer of 2007.
- Individual venue access plans will be provided prior to commencement of construction or conversion of each venue, including temporary venues. These will be submitted to the Access Panel before being submitted for detailed planning permission.
- Development shall be undertaken in accordance with the advice of the Disability Rights Commission, the Disabled Persons Transport Advisory Committee, CABE's Inclusive Environment Group and the ODPM's best practice planning and access guide.
- The establishment of appropriate mechanisms for the implementation of the Inclusive Access Strategy and Inclusive Design Standards to be monitored and reviewed at annual intervals, unless otherwise agreed by the Local Planning Authorities, in order to achieve its objectives.

84 Such an approach should ensure implementation of the Mayor's London Plan policy on meeting the highest standards of accessibility and inclusion as set out in Policy 4B.5 (and outlined in more detail in the Supplementary Planning Guidance to the London Plan 'Accessible London: achieving an inclusive environment' published in April 2004).

85 A number of detailed points have been raised by GLA officers in discussions with the ODA and these are set out in Appendix 4 of this report. The ODA stated in their letter of 7 June 2007 that these issues will be addressed in their Inclusive Access Strategy and /or in the Inclusive Design Standards, and by the setting up of an Access and Inclusion Forum and two ODA Access Panels. The Access and Inclusion Forum will have representation from a lead disability organisation within each of the five core boroughs, key external stakeholders (which should include the GLA) and the Borough Access Officers (although there is a concern over the capacity of the five boroughs to supply local access expertise as not all the boroughs currently have full time access officers). It will meet on a regular basis and advise, comment and influence the implementation of inclusive design principles throughout the design of the park and venues. The ODA Access Panels - one for the built environment and one for transport will provide specialist disability and inclusive design experts to advise the ODA at appropriate stages of the Games and Legacy developments.

Air quality

86 The Olympic planning application has been prepared in line with Planning Policy Statement 23 on 'Planning and Pollution Control', the application takes account of the differing Air Quality Management Areas (AQMA) that the boroughs of Waltham Forest, Tower Hamlets, Hackney and Newham have designated across the Olympic site. The proposal is also broadly in line with the Mayor's strategic policy for improving air quality, as set out in the London Plan policy 4A.6. There are, however, a number of areas where additional detail is required to ensure that a negative air quality impact for the area would not result through the implementation of any proposals set out in this application.

87 An air quality modelling assessment has been prepared for each phase of the proposed development including, construction, Games and Legacy. The model assesses all the various individual emissions that could impact on the air quality of the site. The model however, does not provide a combined assessment for all activities during each phase of the Games. It is good practice for an Environmental Assessment to show the effects of all pollution sources together and not as individual, unconnected sources. Further information should be provided that demonstrates this combined air quality assessment.

88 The exact composition and nature of the transport fleet proposed for the Games site is yet to be confirmed. The application promotes the use of public transport but does not make a commitment to actively seek the use of low carbon vehicles at Games phase. In line with London Plan policy 4A.6 'Improving air quality' and the Mayors Air Quality Strategy February 2005, the application should seek to promote the use of alternative transport fuels and subsequent refuelling infrastructure. The use of alternative fuels, which excludes petrol and diesel-based fuels, can make a significant impact on local air quality by significantly reducing exhaust emissions. There are a range of alternative fuels and technologies including hybrid, compressed natural gas, hydrogen and electricity. Whilst the nature and extent of vehicles that will be required during the Games is not known at this stage, it is important that the current proposals would allow for the use of vehicles powered by cleaner technologies and consider their land use and locational requirements at this stage.

89 The application refers to the possible introduction of a Low Emission Zone for the Olympic site, and a requirement for all vehicle emissions to comply with these minimum standards. The preparation of a Low Emission Zone should be prepared in conjunction with Greater London Authority technical officers and should take account of the London-wide Low Emission Zone, proposed by the Mayor to be operational from 2008.

90 The application proposes the installation of a biomass gas-fired boiler that would operate in conjunction with a Combined Cooling Heat and Power system. The biomass boiler would have a 'possible' particle emission rate of 20mg/m³. The scheme proposes that emissions from the biomass boiler would be insignificant and would cause no negative effects to the overall air quality of the Games site. The level of detail provided for the possible biomass boiler emissions is insufficient and further detailed information on emissions is required, this information should be incorporated into an overall combined emissions model that should be prepared for the site.

91 The application proposes the temporary, back-of-house use of diesel generators at various locations across the site during Games phase. Additional information should be provided that would assess the feasibility of incorporating alternative low carbon generators, such as the Mayor's mobile hydrogen fuel cell, into the proposal.

92 The Code of Construction Practice prepared for the Olympic application states that best practicable means will be used to minimise dust and that contractors will be required to follow the Best Practice Guidance "The Control of Dust and Emissions from Construction and Demolition" published by the GLA and London Councils in November 2006 and adopt dust control measures for large sites of strategic importance. The GLA requires that this application fully commits to adopting the tools and guidance set out in this Best Practice Guidance.

Biodiversity

93 The Olympic project will bring forward substantial benefits to the Lower Lea Valley. However, the proposals would lead to losses of significant areas of existing wildlife habitat and 45 hectares of land currently designated as Sites of Importance for Nature Conservation would be lost should the proposals proceed. Most of this is classified as *Wasteland*, some of which is important for nationally rare invertebrates, including UK Biodiversity Action Plan priority species. The most extensive areas of this habitat are at Stratford Marsh and the Eastway Cycle Track.

94 Policy 3D.12 of the London Plan (Biodiversity & nature conservation) states that where development is proposed which would affect a site of importance for nature conservation, the approach should be to seek to avoid adverse impact on the nature conservation value of the site, and if that is not possible, to minimise such impact and seek mitigation of any residual impacts. Where, exceptionally, development is to be permitted because the reasons for it are judged to outweigh significant harm to nature conservation, appropriate compensation should be sought.

95 The ODA's proposals include the creation of significant areas of new replacement habitat within the Olympic Park (which is strongly supported), and in accordance with this approach. The framework Biodiversity Action Plan sets out the habitats and species which will be priorities for conservation in the Olympic Park, and some detail of habitats to be created is included in the current application, especially along the rivers. The new habitats would be largely wetlands and grassland, and thus the Legacy habitat composition will be different from the baseline.

96 There is therefore likely to be an increase in wetland and a decrease in wasteland. It is therefore difficult to evaluate the overall balance of losses and gains, other than in terms of total area. Table 9.76 of the ES indicates overall net losses of 13.3 hectares of "natural & semi-natural habitat" and 0.2 hectares of open water. Thus in terms of what is secured by the current applications, there would be an overall net loss of 13.5 hectares of wildlife habitat.

97 The Legacy park will include 34.3 hectares of "Parks and Gardens", and it is accepted in the application documents that some of this will be wildlife habitat, but the amount and types of habitat are not being specified at this point, but will wait for the detailed design. Thus there is no overall quantification of wildlife habitats that will be provided at Legacy, and there is therefore a risk that the applications may not provide adequate replacement or a net increase for biodiversity, contrary to PPS9 and policy 3D.12 of the London Plan.

98 The most important existing terrestrial habitat on the site is wasteland, which supports nationally significant populations of invertebrates. It would be appropriate to ensure that the park at Legacy phase contains habitats suitable for these invertebrates and that this matter be discussed further with relevant GLA officers.

99 Continuity of habitats for important species throughout the long development process is important. A total of 13 hectares of existing habitats will be retained and apparently enhanced as refugia to maintain species throughout the development process. However, these are all in small fragments, and their success as refugia is likely to depend on the provision of temporary habitat during the development process. Whilst this is stated as an objective, no specific proposals are included in the application. There needs to be a greater commitment to identifying impacts and opportunities beyond the site's red line boundary and at Legacy stage. Furthermore, the proposed refugia are almost all wetland or covered in trees, and hence will not provide habitat continuity for wasteland invertebrates. There is therefore a need to provide temporary habitat for these species, either within the site or, more likely, off-site.

100 Policy 3D.12 of the London plan seeks to reduce Areas of Deficiency in Access to Nature (AODs), and this is strengthened in the draft Further Alterations. The model used to map deficiency in access to nature (ES paragraph 9.18.13) is not consistent with that defined in the Mayor's Biodiversity Strategy and promoted by the London Plan. The Olympic proposals will lead to a temporary increase in AODs, due to the closure of the Eastway Cycle Track and temporary closure of a section of the Greenway. It is important to ensure that this increase in AODs is not permanent. Crucial to this is that the Greenway is restored to a state where it provides a good experience of semi-natural habitats, and that semi-natural habitats are created around the north-eastern entrance to the Legacy Olympic Park. This should be secured by condition.

101 In summary, there will be significant losses of existing wildlife habitat, but also significant new and enhanced habitats. If the aspirations of the framework Olympic Biodiversity Action Plan are met, there should be an overall benefit for biodiversity. However, due to uncertainties about the landscaping of the Legacy Park, there is a need for planning conditions to ensure that there is an overall net gain in wildlife habitat at Legacy and no long-term increase in Areas of Deficiency in access to nature.

102 It will also be important to ensure by condition that all the river enhancements and habitats included in the application are implemented, and quantum, type and locations of habitat are agreed with the GLA.

Connectivity

103 The creation of safe and accessible connections to the areas surrounding the Olympic Park will be critical to successful regeneration, and to allow local access to the new facilities and spaces. The ODA propose new 37 bridges, the majority of which are temporary, but are intended to be replaced by permanent structures in Legacy mode (leaving 30 permanent new crossings). There is though concern that parts of the surrounding communities (particularly in Hackney and Tower Hamlets) could be left without satisfactory access to the new Park and Legacy facilities after the Games. This is clearly an important matter and has been discussed with the ODA directly with a view to ensuring that suitable and safe connections are provided and maintained into Legacy mode.

104 In response the ODA has stressed that permanent connections need to respond to Legacy uses and buildings that have not yet been designed or located, and that permanent connections can be best designed and provided as Legacy thinking and design evolves.

105 This point is recognised, however, given the importance of this issue it is recommended that further work be carried out at this stage, and that any consent should incorporate minimum commitments to provide and maintain connections to the surrounding areas and communities – particularly (but not exclusively) to the north and west of the site.

106 There are also concerns that the design and bridge parameters are poor and insensitive to their surroundings, and could blight landscape and townscape attributes. It is therefore recommended that the ODA urgently address matters of bridge design with borough, CABE, GLA, and Design for London officers.

107 Finally, no detail has been included in the submissions to explain how a permanent Greenway connection across the A11 Stratford High Street will be provided in Legacy mode. It is considered that an at-grade pedestrian crossing would not provide the major Legacy facility envisaged in the 2004 scheme nor meet reasonable expectations from the current proposals. Clarity on the ODA's intentions in this respect is therefore requested.

Equality, diversity and social inclusion

108 An Environmental Impact Assessment (EIA) was carried out on the two planning applications that included a socio-economic impact assessment. This assessment considered the direct and indirect employment effects of the scheme and the social and health effects of the proposals. The EIA also briefly addresses some of the equalities and cultural effects of the proposals.

109 However, given the scale of the schemes and their strategic and local importance, the GLA would have expected that the planning applications would ensure that equalities, health and social inclusion issues were fully considered and responded to. The assessments carried out so far do not include a detailed local evidence-base on which to fully assess the schemes, and which could be used to monitor and mitigate future adverse impacts.

110 In addition, the current applications do not fully consider or demonstrate the impact of the proposals on the target equalities groups identified by the Mayor in his London Plan⁵, and have provided little evidence of focussed consultation and engagement with the full range of diverse groups identified in the Plan.

111 A full Health Impact Assessment (HIA) of the current proposals, in line with London Plan Policy 3A.20 (which has been strengthened in relation to major development proposals in the Further Alterations) allows an applicant to demonstrate that the potential negative health impacts have been fully identified and adequately responded to.

112 Likewise a full Equalities Impact Assessment (EqIA) allows an applicant to demonstrate that the impacts of proposals on the target equality groups identified by the Mayor (and exemplified in the draft SPG 'Planning for Equality and Diversity in London') have been fully considered in the application process. Both of these assessment procedures are iterative and useful mechanisms to understand and improve and mitigate adverse impacts on local communities.

113 Whilst additional equalities impact material has been offered, no timetable has been provided, nor has the ODA committed to assessing the full range of needs identified by the Mayor through his London Plan.

114 It is therefore currently not possible to demonstrate that the proposals will secure the anticipated and intended benefits for identified priority groups.

115 Discussions between the ODA and GLA have concluded that formal retrospective assessments at this stage will add little value, but the GLA still requires a clear commitment from the ODA to collect baseline evidence and material on which to carry out future monitoring of health, equalities and social inclusion impacts.

116 To ensure adequate assessment of the developing proposals, the GLA also requires a commitment to the production of a time line for the carrying out of future EqIAs and other assessments by the ODA. This work will be important to help measure and secure the community benefits arising at Legacy phase and should be a major influence on the development of Legacy planning.

117 It is therefore recommended that the ODA commit to the following matters.

- To confirm that it will identify and respond to the needs of the full range of targeted equalities groups identified by the Mayor in his London Plan in future equalities assessments (including any future planning applications). These should be full EqIA and HIA (perhaps combined) assessments.
- To begin work as soon as possible on the baseline/scoping analysis to create a full evidence base and provide for effective future monitoring and mitigation of impacts.
- To provide the GLA with a timeline for comment setting out details of the future health and equality assessments the ODA intend to carry out.

118 In all cases the intention should be to demonstrate that the specific needs of priority groups have been considered, and measures introduced to minimise adverse impacts and to achieve identified positive benefits. Further information on these matters are set out in Appendix 3 of this report.

⁵ The London Plan identifies the following priority groups - disabled Londoners, London's older people, London's children and young people, Women in London, London's black and ethnic minority groups, London's gay men, lesbians, bisexuals and trans people, and London's refugees and asylum seekers.

Energy

119 The applications are in line with London Plan policies 4A.7-9 and the Mayor's Energy Strategy. The applications also demonstrate how the inclusion of energy efficient measures and renewable energy can be included in new developments. The ODA has submitted an energy demand assessment illustrating how proposals are consistent with the Mayor's heating and cooling hierarchy, and how the application meets the requirements set out in draft further alterations to the London Plan to reduce carbon dioxide emissions by 20% through the use of on site renewable energy generation.

120 The application commits to bettering the energy efficiency requirements of Part L of the 2006 building regulations by 15% for all venues. This commitment is supported by London Plan policy 4A.7 'Energy efficiency and renewable energy' and at detailed design phase should commit to the Mayor's energy hierarchy to: use less energy, use renewable energy and supply energy efficiently.

121 The proposed combined cooling heat and power (CCHP) system broadly meets the requirements of London Plan policy 4A.8 'Energy Assessment', the London Plan Supplementary Planning Guidance on 'Sustainable design and construction' and the Further Alterations to the London Plan 'Decentralised energy: heating, cooling and power'. The application proposes the development of an energy centre that would house a gas-fired CCHP system that would deliver a 17% carbon dioxide reduction against the predicted carbon emission baseline. The CCHP system is inherently flexible and is based on a modular plant that can be quickly expanded to meet immediate Legacy demands, with the ability to add future additional plant capacity as demand increases, this option offers the ability to supply the northern areas of Stratford City, and is welcomed.

122 The application proposes the installation of a 2,000 Kilowatt freestanding wind turbine and a biomass fired heating boiler (which would operate in conjunction with the proposed CCHP) to provide a combined 17% reduction in carbon dioxide emissions through the use of on site renewable energy. In addition, the application refers to the development of building integrated renewable energy sources to provide a 3% reduction in carbon dioxide emissions, where feasible. A commitment is required to ensure that, where building integrated renewable energies are deemed inefficient, it would not result in an overall decrease in the proposed 20% reduction in carbon dioxide emission.

123 The applicant should also commit to providing sufficient space and infrastructure to allow for the development of an energy system to cater for predicted demand at Games and Legacy phases.

124 As set out above, the applicant should further explore the ability to use hydrogen fuel cells for operating the temporary 'Games phase' generators.

International broadcast centre/media press centre (IBC/MPC)

125 The proposed Legacy employment use of the main IBC/MPC facilities is welcomed and considered appropriate for the Hackney Wick Strategic Employment Location within which they will be situated. However, the ODA is currently seeking unrestricted B1, B2 and B8 uses for some 132,000 sq.m. of floorspace. Whilst an element of B1(a) (office) use would be acceptable in this location, Mayoral planning policies would look to locate such a quantity of potential new office floorspace in town centres and established office locations such as the Central Activities Zone, Stratford or Canary Wharf.⁶

126 The ODA is therefore requested to discuss this matter further with relevant GLA officers with a view to agreeing suitable restrictions and specifications for this important Legacy benefit.

Noise

127 London Plan policy 4A.14 on 'Reducing noise' seeks to minimise the existing and potential adverse impact of noise from, within, or in the vicinity of development proposals.

128 The noise report provided with the 'Olympic and Paralympic Games' planning applications has been assessed by technical officers at the Greater London Authority and three distinct noise issues/concerns have been raised. These relate to the specification of the wind turbine, a request for additional soundscape analysis on the design of the Olympic park, and a request for an assessment of the potential impacts from over-flying aircraft.

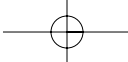
129 The noise assessment calculations for the wind turbine assume that the turbine would achieve a sound power level of 100 SWL and that (implicitly) there would be no features (such as tonality or significant 'blade swish') that would make the proposed turbine's noise more disturbing than indicated by the simple noise level calculation provided.

130 The additional Regulation 19 information provided has adopted the ETSU-R-97 methodology. The concern raised by the Greater London Authority is that this methodology was developed for wind farms in rural areas and not for single turbines in urban areas. A more satisfactory approach in the absence of any other specific guidance would be to use BS4142. This would mean comparing the LAeq, not the LA90, from the turbine with the background LA90 levels and adding 5 dB(A) to the LAeq if any tonal or irregular features in the noise, such as 'blade swish', will be present. If such features are present, the overall effect would be that the BS4142 rating level would be 43 dB(A) which is equal to the background LA90 at night. This would mean that there was some possibility of complaints arising (and certainly no "positive indication that complaints are unlikely").⁷

131 We would therefore ask that the ODA seek to design the turbine so that that its sound power level is no more than 100 SWL (and preferably less) and that either no significant tonality and/or 'swish' effects will be present, or that a lower sound power level is specified if such effects cannot be avoided.

⁶ Paragraphs 5.68 – 5.71 of the London Plan, the Mayor's LLV OAPF and paragraph 147 and pages A14, A78 and A81 set out Mayoral policy on these matters.

⁷ There is a typographical error in the equation presented in 18.2.4 of the ES Regulation 19 'Further Information'. The equation should read $LA90 = SWL - 11 - 20 \cdot \log(300) - 2 - 1.5$. For LAeq calculation, the '-2' would be omitted.



132 The Olympic Delivery Authority has not yet responded on the other two noise issues, relating to the requests for additional soundscape analysis on the design of the Olympic park, and an assessment of the potential impacts from over-flying aircraft. This information should be provided.

Open space

133 The applications propose the temporary and permanent loss of substantial areas of designated Metropolitan Open Land (MOL) and Public Open Space (POS) - particularly in Development Zones 3, 5, 6, 7 and 15.

134 London Plan policy 3D.9 requires MOL to be protected from inappropriate development and confirms that alterations to MOL boundaries should only be undertaken by boroughs through their statutory plan making processes.

135 The proposed loss of protected land is contrary to policy and very exceptional circumstances would need to be demonstrated for this to be acceptable in planning terms. Potential replacement MOL should also be identified to show that its loss could be satisfactorily mitigated.

136 In correspondence with the GLA, the ODA has now put forward a potential justification for such an approach (by letter dated 30 May 2007), the quantity and quality of the proposed new open spaces, and hence the ability to deliver London Plan policy requirements remains unclear.

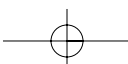
137 Specifically, potential boundaries of the proposed new public open space(s) are not clear in the submitted material, and areas considered to be potentially suitable for designation as new Metropolitan Open Land by the ODA are not set out.

138 In this respect London Plan policy 3D.9 states that land designated as MOL must 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.

139 Furthermore, it is also unclear if the retained Legacy venues are within or outside of the areas the ODA believes to be suitable replacement open spaces, as many of the D1/D2 uses applied for would not accord with Metropolitan Open Land designations. The extent to which retained structures or wharves might impact on the new Open Spaces also needs to be clarified.

140 While the ODA has provided additional information that states a net gain of 31.8 hectares of MOL, mapping the existing, temporary loss, permanent loss and potential new MOL would add clarity and enable monitoring to ensure that the quantity of new open land does get designated in LDFs in the future. Hence definitive (GIS) maps of existing and potential Metropolitan Open Land and types of Public Open Spaces should be provided to allow this assessment to be carried out.



141 The application states that 110 hectares of open space will form the parkland element on the site. The ODA has demonstrated that this will connect with other new open spaces that are being provided by the Stratford City development (30 May 2007 Letter from Clare Hennessey, ODA). However, the ODA includes the Olympic sports venues such as the Main Stadium, which would not contribute to the parkland. Based on the information provided it is estimated that the Olympic Legacy would only provide less than 100 hectares of parkland if the venues are discounted. The ODA still needs to demonstrate that 110 hectares of parkland can be accommodated within the application boundary and maps should be provided that show this.

142 In addition, a commitment to providing a minimum of 110 hectares of open space as parkland within the Olympic Legacy site boundary should be secured by a condition.

143 In terms of the quality of the open space that is provided, the new parkland forms an extension of the Lee Valley Regional Park. The Further Alterations to the London Plan provides a more detailed definition of a regional park stating that they should be managed to meet best practice quality standards (Appendix 1, Table 3D.1, page A68). A commitment to achieving a qualitative standard for the new parkland that would meet Green Flag criteria should be secured by a condition.

144 In order to achieve the aspirations and to provide more clarity and certainty about the creation, quality and ongoing management and maintenance of the new parkland, a park management plan should be prepared. CABESpace has produced a guide on the preparation of parks management plans, which should include a vision, assessment information, management arrangements, a costed and timetabled action plan and provision for monitoring and review. The process of developing the management plan should be based on consultation and engagement with partners and stakeholders. A commitment to producing an Olympic Legacy Park management plan should be secured by a condition.

Parking

145 The proposals include 1,300 car parking spaces to the north of the retained International Broadcast Centre. While there would normally be concerns over this level of car parking, it is recognised that there will be short term requirements arising from the Games themselves. However, concerns are raised over the continued use of the car park in the Legacy phase of the application and based on London Plan policy and a floorspace of 120,000 – 122,000 square metres the proposals for employment use of the IBC in Legacy phase would require only 122-203 car parking spaces.

146 The Transport Assessment submitted to support the Olympic Park application suggests that the multi storey car park could also provide parking to supplement the dedicated parking allocated to specific venues. This would not be acceptable. If predicted parking demand for sporting events or concerts exceeds supply this should be managed through an Event Parking Management Plan, which would form an integral part of the Travel Plan framework, not by seeking to meet demand through oversupply of car parking.

147 Furthermore, an area to west of Pudding Mill Lane DLR station is also shown as car parking in Legacy phase (after use as warm up area in Olympic phase). This land should be returned to industrial/employment use consistent with its London Plan Strategic Employment Site designation. Confirmation is therefore sought that this site will be returned to employment use and not used as car park in the Legacy phase

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148 Specifically, TfL and the GLA expect that a policy of parking restraint consistent with the London Plan will be applied to all land uses. In particular the concept of the Olympic Park being accessed primarily by sustainable modes should be extended from the Games themselves to the Legacy. TfL has particular concerns about the assessment of parking demand for a number of the venues, which doesn't recognise the importance of managing demand and all retained venues should have limited parking to meet operational needs only which could be provided on site or in a shared parking facility.

149 The proposal to retain the IBC multi storey car park providing 1300 'overspill' spaces would not be supported unless parking at the individual venues were significantly reduced. Its use by visitors to events at the surrounding venues may need to be restricted to avoid unacceptable traffic congestion on surrounding roads.

150 The recommended solution is that the multi storey car park should be designed as a temporary structure that can either be removed entirely or reconfigured to provide suitable employment use or activity in line with the Strategic Employment Land (SEL) designation. Provision of parking in Legacy to serve the intended employment use should not exceed some 203 spaces whether in a part retained multi storey car park or within the undercroft/basement of the former IBC/MPC. Parking at the venues should be limited to essential users including organisers, participants, servicing and deliveries and visitors with special access needs. There should be no need to provide general visitor or spectator car parking if appropriate measures are implemented through Event Management Plans and venue Travel Plans.

Transport

151 Transport for London officers are holding discussions with the ODA's transport consultants to enable TfL to approve the details of the highway models that underpin the applications. Further details of TfL's outstanding concerns about the highways modelling are included in the attached appendix.

152 TfL has concerns that the assumptions made about the peak construction workforce and the resulting transport demands are significant underestimates when the impacts of the adjacent Stratford City and Olympic Village developments are taken into account. Recent estimates suggest that a total of 21,500 construction workers will be needed on the three sites in the peak year of 2010. This is significantly higher than the 11,000 assumed in the assessment work and would have serious implications for the arrangement of adequate transport and the impacts on the network. There is concern that the high modal share by sustainable modes (85%) may not be achieved without positive actions and measures to limit car use. Although details of measures are expected in the Construction Transport Management Plan, the section 106 agreement will need to set targets, enforcement provisions and mitigation should the targets not be achieved.

153 There is also concern about the potential impact of vehicles used for workforce transport on existing bus stops, stands and stations. Details of construction workforce transport services are expected in the Construction Transport Management Plan, which is yet to be finalised. A condition will be required to ensure that the details for operating the construction workforce transport services are approved by TfL. Specifically TfL would not approve construction workforce transport service arrangements that inhibit the operation of the London Buses network, for example buses standing at Stratford bus station. If there is additional demand on the London Buses network that requires increased capacity, funding will be required to cover the additional costs.

154 The ODA has committed to moving 50% of construction materials, by weight, by rail and/or water. This target should be regarded as a minimum and needs to apply to the whole construction period so that the target is achieved on a consistent basis for each quarter. The construction transport management plan should set out the means by which this will be achieved. To ensure that objectives for construction materials are achieved the section 106 agreement will need to set targets, enforcement provisions and mitigation should the targets not be achieved.

155 TfL expect the mitigation measures for the Olympic Park perimeter junctions identified in the Environmental Statement to be funded in full. In addition a number of off site junctions will require improvements to mitigate the potential impacts of construction, Olympic and Legacy transformation. A continuous monitoring strategy needs to be put in place to ensure that the level of actual traffic does not exceed forecast traffic by greater than 10% of hourly flows. If this threshold were breached, additional mitigation would be required. These mitigation measures should be secured through section 278 agreements although the principles will need to be set out in the section 106 agreement. Further details of relevant junctions and mitigation measures are included in the attached appendix.

156 TfL would wish to work closely with the ODA and the boroughs to agree suitable mitigation proposals to address identified transport impacts. Olympic Park Transport and Environmental Management Scheme (OPTEMS) is proposed by ODA as both a process and a tool to achieve this for the Olympic Park and wider Lower Lea Valley. Although TfL can see benefits in a comprehensive approach as envisaged in OPTEMS further thought needs to be given to governance and funding arrangements. TfL would welcome further discussions about the role of all the public sector bodies involved in taking this forward. There will need to be clear commitments in the section 106 agreement that ODA will undertake to fund and secure implementation of all mitigation works and transport improvements that are required as a result of the Olympic Park planning application. Unless the ODA has control over the delivery of mitigation works associated with the Stratford City Development, the impacts of potential delays to such works (due to changes in market conditions etc) should be taken into account and suitable contingency plans incorporated in the section 106 agreement.

157 It should be noted that any works affecting the Strategic Road Network (SRN) or the Transport for London Road Network (TLRN) will be subject to notification to TfL under the Transport Management Act before implementation. Relevant supporting information will need to be submitted as part of this process.

158 The construction of the Olympic Park area will require the closure of Carpenters Road and Temple Mill Lane. This requires the diversion of bus route 276. A section 106 agreement will be required to cover the cost of the diversion until Carpenters Road reopens. Any subsequent long-term diversions caused by future road closures will need to be covered by the ODA for the duration of the diversion. Since a final cost is not available, funding will need to be secured through a legal agreement between ODA and TfL, although the principle of funding for bus service diversions should be set out in the section 106 agreement for the Olympic Park.

159 The Transport Assessment accepts the need to pump-prime bus service enhancements required to cater for the additional demand generated by the Olympic Park developments in Legacy. Insufficient information has to date been forthcoming to identify precisely the bus service enhancement requirements and therefore the costs. London Buses welcomes the continued dialogue that is ongoing with the ODA's consultants to identify this. A separate legal agreement between ODA and TfL will be required to cover the additional costs of providing these enhancements. The principle of pump prime funding for bus service improvements to serve the Legacy uses will need to be set out in the section 106 agreement for the Olympic Park. There is a separate agreement between TfL and the ODA regarding enhancements to the TfL bus network during the Games period.

160 Additional infrastructure such as bus stops and stands and priority measures to assist bus operations will be required as mitigation for traffic impacts and as a consequence of bus service changes. Sufficient land and funding will have to be identified to achieve this and TfL will need to approve schemes at the detailed design stage.

161 The arrangements for the management of coach movements and vehicles used for Park and Ride services in the Legacy phase is of concern. Adequate drop off and standing/parking space will need to be provided close to the Olympic Park venues. It is noted that 30 coach parking spaces are provided on the ground floor of the multi storey car park although peak demand for events at the main stadium is likely to be much higher. TfL would have concerns if these vehicles blocked carriageways, used London Buses infrastructure or parked on streets in the surrounding area. It may be necessary to provide additional long-term coach parking and facilities for Park and Ride services. As acknowledged in the supplementary Transport Assessment, the provision of taxi ranks and set down areas at points of demand will be required, together with maintenance of access routes for taxis during all phases.

162 The planning application envisages a direct link from the proposed West Ham ramp into the existing station overbridge between the Jubilee and District Line platforms. The new western ticket hall which LU had previously understood to be an Olympic deliverable does not form part of the application. Assuming that engineering constraints can be overcome this would result in the creation of a new ungated access into the station, which is unlikely to be acceptable to TfL. The application should demonstrate how a western ticket hall can be brought forward through the planning process as envisaged in the Olympic Transport Plan and how the proposed ramp would link into this ticket hall.

163 A condition will be required to ensure that details of the link between the proposed West Ham ramp and the existing station infrastructure and proposals for its management both during the Games and subsequently in Legacy are submitted for approval by London Underground (LU). It is not clear at this stage which scheme the ODA will pursue for getting from the Greenway into the station. As well as the option of a subway through the rail embankment, the option of re-using or rebuilding the Crows Road bridge over the tracks to the western side of Manor Road has also been considered by ODA. However, this latter option will have little Legacy benefit and does nothing to address capacity concerns within the station, notably to/from the District line platforms. LU is undertaking a study to determine what measures would be necessary to address these concerns and would expect the ODA to fund the scope of work that emerges.

164 DLR has previously raised concerns about the adequacy of the station capacity analysis relating to Canning Town and its important function as an interchange during the Games and the role of Pudding Mill Lane DLR station in Legacy, which may be unable to cope with the predicted usage from the retained venues and IBC/MPC. No additional information has been submitted to address this although dialogue is continuing with the ODA's consultants.

165 TfL welcomes the submission of the Travel Plan Strategy as part of the supplementary information. However, the proposals relating to the Legacy need to be stated with more certainty. TfL would expect commitments to Travel Demand Management measures such as car clubs, cycle pools and personalised travel planning initiatives to be binding on future operators and occupiers and should be included within the section 106 agreement. The principles established by the Travel Plan Strategy including targets for modal split, requirements for site specific Travel Plans and mechanisms for enforcement will need to be secured through the section 106 agreement.

166 Monitoring will be required of all Travel Plans using the iTRACE system and independent monitoring should be carried out using a TRAVL accredited supplier. It will be part of the condition of the monitoring that an increase in 10% of travel will require a review of the Travel Plan and its measures.

167 TfL welcomes the clarification of cycle parking provision during the Games period. The level of provision should be regarded as minimum and if peak cycle mode share is expected to be higher than currently predicted then temporary provision must be increased. TfL would expect generous levels of cycle parking to be provided for the venues and Olympic Village in the Legacy phase alongside commitments to maximise cycle mode share through Travel Plans.

168 TfL has previously expressed concerns about the proposed dimensions of the loop road. The loop road (and indeed all Olympic Park infrastructure), should be designed to a sufficient width to enable the implementation of adequate cycling facilities to enable vehicles to safely overtake cyclists and ensure cyclists' safety. The suggested 7.3 metre carriageway may be insufficient to achieve this and would only be acceptable where traffic flows are very low. Further advice on carriageway widths is included in the attached appendix. A condition is likely to be needed to ensure that the detailed design for the loop road takes this into account.

169 Although there is a welcome reference to the London Cycling Design Standards, DfT Inclusive Mobility guidance should also be followed for all cycling and walking related schemes including bridges. Adherence to the guidance at the detailed design stage could be secured through an appropriate condition. High quality alternative routes will be required when existing cycle/pedestrian routes including towpaths have to be closed.

170 TfL is in continuing dialogue with the ODA and their consultants to ensure that in addition to modelling pedestrian capacity and crowding, qualitative assessments of the pedestrian environment are carried out. This will be particularly important in ensuring that the infrastructure is of sufficiently high standard for the Paralympic Games. Further details are included in the attached appendix.

171 The creation and funding of a high quality western spectator entrance point (for Games time and Legacy uses) needs to be ensured although the link between Victoria Park and the Greenway (i.e. the future western entrance) lies outside the application boundary. The inclusion of this link in the scope of the proposed Greenway study is welcomed, as is the statement that 'An environmentally enhanced and accessible Greenway will provide a further major route through the site, linking Victoria Park with West Ham, and communities further east.' It is important that delivery of this 'missing link' between the end of the current Greenway and Victoria Park is assured as part of the main Olympic Park development and a condition should be attached to this effect.

Services and utilities

172 The Olympic site has a number of infrastructure service crossings over rivers carrying water and sewerage pipes and electricity cables. Many of these are in an extremely poor state of repair and some may be redundant. These structures add considerably to the feeling of dereliction and poor environment, but there is no clear reference to their repair or maintenance. Some structures may offer the potential for public art, which the ODA could promote in partnership with the structure owners, but others should be removed. A map clearly showing which structures are intended to be retained and which removed or enhanced should be provided.

Strategic land use issues

173 In addition to the strategic land use issues set out elsewhere in this report, the applications raise a number of additional matters.

174 The London Plan commits the LLV OAPF to define the boundaries of Strategic Employment Locations (SELS) in the Lower Lea Valley.⁸ The LLV OAPF carefully considered the extent of acceptable industrial land release in the Valley to 2016 in light of strategic assessments of demand, and as required by the London Plan, proposes boundaries for six SELs across the Valley. Paragraphs 27 –76 above set out which development zones contain SELs, and new permanent planning uses will be expected to reflect these designations.

175 The suitability and justification for the substantial D1 (non-residential institution)⁹ and D2 (assembly and leisure)¹⁰ uses sought for the retained venues needs to be assessed and justified against established national and London Plan policies that would normally seek to locate such activities in Town Centres. It is recognised that every effort should be made to ensure viability in Legacy stage, but the introduction of such uses into this location needs careful consideration, and it may be appropriate to restrict the retained venues to sporting related activities, particularly if the intention were to locate the retained venues within new public open spaces, which would not be compatible with many of the D1 and D2 uses sought.

176 There are currently three strategic rail sites and three bus garages within the Olympics Park site at the moment. Policy 3C.4 of the London Plan requires equally good alternatives to be provided where changes of use of land from transport and transport support functions are proposed. A facility to replace Thornton Fields carriage sidings is currently being taken forward by Network Rail and assurances are required that this will be available once the existing facility is closed.

⁸ London Plan paragraph 5.70.

⁹ D1 non-residential institutional would allow the following uses: Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries, museums, libraries, halls, places of worship, church halls, law court. Non residential education and training centres.

¹⁰ D2 Assembly and leisure would allow the following uses: Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or sports arenas (except for motor sports, or where firearms are used).

177 Bow West rail depot will need to be temporarily vacated for four months for the duration of the Games to create parking but no occupiers will need to be permanently relocated and its long-term availability for rail freight uses will not be affected. Bow East rail depot will be used as a facility for transfer of construction materials brought in by rail from summer 2007 to summer 2010. From 2010 to 2013 Bow East will be closed and the site converted to athletes' warm up tracks. From 2013 the site will be returned to Network Rail/EWS as a clean site suitable for rail freight use. It is important therefore that conditions are attached to any consent to secure the long-term availability for rail freight uses of the sites at Bow East and Bow West.

178 Planning applications are currently being progressed to secure replacement sites for the bus garages and to ensure continuity of operation, it is essential that access to the existing garages be maintained until replacement facilities become operational.

179 London Plan policy 3D.7 (realising the value of open space) commits the Mayor to work with strategic partners to protect and promote London's network of open spaces and allotments are specifically identified as a use to be protected, hence the ODA is requested to provide assurances that the existing allotments within the Olympic site are not removed until satisfactory alternative provision is made.

180 London Plan policy 3A.11 (London's travellers and gypsies) requires UDP policies to protect existing travellers and gypsy sites and para 3.56 sets out the Mayor's wish also protect existing sites. The ODA is therefore requested to provide assurances that the existing travellers sites and pitches within the Olympic site are not removed until satisfactory alternative provision is made.

181 Finally, London Plan policy 4A.2 (Spatial policies for waste management) safeguards all existing waste management sites unless appropriate compensatory provision is made. The ODA is therefore requested to provide details of all waste sites within the Olympic site and provide details of the arrangements they have made to provide satisfactory alternative provision. This should be provided in terms of licensed site area and throughputs.

Waste

182 The application proposes the use of a waste management hierarchy that is consistent with London Plan policy 4A.1 and the Mayor's Municipal Waste Management Strategy. This is welcomed.

183 The application also commits to achieving a target of 90% for the reuse and recycling of demolition waste during the site clearance phase, which is consistent with London Plan policy 4A.4 and also welcomed. It should be noted that this policy also sets out the aim to achieve a 95% target for reuse and recycling by 2020.

184 To accord with London Plan policies 4A.1 and 4A.4, the applications should though commit to definitive targets for the reuse and recycling of waste at each phase of the Games. The application should commit to achieving a minimum target of at least 70% for the reuse and recycling of Games time waste

185 In line with London Plan policy 4A.2 and 4A.3 the Greater London Authority would support the provision of on site or off-site waste recovery facilities, but would prefer the development of on-site waste facilities. The Greater London Authority would wish to work closely with the ODA and LOCOG to develop such new waste recovery facilities.

186 The application proposes the use of back of house locations for the storage and management of waste and recycle. Further dialogue between the Greater London Authority and the ODA should be undertaken during the development of the games waste management strategy.

187 The proposed energy centre should be designed and constructed in a manner that would ensure future flexibility that would allow for the possibility to move away from natural gas derived Syngas or hydrogen, as supported by London Plan policies 4A.1 and 4A.2. The application does not provide a breakdown of the various transport modes that would be used to transfer waste during each of the Games phases. In line with London Plan, Early Alterations, New waste policy 4A.3, the ODA should provide a breakdown of the various transport modes that would be used to transfer waste during each of the Games phases with the aim of maximising the use of rail and water transport

188 Further information on the proposal to send waste to landfill during the Games is required; any landfill proposal should conform to the requirements of London Plan policy 4A.1 to meet the Mayor's waste hierarchy treatment plan.

189 The application proposes the preparation of a 'Demolition and site clearance plan' and a 'Construction waste management plan'. These plans should be prepared in line with the London Plan, Early alterations, new waste policy 5,¹¹ and in consultation with the Greater London Authority.

Water and Blue Ribbon network

190 The applications propose a substantial regeneration of the network of waterways within and surrounding the Olympic site, including measures to increase their use, amenity and biodiversity value. This is strongly welcomed, and accords with broad policy objectives in Chapter 4C of the London Plan. There are though a number of areas where the proposals do not accord with London Plan policy and further detail and discussions are required to resolve these outstanding issues.

191 Specifically, the applications propose the vertical extension of river wall levels in a number of locations, for example seeking by permission for heights of up to 13-metres to allow scope for the design of the new main stadium. This would be inconsistent with London Plan policies 4C.3 and 4C.20, as the proposed river wall heights could create negative canyon effects along river courses, adversely impact on biodiversity potential, and could result in unwelcoming, inhospitable and potentially dangerous environments.

192 Furthermore they would not foster the greater use of the waterways either for freight or leisure purposes. The ODA have indicated that where excessively high river walls prove necessary to meet Games phase requirements, these could be removed at Legacy phase, and will look to detailed design to address these concerns. Whilst this is welcomed, there are though concerns over such an approach, in particular in relation to London Plan policy 4B.6 (Sustainable design and construction), which commits the Mayor to seek conserve the use of energy and materials in new development.

¹¹ The London Plan, Housing Provision Targets, Waste and Mineral Alterations, Mayor of London, December 2006.

193 The applications propose an overall net increase in natural habitat value and biodiversity throughout the Olympic park in line with London Plan policy 4C.3. However, the Greater London Authority retains concerns over the proposed loss of Pudding Mill River and the culverting of Henniker's Ditch.

194 The flood risk assessment (FRA) for the application has been carried out in line with PPS25 (Development and Flood Risk) and raises no strategic concerns. However the GLA wishes to see confirmation that this is still the case when the FRA considers the effect of the new Prescott Lock, as this has not yet been factored into the FRA.

195 The ODA is proposing several new bridges across rivers and canals to improve movement, communication and service provision. They have demonstrated that all new bridges (other than the temporary bridges for emergency access/egress, which will be removed immediately after the Games) will have 3.0m clearances for navigation (allowing for the construction of Prescott Lock). In this respect the proposals comply with London Plan policies. In line with London Plan policies 4C.13 – 4C.19 this planning application should promote the use of the Blue Ribbon Network for water based transport and recreation.

196 The ODA have indicated a keenness to utilise the waterways for construction / demolition transport and this is to be welcomed however the details of any such use are dependent upon the Award of the contracts. Further information on the planned integration of the Blue Ribbon Network into the wider Olympic site should be provided, with location details for potential mooring and wharf facilities that would encourage water transport and leisure activities.

197 The proposals generally include the separation of foul and surface water drainage and the widespread application of sustainable drainage techniques. It is not desirable to retain large amounts of surface water on the site as this could lead to an increased flood risk due to the location in the lower reaches of a large fluvial catchment (River Lea). GLA officers are seeking clarification of drainage in PDZ 8, 11, 12 but proposals are generally in line with London Plan policies.

Views of local authorities

198 Any views of Hackney, Tower Hamlets, Newham and Waltham Forest will be reported verbally.

Transport for London comments

199 Transport for London comments have been included in the Parking, Transport and Strategic land use sections.

London Development Agency comments

200 London Development Agency comments have not been sought given its landowning interests.

Legal considerations

201 Under the arrangements set out in article 3 of the Town and Country Planning (Mayor of London) Order 2000 the Mayor has an opportunity to make representations to the local planning authority at this stage. If the authority subsequently resolves to grant planning permission, it must allow the Mayor an opportunity to decide whether to direct it to refuse planning permission. There is no obligation at this present stage for the Mayor to indicate his intentions regarding a possible direction, and no such decision should be inferred from the Mayor's comments unless specifically stated.

202 The Mayor has agreed to delegate all applications within the Olympic Site and all relocation applications to the Chief Executive for determination since he has declared an interest in such applications under the Planning Code of Conduct. The Mayor approved the delegation pursuant to Section 38 of the Greater London Authority Act 1999 which is set out in MAF number MA2813 dated 2 October 2006.

Financial considerations

203 There are no financial considerations at this stage.

Conclusion

204 The London Plan, London Plan Alterations and published Lower Lea Valley Opportunity Area Planning Framework fully support the principle of hosting the 2012 Olympic and Paralympic Games in the Lower Lea Valley. The Games and its associated infrastructure can bring substantial benefits and investment to east London, and have the potential to successfully and sustainably regenerate the area in accordance with the Mayor's London Plan objectives and requirements.

205 The Olympic Delivery Authority has made significant efforts to respond to and demonstrate compliance with Mayoral planning policies and requirements. It has submitted considerable additional material and has made its staff and consultants available for detailed dialogue and discussions. This is very welcomed and as a result agreement has been reached on a number of key policy matters such as renewable energy, approach to access and inclusive design, floodrisk, waste hierarchy, and use of the waterways.

206 However, whilst the ODA has demonstrated broad compliance with a wide range of Mayoral policy requirements, as set out in this report, there remain a number of policy issues that still need to be satisfactorily addressed to demonstrate full compliance, before the applications are referred back to the Mayor at Stage 2, should the ODA Planning Committee resolve to grant consent.

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Appendix 1 - Site descriptions by planning delivery zones

The following section summarises what development is being applied for in each of the 15 Planning Delivery Zones (PDZ) across the Olympic and Paralympic site.

SP (Site preparation application) - PDZ 1:

Full planning permission is sought for:

- Bulk earthworks to formation levels, associated remediation of land,
- Demolition of existing buildings and bridges and the clearance of vegetation
- Construction of utilities
- Construction of the Olympic Loop Road
- Construction of a perimeter enclosure
- Creation of new river walls, retention, repair, realigning, rebuilding and reprofiling of sections of the river wall of the River Lea and the Waterworks River, including construction of new towpaths.

OLF (Olympic Legacy and Facilities application) - PDZ 1:

Full planning permission is sought for:

- Earthworks and formation of ground contours
- Construction of front and back of house areas for the Aquatics Centre
- Erection of means of perimeter enclosure
- The laying out of open space, circulation areas and pedestrian routes
- Installation of telecommunication masts
- Demolition and dismantling of buildings and structures
- Dismantling and reconfiguration of hard surfaces and covered areas
- Reconfiguration of road network to form Legacy district distributor
- Partial demolition and dismantling and reconstruction of the Aquatics Centre

Outline planning permission is sought for:

- Construction of Aquatics Centre – Build footprint – minimum 28,135 sq.m. to maximum 40,354 sq.m. with 25,000 spectators
- Construction of bridges
- Construction of surface water pumping stations
- Construction of telecommunication mast equipment cabins
- Partial works to permanent bridges

SP - PDZ 2:

Full planning permission is sought for:

- Bulk earthworks to formation levels, associated remediation of land,
- Demolition of existing buildings and bridges and the clearance of vegetation
- Construction of utilities
- Construction of the Olympic Loop Road
- Construction of 'Construction Road C'.
- Construction of a perimeter enclosure
- Construction of bridges

OLF - PDZ 2:

Full planning permission is sought for:

- Earthworks and formation of ground contours
- Construction of spectator support areas (SS9) with a site area of up to 18,200 sq.m.
- The laying out of open space, circulation areas and pedestrian routes
- Construction of bridges
- Erection of perimeter enclosures for the built facilities;
- Demolition and dismantling of buildings and structures
- Laying of permanent public open space
- Reconfiguration of road network

Outline permission is sought for:

- Construction of bridges
- Dismantling of temporary bridges

SP - PDZ 3:

Full planning permission is sought for:

- Bulk earthworks to formation levels, associated remediation of land,
- Demolition of existing buildings and bridges and the clearance of vegetation
- Construction of utilities
- Construction of the Olympic Loop Road
- Construction of 'Construction Road C'.
- Construction of a perimeter enclosure
- Construction of bridges

OLF - PDZ 3:

Full planning permission is sought for:

- Earthworks and formation of ground contours
- Construction of Front of House and Back of House areas for the Main Stadium
- Construction of athletes warm up track involving up to 48,600 sq.m.
- The laying out of open space, circulation areas and pedestrian routes
- Installation of telecommunication masts
- Demolition and dismantling of buildings and structures
- Reconfiguration of road network
- Demolition and removal of temporary bridges
- Erection of crowd control barriers

Outline planning permission is sought for:

- Construction of the Main Stadium – build footprint – minimum size 63,600 sq.m. up to a maximum of 81,000 sq.m. with a spectator capacity of 80,000
- Construction of a structure to contain the Cauldron to support the Olympic flame
- Construction of an Olympic accreditation checking area
- The construction of bridges
- Construction of a surface water pumping
- Dismantling and reconfiguring of hard surfaces land;
- Reconfiguration of road network
- Demolition and removal of bridge decks
- Partial demolition and reconstruction of the Main Stadium to provide a part covered and uncovered sports, leisure and entertainment venue with ancillary parking Construction of telecommunication equipment

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SP - PDZ 4:

Full planning permission is sought for:

- Bulk earthworks to formation levels, associated remediation of land,
- Demolition of existing buildings and bridges and the clearance of vegetation
- Construction of utilities
- Construction of the Olympic Loop Road
- Construction of 'Construction Road C'.
- Construction of a perimeter enclosure
- Construction of bridges

OLF - PDZ 4:

Full planning permission is sought for:

- Earthworks and formation of ground contours
- Construction of Basketball and Wheelchair Rugby Venue with a minimum build footprint of 9,170 sq.m. and a maximum footprint of 12,950 sq.m.
- Construction of uncovered athletes warm up area and Basketball courts with a minimum build footprint of 1,000 sq.m. up to a maximum of 1,600 sq.m.
- Construction of spectator support areas
- Transformation of Spectator Support Areas to provide uses within classes A3, A5 and A5 and employment uses within Classes B1, B2 and B8.
- Erection of perimeter enclosures and crowd control barriers
- Laying out of open space

Outline permission is sought for:

- Construction of an Energy Centre to include a Combined Heat and Power Plant (CCHP) Plant and Biomass Fired Boilers
- Construction of an Electricity Substation
- Demolition and dismantling of Basketball Venue to provide a site for future development land

SP - PDZ 5:

Full planning permission is sought for:

- Bulk earthworks to formation levels, associated remediation of land,
- Demolition of existing buildings and bridges and the clearance of vegetation
- Construction of utilities
- Construction of the Olympic Loop Road
- Construction of Roads
- Construction of a perimeter enclosure
- Construction of bridges

OLF - PDZ 5:

Full planning permission is sought for:

- Construction of Back of House area for International Broadcast Centre and Main Press Centre (IBC/MPC) including a satellite compound
- Construction the Handball Venue with build footprint for venue size between 6,200 sq.m. and 9,760 sq.m.
- Construction a Hockey Venue with a primary and secondary venue (with 5 a side and 7 a side football pitches). The build footprint of the Primary venue is between 16,000 sq.m.

and 18,000 sq.m. and the secondary venue build footprint is between 10,000 sq.m. and 12,400 sq.m..

- Construction of uncovered athletes warm up area up to 2,300 sq.m.
- Construction of spectator support areas up to a maximum size of 16,500 sq.m.
- Installation of telecommunication masts
- Earthworks and formation of ground contours
- Laying out of open space
- Erection of perimeter enclosures
- Reconfiguration of road network

Outline planning permission is sought for:

- The erection of two buildings for use as International Broadcasting and Main Press Centres (IBC/MPC) with a minimum build footprint of 51,000 sq.m. to a maximum build footprint of 58,000 sq.m.
- Construction of a building for use as a Multi-Storey Car Park with a minimum build footprint of 10,500 sq.m. to a maximum build footprint of 11,700 sq.m.
- Construction of bridges
- Partial dismantling and demolition and construction works to form permanent bridges
- Dismantling and elevation alterations and change of use of IBC/MPC buildings to office, industrial and warehouse buildings
- Partial demolition and dismantling and reconstruction of the Handball Venue
- Demolition and dismantling of two Hockey Venues to provide permanent public open space and a site for future development.

SP - PDZ 6:

Full planning permission is sought for:

- Bulk earthworks to formation levels, associated remediation of land,
- Demolition of existing buildings and bridges and the clearance of vegetation
- Construction of utilities
- Construction of the Olympic Loop Road
- Construction of a perimeter enclosure
- Construction of bridges
- Naturalisation of the riverbanks of the River Lea,
- Construction of new towpaths,
- Creation of a wetland basin in the Channelsea River
- Culverting of Hennikers Ditch

OLF - PDZ 6:

Full planning permission is sought for:

- Construction of Front of House and Back of House areas for Velodrome, BMX Venue and Fencing Venue
- Construction of Back of House area for Athlete's Village (Area 1 and 2)
- Construction of spectator support areas
- Construction of a Transport Mall with 36 bus drop off bays and 17 mini bus drop off bays
- Construction of velodrome car parking
- Earthworks and formation of ground contours
- Construction of perimeter enclosures and crowd control barriers
- Laying out of open space
- Outline planning permission is sought for:

- Construction of Velodrome venue with a build footprint of between 12,693 sq.m. and 16,193 sq.m.
- Construction of BMX Venue with a build footprint of between 9,695 sq.m. and 13,837 sq.m.
- Construction of fencing venue with a build footprint of between 14,250 sq.m. and 18,426 sq.m.
- Construction of bridges
- Demolition and dismantling of buildings and structures
- Partial demolition of BMX venue post Games

SP - PDZ 7:

Full planning permission is sought for:

- Bulk earthworks to formation levels, associated remediation of land,
- Demolition of existing buildings and bridges and the clearance of vegetation
- Construction of utilities
- Construction of the Olympic Loop Road
- Construction of a perimeter enclosure
- Construction of bridges

OLF - PDZ 7:

Full planning permission is sought for:

- Construction of Olympic Training area, with a minimum site area of 5,600 sq.m. and a maximum site area of 7,865 sq.m. and a spectator capacity of 3,800
- Construction of Front of House and Back of House areas for Eton Manor
- Construction of Olympic Spectator Support Areas
- Construction of accreditation checking area
- Installation of a telecommunication mast
- Installation of a Wind Turbine.
- Legacy phase dismantling Hockey Centre, Football and Tennis Venues and for the laying out to provide public open space
- Earthworks and formation of ground contours
- Laying out of open space
- Reconfiguration of road network

Outline planning permission is sought for:

- Construction of an covered and uncovered sports and entertainment venue for training
- Construction of a covered sports and entertainment venue for seating;
- Construction of a covered sports and entertainment venue including mounting of telecommunication antennae for Gymnastic training
- Construction of a Gymnastic training area and tennis courts
- Construction of a tennis venue with a build footprint of between 9,800 sq.m. and 11450 sq.m.
- Construction of bridges
- Construction of an ancillary sub-station for the Wind Turbine
- Construction of a pumping station

SP - PDZ 8:

Full planning permission is sought for:

- Bulk earthworks to formation levels
- Repair of the river walls of the City Mill River and Waterworks River;

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- The laying of surface water conduits
- Construction of a perimeter enclosure

OLF - PDZ 8:

Full planning permission is sought for:

- Construction of Olympic Accreditation Area with a maximum site area of 20,000 sq.m.
- Construction of vehicle crossovers
- Installation of a telecommunication mast
- Legacy phase demolition and dismantling of buildings and structures
- Laying out of open space
- Erection of perimeter enclosures
- Reconfiguring the road network

Outline planning permission is sought for:

- The laying out of land for use for coach drop-off and coach parking,
- Construction of a Foul Terminal Pumping Station Construction of under bridges

SP - PDZ 9:

Full planning permission is sought for:

- Bulk earthworks to formation levels
- Naturalisation of the riverbanks of the River Lea,
- Creation of a wetland basin
- Construction of new towpaths.
- Construction of the Olympic Loop Road

OLF - PDZ 9:

Full planning permission is sought for:

- Construction of spectator support areas
- Construction of an accreditation checking area with a site area of up to 40,000 sq.m.
- Construction of a Transport Mall with 36 bus drop off bays and 17 mini bus drop off bays
- Construction of a Channel Tunnel Rail Link (CTRL) Cooling Box.

SP - PDZ 10:

Full planning permission is sought for:

- Bulk earthworks to formation levels
- Construction of a utilities trench
- Construction of the Olympic Loop Road; and
- Construction of a perimeter enclosure.

OLF - PDZ 10:

Full planning permission for all other development within PDZ10 is sought through a separate planning application 'Olympic Village (part) – now held in abeyance.

OLF - PDZ 11:

Full planning permission is sought for:

- Earthworks and formation of ground contours
- Laying of services,
- Construction of Back of House area for the Athlete's Village
- The laying out of land for use as coach drop-off and coach parking

- Buildings for use as driver and visitors facilities
- Construction of vehicle crossovers

OLF - PDZ 12:

Full planning permission is sought for:

- Use of site for the purpose of a coach parking and drop-off area
- Olympic Accreditation Checking Area
- Installation of a telecommunication mast

OLF - PDZ 13:

Full planning permission is sought for:

- Construction of the West Ham Ramp
- Earthworks and ground contour formation
- Laying out of open space
- Laying of services
- Construction of perimeter enclosure

OLF - PDZ 14:

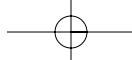
Full planning permission is sought for:

- The laying out of land for use involving the construction of an Olympic Accreditation Checking Area
- Installation of a telecommunication mast and construction of an ancillary compound for use during the Olympic and Paralympic Games
- Earthworks and ground contour formation
- Laying out of open space
- Laying of services
- Construction of perimeter enclosure

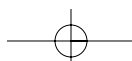
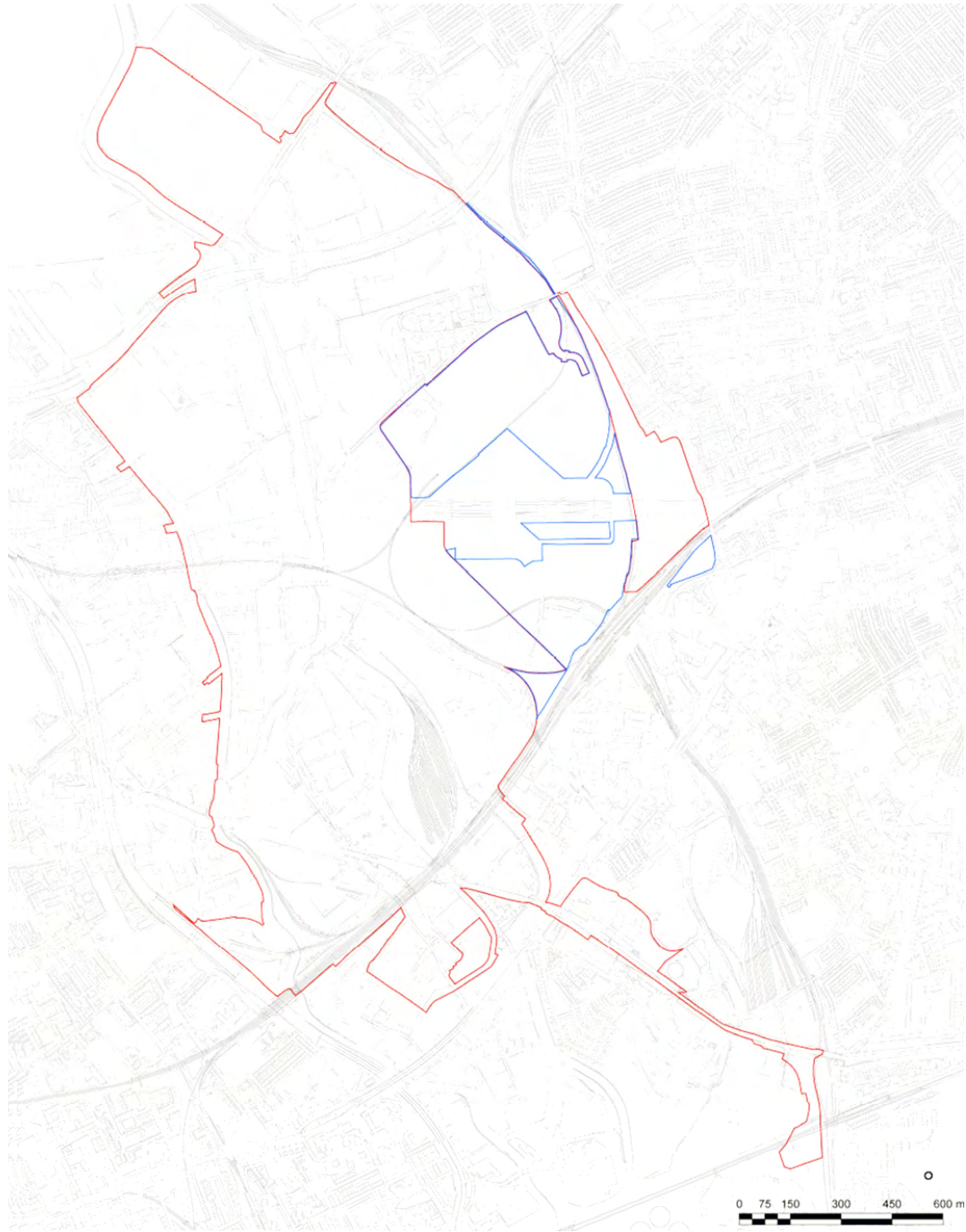
OLF - PDZ 15:

Full planning permission is sought for:

- The laying out of land for use as coach drop-off and coach parking
- Construction of an Olympic Accreditation Checking Area
- Buildings for use as driver and visitor facilities
- Construction of changing rooms for use ancillary to the playing fields.
- Earthworks and ground contour formation
- Laying out of open space
- Laying of services
- Construction of perimeter enclosure



PDU 1633 & 1632 - Application Boundary



Appendix 2 - Olympics Park application – supplementary TfL comments to be read alongside GLA stage 1 report

Traffic models

It is important that the base year traffic models are calibrated and validated robustly so that there can be confidence in the potential reassignment of traffic. Although the use of a GEH value of less than 5 is generally adopted, TfL recognises that the suggested GEH value of 8 has been accepted as robust in other cases where the modelling covers a wide and complex geographic area.

The following detailed concerns relate to the supplementary Transport Assessment (May 2007)

Section 1.4: The detailed Transyt model results are subject to delivery of comprehensive calibration and validation of base year Saturn traffic models and also satisfactory forecasting / Saturn modelling for future years.

Workforce distribution for Games

Section 1.3: Details of trip generation, modal splits and correspondence with 'development zones' should be provided for each time period. Details of trip distribution should be included.

Para 1.2.19: The proposed modal share of car, though not significant with reference to the screen line totals, is likely to be significant at the junction level. In addition, what is the assumption regarding car occupancy?

Para 1.2.24: The comparison should not be with screen line totals but at the junction levels where the percentage would be significantly higher than 1%.

Transport Assessment

The Transport Assessment results in Table 7.20 indicate that between 116 and 147 junctions would operate with a v/c ratio exceeding 0.85 for the 'without scheme' scenario. Mitigation measures to address the impacts of the Olympics Park development (see below) will need to take this into account.

Full details of the traffic assessment / implications on the highway network resulting from spectators, workforce and the Olympic Family vehicle fleet of 5500 vehicles in context of the ORN is required.

Highway Flow Variations

Para.1.3.62 – 1.3.63: Confirmation is required that the traffic modelling has not reduced observed peak hour traffic flows. For traffic surveys undertaken in July / August - confirmation is required that the input traffic data has been increased by approximately 10% in the SATURN models - before any assignment traffic flows were used for junction operational / impact assessments. If this has not been done – the transport assessment particularly for the Legacy scenario is not fit for purpose.

Recorded Personal Injury Accidents

Table 6.25 TfL has concerns about the large increase in PIAs at junctions without any mention of accident prevention proposals.

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Mitigation

TfL would require the mitigation measures for the Olympic Park Perimeter Junctions as set out in Table 8.A1 of Annexure 1 (Vol 13B) of the Environmental Statement and in Table 8.A1 Volume 6B Appendix F of Supplementary Information (May 2007) to be fully funded by ODA.

In addition, those junctions identified in Table 8.A2 Volume 6B Appendix F of Supplementary Information (May 2007) as being off site junctions, will require improvements to mitigate the possible impacts of construction, Olympics and Legacy transformation and a specific ODA funding stream should be allocated to address this.

TfL would require a continuous monitoring strategy to be in place to ensure that the level of actual traffic (link flows and turning counts) would not exceed forecast traffic by greater than 10% of hourly flows. If actual traffic exceeds forecast traffic by greater than 10 %, then additional mitigation measures would be required. The actual traffic counted would be in each direction.

TfL will work closely with the ODA Transport Consultants to ensure that suitable mitigation measures are proposed.

For detailed design of junctions from 2010, TfL will require that new movement surveys (traffic and pedestrian) are undertaken at each of the junctions and the modelling validated to current TfL Modelling Guidelines before mitigation measures are assessed.

For the full Legacy planning application, TfL will require that revised strategic highway models are developed to assess the impact of the full Legacy development. These models will need to be built to current DMRB and TfL modelling guidelines. The Legacy traffic consultant will need to work with TfL during the development of this model. Junction modelling will need to be undertaken and each junction modelled will need to be validated to current TfL modelling guidelines.

Carriageway widths

TfL Cycling Centre of Excellence recommends that for newly designed roads a minimum of 8 metres as opposed to 7.3 metres should be adopted as a standard carriage width. If there are high levels of HGVs, the preferred width is 9 metres, whilst a world-class facility should aim at a width of 10 metres. A carriageway width of 7.3 metres leaves no room for cycle lanes and creates pinch points for cyclists, as there is inadequate width for vehicles to overtake cyclists without crossing the centreline. With low traffic flows this may be acceptable, but with higher flows it turns cyclists into mobile chicane, or encourages motor vehicles to attempt to pass when there is inadequate width.

Pedestrian modelling

The use of Fruin's level of service is acknowledged and supported in terms of assessing pedestrian capacity and crowding. However, a measure of quality needs to be ensured in addition to Fruin's level of service. TfL would also expect walking audits in line with the TfL guidance note 'Improving Walkability' to be carried out for all principal entry routes into the Olympics Park for Games and Legacy phases.

Appendix 3 - Equalities, health and social inclusion

Equality and diversity principles

All future equalities assessments need to demonstrate a commitment to the full equality and diversity principles as set out in the Mayor's London Plan, the Mayor's draft Planning for Equality and Diversity draft SPG, and the ODA's emerging Equality and diversity strategy.

The assessments also should demonstrate how they will help meet the employment, training, educational and volunteering needs of London's diverse population including women, BAME groups, disabled people, LGBT people and other marginalised groups such as travellers and gypsies and refugees and asylum seekers, giving particular attention to different ages all age groups, especially older people.

In order to address equality and diversity issues in a satisfactory and systematic way any future planning applications should go through a full Equality Impact Assessment process that addresses all equality strands (i.e. race, gender, disability, sexual orientation, age and faith). Evidence of an Equality Impact Assessment having been conducted and the use of and application of the approach set out in the Mayors draft Supplementary Planning Guidance, Planning for Equality and Diversity (Dec 06) and would provide confidence that equality and diversity have been properly implemented into the applications.

Employment, training, education and volunteering are related not only to equalities and social inclusion but also to health inequalities concerns, acting to promote the health and well being of Londoners and reduce health inequalities. The EqIA could therefore be connected to a Health Impact Assessment (HIA) of the planning applications.

Consultation

Varied and participative consultation should be carried out with community groups representing all target equalities groups in order to ensure that all sectors of the community benefit from Olympic Legacy. Although the ODA has set out a consultation strategy, there is little evidence to date of how this has actively influenced the development of the proposals to the benefit of the local priority communities. There is a particular need to provide evidence of thorough consultation with disabled people.

The 2004 consents committed the LDA to produce a cultural strategy that would involve all sectors of the community in cultural activities and to promote employment and training opportunities and develop and manage workspace for creative industries. Information is therefore required on current ODA plans to involve the community throughout the life of the project.

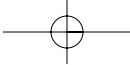
Consultation, indeed full two-way community engagement, is also intrinsically connected to health inequalities concerns, adding weight to the idea of a combined EqIA and HIA process for these planning applications.

Social Infrastructure

Development of infrastructure and facilities should ensure the following considerations are fully incorporated and addressed in line with London Plan Policy 3A.15: Protection and enhancement of social infrastructure and community facilities. Specific considerations include:

- Accessible and inclusive venues and facilities encouraging and promoting participation from all sections of the community to be carried over into rounded community use in legacy phase,

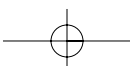
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- Planning for diverse activities, including promoting participation in community, environmental, sports and leisure activities,
- Safety,
- Children's facilities,
- Provision of appropriate toilet facilities for women, men, disabled people; baby-changing facilities etc.

In 2004 the LDA agreed to facilitate community access to existing and new indoor and outdoor sports facilities. Information is therefore required on how local communities will access new sports and play facilities. The extent that new permanent community facilities are being proposed should be made explicit, as should their connectivity with Stratford City. This should include community centres, childcare centres, shops, day centres, health facilities, education facilities, places of worship (for diverse faiths), youth facilities, post offices, and laundrettes.

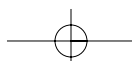
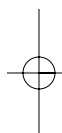
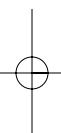
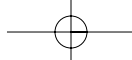
The applications should demonstrate inclusive and safe access to all venues and parts of the Olympic Park and that the proposed facilities will be affordable for local and disadvantaged groups, both during and after the Games. The proposals should also demonstrate how they would promote and improve public health and reduce health inequalities.



Appendix 4 – Access and inclusive design – detailed GLA issues

- Concern over the limited consultation undertaken so far with disabled and Deaf Londoners, local access groups and organisations of disabled people.
- The inaccessibility of some of the consultation material including written and web site information.
- Concern that only an interim Access Panel has met to discuss the proposals which has not yet been formalised and is being restructured. It is therefore still unclear what the terms and conditions, membership and monitoring and review mechanisms for the panel will be, when it will be formally set up, whether it will be effectively supported and resourced by the ODA, and how the views expressed at the panel meetings will be addressed in the detailed design process.
- How difficult decisions over the landform and topography will be taken in respect of achieving the highest levels of accessibility for disabled people, particularly in those parts of the concourse where a level approach is not achievable (such as at the northern car park entrance and the Stratford City entrance).
- How to ensure that the bridge designs will meet inclusive design standards.
- Concern over the level and location of parking provision for Blue Badge holders to ensure that distances from parking bays to the park entrances are not excessive. An assessment should be undertaken of the supply and enforcement of Legacy venue Blue Badge parking provision and included in the Transport Strategy to be published in September 2007 and in any parking management plan for the park and venues. The Event Management Plans and venue Travel Plans will need to address the travel arrangements and access needs of disabled people.
- Concern over the possibility of shared cycle and pedestrian routes.
- Provision and location of taxi, private vehicle and community transport drop off facilities particularly in Legacy mode.
- The development of a wayfinding and signage strategy which integrates the access needs of disabled people.

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List of Drawings for
Approval - Site Preparation
Planning Application

List of Drawings for Approval

Site Preparation Application 07/90011/FUMODA

SITE-WIDE DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Redline and Location Plans	Site Preparation Planning Application Boundary	OLY- SP- APP- DWG- STW- RED- DEF- 001	
	Site Location Plan	OLY- GLB- APP- DWG- STW- LOC- DEF- 001	
	Site Wide Planning Delivery Zones Key Plan	OLY- GLB- APP- DWG- STW- LOC- DEF- 002	
	Blue Line Plan	OLY- GLB- APP- DWG- STW- LOC- DEF- 003	
Utilities	Site Wide Olympic and Legacy Utility Service Diversions	OLY- GLB- APP- DWG- STW- UTL- DEF- 001	1
	Utilities Corridor Vertical Limits of Deviation	OLY- SP- APP- DWG- STW- UTL- DEF- 002	
	Foul Water Drainage Deep Tunnel Cross-Section Plan - Limits of Deviation	OLY- SP- APP- DWG- STW- UTL- DEF- 003	
Surface Water Drainage	Site Wide Surface Water Drainage Network Olympic Phase	OLY- SP- APP- DWG- STW- SWD- DEF- 001	1
	Site Wide Surface Water Drainage Network Legacy Phase	OLY- SP- APP- DWG- STW- SWD- DEF- 002	1
	Site Wide Surface Water Drainage Pipe Cross-Section	OLY- SP- APP- DWG- STW- SWD- DEF- 003	
Bridges	Site Wide Construction Bridges Foundations	OLY- SP- APP- DWG- STW- BRI- DEF- 001	
PDZ 1 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Topography	PDZ 1 Proposed Formation Contours	OLY- SP- APP- DWG- PDZ1- TOP- DEF- 001	1
	PDZ 1 Proposed Formation Contours	OLY- SP- APP- DWG- PDZ1- TOP- DEF- 002	1
	PDZ 1 Sections - Sheet 1 of 2	OLY- GLB- APP- DWG- PDZ1- TOP- DEF- 001	1
	PDZ 1 Sections - Sheet 2 of 2	OLY- GLB- APP- DWG- PDZ1- TOP- DEF- 002	1
Waterways	PDZ 1 Waterways Proposed Treatments and Section Locations	OLY- SP- APP- DWG- PDZ1- WAT- DEF- 001	1
	PDZ 1/2 Bank Profile Section WW CH.200	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 001	1
	PDZ 1/2 Bank Profile Section WW CH.300	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 002	1
	PDZ 1/2 Bank Profile Section WW CH.500	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 003	1
	PDZ 1/2 Bank Profile Section WW CH.665	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 004	1
	PDZ 1/2 Bank Profile Section At Bridge F09	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 005	1
	PDZ 1/2 Bank Profile Section At Bridge F10	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 006	1
	PDZ 1/2 Bank Profile Section At Bridge H05	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 007	1
	PDZ 1/2 Bank Profile Section At Bridge H07	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 008	1
	PDZ 1/4 Bank Profile Section RL CH.5737	OLY- SP- APP- DWG- PDZ1/4- WAT- DEF- 001	1
PDZ 1/4 Bank Profile Section WW CH.000	OLY- SP- APP- DWG- PDZ1/4- WAT- DEF- 002	1	
Utilities	PDZ 1 Utilities Corridor Plan	OLY- SP- APP- DWG- PDZ1- UTL- DEF- 001	1

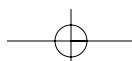
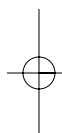
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List of Drawings for Approval -
Site Preparation Planning Application

PDZ 1 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Highways	PDZ 1 Highways - Olympics - Horizontal Alignment Ch 4+560 to 4+820 - Sheet 16 of 32	OLY-SP-APP-DWG-PDZ2-HGW-DEF-HA16	1
	PDZ 1 Highways - Olympics - Horizontal Alignment Ch 4+820 to 5+120 - Sheet 17 of 32	OLY-SP-APP-DWG-PDZ2-HGW-DEF-HA17	1
	PDZ 1 Highways - Olympics - Horizontal Alignment Ch 5+120 to 5+380 - Sheet 18 of 32	OLY-SP-APP-DWG-PDZ2-HGW-DEF-HA18	1
	PDZ 1 Highways - Olympics - Horizontal Alignment - Sheet 21 of 32	OLY-SP-APP-DWG-PDZ2-HGW-DEF-HA21	1
	PDZ 1 Highways - Olympics - Horizontal Alignment Ch 5+380 to 5+712 - Sheet 19 of 32	OLY-SP-APP-DWG-PDZ2-HGW-DEF-HA19	1
	PDZ 1 Highways - Olympics - Vertical Alignment Ch 4+820 to 5+380 - Sheet 09 of 30	OLY-SP-APP-DWG-PDZ2-HGW-DEF-VA09	1
	PDZ 1 Highways - Olympics - Vertical Alignment - Sheet 23 of 30	OLY-SP-APP-DWG-PDZ2-HGW-DEF-VA23	1
	PDZ 1 Highways - Olympics - Vertical Alignment Ch 4+260 to 4+820 - Sheet 08 of 30	OLY-SP-APP-DWG-PDZ2-HGW-DEF-VA08	1
	PDZ 1 Highways - Olympics - Vertical Alignment - Sheet 11 of 30	OLY-SP-APP-DWG-PDZ2-HGW-DEF-VA11	1
	PDZ 1 Highways - Olympics - Vertical Alignment Ch 5+380 to 5+712 - Sheet 10 of 30	OLY-SP-APP-DWG-PDZ2-HGW-DEF-VA10	1
	PDZ 2 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number
Topography	PDZ 2 Proposed Formation Contours	OLY- SP- APP- DWG- PDZ2- TOP- DEF- 001	1
	PDZ 2 Enabling Works Reinforced Soil Slopes and Enabling Works Batters	OLY- SP- APP- DWG- PDZ2- TOP- DEF- 002	1
	PDZ 2 Sections - Sheet 1 of 2	OLY- GLB- APP- DWG- PDZ2- TOP- DEF- 001	1
	PDZ 2 Sections - Sheet 2 of 2	OLY- GLB- APP- DWG- PDZ2- TOP- DEF- 002	1
Waterways	PDZ 2 Waterways Proposed Treatments and Section Locations	OLY- SP- APP- DWG- PDZ1- WAT- DEF- 001	1
	PDZ 1/2 Bank Profile Section WW CH.200	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 001	1
	PDZ 1/2 Bank Profile Section WW CH.300	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 002	1
	PDZ 1/2 Bank Profile Section WW CH.500	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 003	1
	PDZ 1/2 Bank Profile Section WW CH.665	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 004	1
	PDZ 1/2 Bank Profile Section At Bridge F09	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 005	1
	PDZ 1/2 Bank Profile Section At Bridge F10	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 006	1
	PDZ 1/2 Bank Profile Section At Bridge H05	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 007	1
	PDZ 1/2 Bank Profile Section At Bridge H07	OLY- SP- APP- DWG- PDZ1/2- WAT- DEF- 008	1
	PDZ 2/3 Bank Profile Section CMR CH.65	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 001	1
	PDZ 2/3 Bank Profile Section CMR CH.200	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 002	1
	PDZ 2/3 Bank Profile Section CMR CH.400	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 003	1
	PDZ 2/3 Bank Profile Section CMR CH.650	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 004	1
PDZ 2/3 Bank Profile Section At Bridge F08	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 005	1	

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 List of Drawings for Approval -
 Site Preparation Planning Application

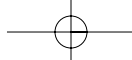


PDZ 2 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Waterways	PDZ 2/3 Bank Profile Section At Bridge F11	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 006	1
	PDZ 2/3 Bank Profile Section At Bridge H04	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 007	1
	PDZ 2/3 Bank Profile Section At Bridge H06	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 008	1
	PDZ 2/4 Bank Profile Section At Bridge F06	OLY- SP- APP- DWG- PDZ2/4- WAT- DEF- 001	1
Bridges	PDZ 2 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ2- BRI- PAR- 001	1
	PDZ 2 Construction Bridge T02 Plan and Section	OLY- SP- APP- DWG- PDZ2- BRI- DEF- 001	
	PDZ 2 Construction Bridge T03 Plan and Section	OLY- SP- APP- DWG- PDZ2- BRI- DEF- 002	
Utilities	PDZ 2 Utilities Corridor Plan	OLY- SP- APP- DWG- PDZ2- UTL- DEF- 001	1
	PDZ 2 Foul Water Drainage Deep Tunnel Plan	OLY- SP- APP- DWG- PDZ2- UTL- DEF- 002	1
Highways	PDZ 2 Highways - Olympics - Horizontal Alignment Ch 4+260 to 4+560 - Sheet 15 of 32	OLY-SP-APP-DWG-PDZ2-HGW-DEF-HA15	1
	PDZ 2 Highways - Olympics - Vertical Alignment - Sheet 24 of 30	OLY-SP-APP-DWG-PDZ2-HGW-DEF-VA24	1
Construction Highways	PDZ 2 Temporary Construction Road	OLY-SP-APP-DWG-PDZ2-HGW-DEF-001	
PDZ 3 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Topography	PDZ 3 Proposed Formation Contours	OLY- SP- APP- DWG- PDZ3- TOP- DEF- 001	1
	PDZ 3 Enabling Works Reinforced Soil Slopes and Enabling Works Batters	OLY- SP- APP- DWG- PDZ3- TOP- DEF- 002	1
	PDZ 3 Sections - Sheet 1 of 2	OLY- GLB- APP- DWG- PDZ3- TOP- DEF- 001	1
	PDZ 3 Sections - Sheet 2 of 2	OLY- GLB- APP- DWG- PDZ3- TOP- DEF- 002	
Waterways	PDZ 3 Waterways Proposed Treatments and Section Locations	OLY- SP- APP- DWG- PDZ3- WAT- DEF- 001	1
	PDZ 3 Bank Profile Section LN CH.3650	OLY- SP- APP- DWG- PDZ3- WAT- DEF- 002	1
	PDZ 3 Bank Profile Section PMB CH.15	OLY- SP- APP- DWG- PDZ3- WAT- DEF- 003	1
	PDZ 2/3 Bank Profile Section CMR CH.65	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 001	1
	PDZ 2/3 Bank Profile Section CMR CH.200	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 002	1
	PDZ 2/3 Bank Profile Section CMR CH.400	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 003	1
	PDZ 2/3 Bank Profile Section CMR CH.650	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 004	1
	PDZ 2/3 Bank Profile Section At Bridge F08	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 005	1
	PDZ 2/3 Bank Profile Section At Bridge F11	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 006	1
	PDZ 2/3 Bank Profile Section At Bridge H04	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 007	1
	PDZ 2/3 Bank Profile Section At Bridge H06	OLY- SP- APP- DWG- PDZ2/3- WAT- DEF- 008	1
	PDZ 3/4 Bank Profile Section ORL CH.300	OLY- SP- APP- DWG- PDZ3/4- WAT- DEF- 001	1
	PDZ 3/4 Bank Profile Section ORL CH.500	OLY- SP- APP- DWG- PDZ3/4- WAT- DEF- 002	1
	PDZ 3/4 Bank Profile Section At Bridge F07	OLY- SP- APP- DWG- PDZ3/4- WAT- DEF- 003	1
	PDZ 3/4 Bank Profile Section At Bridge F17	OLY- SP- APP- DWG- PDZ3/4- WAT- DEF- 004	1



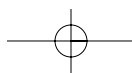
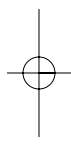
PDZ 3 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Waterways	PDZ 3/4 Bank Profile Section At Bridge H17	OLY- SP- APP- DWG- PDZ3/4- WAT- DEF- 005	1
	PDZ 3/14 Bank Profile Section At Bridge H18	OLY- SP- APP- DWG- PDZ3/4- WAT- DEF- 001	1
Bridges	PDZ 3 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ3- BRI- PAR- 001	1
	PDZ 3 Construction Bridge T04 Plan and Section	OLY- SP- APP- DWG- PDZ3- BRI- DEF- 001	
Utilities	PDZ 3 Utilities Corridor Plan	OLY- SP- APP- DWG- PDZ3- UTL- DEF- 001	1
	PDZ 3 Foul Water Drainage Deep Tunnel Plan	OLY- SP- APP- DWG- PDZ3- UTL- DEF- 002	1
Highways	PDZ 3 Highways - Olympics - Horizontal Alignment Ch 3+640 to 3+980 - Sheet 13 of 32	OLY-SP-APP-DWG-PDZ3-HGW-DEF-HA13	1
	PDZ 3 Highways - Olympics - Horizontal Alignment Ch 3+980 to 4+260 - Sheet 14 of 32	OLY-SP-APP-DWG-PDZ3-HGW-DEF-HA14	1
	PDZ 3 Highways - Olympics - Horizontal Alignment - Sheet 31 of 32	OLY-SP-APP-DWG-PDZ3-HGW-DEF-HA31	1
	PDZ 3 Highways - Olympics - Horizontal Alignment - Sheet 32 of 32	OLY-SP-APP-DWG-PDZ3-HGW-DEF-HA32	1
	PDZ 3 Highways - Olympics - Vertical Alignment Ch 3+640 to 4+260 - Sheet 07 of 30	OLY-SP-APP-DWG-PDZ3-HGW-DEF-VA07	1
	PDZ 3 Highways - Olympics - Vertical Alignment - Sheet 20 of 30	OLY-SP-APP-DWG-PDZ3-HGW-DEF-VA20	1
	PDZ 3 Highways - Olympics - Vertical Alignment - Sheet 21 of 30	OLY-SP-APP-DWG-PDZ3-HGW-DEF-VA21	1
	PDZ 3 Highways - Olympics - Vertical Alignment - Sheet 25 of 30	OLY-SP-APP-DWG-PDZ3-HGW-DEF-VA25	1
	PDZ 3 Highways - Olympics - Vertical Alignment - Sheet 26 of 30	OLY-SP-APP-DWG-PDZ3-HGW-DEF-VA26	1
	Construction Highways	PDZ 3 Temporary Construction Road	OLY-SP-APP-DWG-PDZ3-HGW-DEF-001

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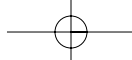
PDZ 4 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Topography	PDZ 4 Proposed Formation Contours	OLY- SP- APP- DWG- PDZ4- TOP- DEF- 001	1
	PDZ 4 Enabling Works Reinforced Soil Slopes and Enabling Works Batters	OLY- SP- APP- DWG- PDZ4- TOP- DEF- 002	1
	PDZ 4 Sections - Sheet 1 of 2	OLY- GLB- APP- DWG- PDZ4- TOP- DEF- 001	1
	PDZ 4 Sections - Sheet 2 of 2	OLY- GLB- APP- DWG- PDZ4- TOP- DEF- 002	1
Demolition	PDZ 4 Tree Preservation Orders Removed & Retained	OLY- SP- APP- DWG- PDZ4- DEM- DEF- 002	
Waterways	PDZ 4 Waterways Proposed Treatments and Section Locations	OLY- SP- APP- DWG- PDZ4- WAT- DEF- 001	1
	PDZ 4 Bank Profile Section LN CH.2700	OLY- SP- APP- DWG- PDZ4- WAT- DEF- 002	1
	PDZ 4 Bank Profile Section LN CH.2900	OLY- SP- APP- DWG- PDZ4- WAT- DEF- 003	1
	PDZ 4 Bank Profile Section LN CH.3000	OLY- SP- APP- DWG- PDZ4- WAT- DEF- 004	1
	PDZ 4 Bank Profile Section LN CH.3200	OLY- SP- APP- DWG- PDZ4- WAT- DEF- 005	1
	PDZ 4 Bank Profile Section At Bridge H14(T09)	OLY- SP- APP- DWG- PDZ4- WAT- DEF- 006	1
	PDZ 4 Bank Profile Section At Bridge H16(T10)	OLY- SP- APP- DWG- PDZ4- WAT- DEF- 007	1
	PDZ 4 Flood Mitigation Measures Kings Yard Flood Defence Wall	OLY- SP- APP- DWG- PDZ4- WAT- DEF- 008	
	PDZ 1/4 Bank Profile Section RL CH.5737	OLY- SP- APP- DWG- PDZ1/4- WAT- DEF- 001	1
	PDZ 1/4 Bank Profile Section WW CH.000	OLY- SP- APP- DWG- PDZ1/4- WAT- DEF- 002	1
	PDZ 2/4 Bank Profile Section At Bridge F06	OLY- SP- APP- DWG- PDZ2/4- WAT- DEF- 001	1
	PDZ 3/4 Bank Profile Section ORL CH.300	OLY- SP- APP- DWG- PDZ3/4- WAT- DEF- 001	1
	PDZ 3/4 Bank Profile Section ORL CH.500	OLY- SP- APP- DWG- PDZ3/4- WAT- DEF- 002	1
	PDZ 3/4 Bank Profile Section At Bridge F07	OLY- SP- APP- DWG- PDZ3/4- WAT- DEF- 003	1
	PDZ 3/4 Bank Profile Section At Bridge F17	OLY- SP- APP- DWG- PDZ3/4- WAT- DEF- 004	1
	PDZ 3/4 Bank Profile Section At Bridge H17	OLY- SP- APP- DWG- PDZ3/4- WAT- DEF- 005	1
	Bridges	PDZ 4 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ4- BRI- PAR- 001
PDZ 4 Construction Bridge T01 Plan and Section		OLY- SP- APP- DWG- PDZ4- BRI- DEF- 001	
Utilities	PDZ 4 Utilities Corridor Plan	OLY- SP- APP- DWG- PDZ4- UTL- DEF- 001	1
	PDZ 4 Foul Water Drainage Deep Tunnel Plan	OLY- SP- APP- DWG- PDZ4- UTL- DEF- 002	1
Highways	PDZ 4 Highways - Olympics - Horizontal Alignment Ch 3+160 to 3+400 - Sheet 11 of 32	OLY-SP-APP-DWG-PDZ4-HGW-DEF-HA11	1
	PDZ 4 Highways - Olympics - Horizontal Alignment Ch 3+400 to 3+640 - Sheet 12 of 32	OLY-SP-APP-DWG-PDZ4-HGW-DEF-HA12	1
	PDZ 4 Highways - Olympics - Horizontal Alignment - Sheet 20 of 32	OLY-SP-APP-DWG-PDZ4-HGW-DEF-HA20	1
	PDZ 4 Highways - Olympics - Vertical Alignment Ch 2+860 to 3+640 - Sheet 06 of 30	OLY-SP-APP-DWG-PDZ4-HGW-DEF-VA06	1
	PDZ 4 Highways - Olympics - Vertical Alignment - Sheet 27 of 30	OLY-SP-APP-DWG-PDZ4-HGW-DEF-VA27	1
	PDZ 4/5 Highways - Olympics - Horizontal Alignment Ch 2+560 to 3+160 - Sheet 10 of 32	OLY-SP-APP-DWG-PDZ4/5-HGW-DEF-VA10	1
Construction Highways	PDZ 4 Temporary Construction Road	OLY- SP- APP- DWG- PDZ4- HGW- DEF- 001	

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PDZ 5 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Topography	PDZ 5 Proposed Formation Contours	OLY- SP- APP- DWG- PDZ5- TOP- DEF- 001	2
	PDZ 5 Enabling Works Reinforced Soil Slopes and Enabling Works Batters	OLY- SP- APP- DWG- PDZ5- TOP- DEF- 002	2
	PDZ 5 Sections -	OLY- GLB- APP- DWG- PDZ5- TOP- DEF- 001	1
Demolition	PDZ5 Buildings and Bridges to be Retained and Residential Buildings to be Demolished	OLY- SP- APP- DWG- PDZ5- DEM- DEF- 001	1
Waterways	PDZ 5 Waterways Proposed Treatments and Section Locations	OLY- SP- APP- DWG- PDZ5- WAT- DEF- 001	2
	PDZ 5 Bank Profile Section LN CH.2200	OLY- SP- APP- DWG- PDZ5- WAT- DEF- 002	1
	PDZ 5 Bank Profile Section LN CH.2400	OLY- SP- APP- DWG- PDZ5- WAT- DEF- 003	1
	PDZ 5 Bank Profile Section At Bridge F13	OLY- SP- APP- DWG- PDZ5- WAT- DEF- 004	1
	PDZ 5 Bank Profile Section At Bridge H10(T08)	OLY- SP- APP- DWG- PDZ5- WAT- DEF- 005	1
	PDZ 5/6 Bank Profile Section RL CH. 4950	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 001	1
	PDZ 5/6 Bank Profile Section RL CH. 5200	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 002	1
	PDZ 5/6 Bank Profile Section RL CH. 5266	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 003	1
	PDZ 5/6 Bank Profile Section RL CH. 5323	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 004	1
	PDZ 5/6 Bank Profile Section RL CH. 5487	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 005	2
	PDZ 5/6 Bank Profile Section At Bridge F02	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 006	1
	PDZ 5/6 Bank Profile Section At Bridge F03	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 007	1
	PDZ 5/6 Bank Profile Section At Bridge H01	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 008	1
	PDZ 5/9 Bank Profile Section RL CH. 5671	OLY- SP- APP- DWG- PDZ5/9- WAT- DEF- 001	1
	Bridges	PDZ 5 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ5- BRI- PAR- 001
PDZ 5 Construction Bridge T05 Plan and Section		OLY- SP- APP- DWG- PDZ5- BRI- DEF- 001	
PDZ 5 Construction Bridge T07 Plan and Section		OLY- SP- APP- DWG- PDZ5- BRI- DEF- 002	1
Utilities	PDZ 5 Utilities Corridor Plan	OLY- SP- APP- DWG- PDZ5- UTL- DEF- 001	1
	PDZ 5 Foul Water Drainage Deep Tunnel Plan	OLY- SP- APP- DWG- PDZ5- UTL- DEF- 002	1
Highways	PDZ 5 Highways - Olympics - Horizontal Alignment Ch 1+400 to 1+720 - Sheet 06 of 32	OLY-SP-APP-DWG-PDZ5-HGW-DEF-HA06	1
	PDZ 5 Highways - Olympics - Horizontal Alignment Ch 1+720 to 2+000 - Sheet 07 of 32	OLY-SP-APP-DWG-PDZ5-HGW-DEF-HA07	1
	PDZ 5 Highways - Olympics - Horizontal Alignment Ch 2+000 to 2+300 - Sheet 08 of 32	OLY-SP-APP-DWG-PDZ5-HGW-DEF-HA08	1
	PDZ 5 Highways - Olympics - Horizontal Alignment Ch 2+300 to 2+560 - Sheet 09 of 32	OLY-SP-APP-DWG-PDZ5-HGW-DEF-HA09	1
	PDZ 5 Highways - Olympics - Horizontal Alignment - Sheet 29 of 32	OLY-SP-APP-DWG-PDZ5-HGW-DEF-HA29	1
	PDZ 5 Highways - Olympics - Horizontal Alignment - Sheet 30 of 32	OLY-SP-APP-DWG-PDZ5-HGW-DEF-HA30	1
	PDZ 5 Highways - Olympics - Vertical Alignment Ch 1+720 to 2+300 - Sheet 04 of 30	OLY-SP-APP-DWG-PDZ5-HGW-DEF-VA04	1
	PDZ 5 Highways - Olympics - Vertical Alignment Ch 2+300 to 2+860 - Sheet 05 of 30	OLY-SP-APP-DWG-PDZ5-HGW-DEF-VA05	1
	PDZ 5 Highways - Olympics - Vertical Alignment - Sheet 18 of 30	OLY-SP-APP-DWG-PDZ5-HGW-DEF-VA18	1

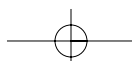
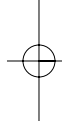
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PDZ 5 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Highways	PDZ 5 Highways - Olympics - Vertical Alignment - Sheet 19 of 30	OLY-SP-APP-DWG-PDZ5-HGW-DEF-VA19	1
	PDZ 5 Highways - Olympics - Vertical Alignment - Sheet 28 of 30	OLY-SP-APP-DWG-PDZ5-HGW-DEF-VA28	1
	PDZ 5 Highways - Olympics - Vertical Alignment - Sheet 29 of 30	OLY-SP-APP-DWG-PDZ5-HGW-DEF-VA29	1
	PDZ 5/6 Highways - Olympics - Vertical Alignment Ch 1+120 to 1+720 - Sheet 03 of 30	OLY-SP-APP-DWG-PDZ5/6-HGW-DEF-VA03	1
Construction Highways	PDZ 5 Temporary Construction Road	OLY- SP- APP- DWG- PDZ5- HGW- DEF- 001	1

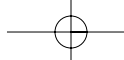
PDZ 6 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Topography	PDZ 6 Proposed Formation Contours	OLY- SP- APP- DWG- PDZ6- TOP- DEF- 001	2
	PDZ 6 Enabling Works Reinforced Soil Slopes and Enabling Works Batters	OLY- SP- APP- DWG- PDZ6- TOP- DEF- 002	2
	PDZ 6 Sections -	OLY- GLB- APP- DWG- PDZ6- TOP- DEF- 001	1
Demolition	PDZ6 Buildings and Bridges to be Retained and Residential Buildings to be Demolished	OLY- SP- APP- DWG- PDZ6- DEM- DEF- 001	1
Waterways	PDZ 6 Waterways Proposed Treatments and Section Locations	OLY- SP- APP- DWG- PDZ6- WAT- DEF- 001	2
	PDZ 6 Bank Profile Section CRHD CH.200	OLY- SP- APP- DWG- PDZ6- WAT- DEF- 002	1
	PDZ 6 Bank Profile Section CRHD CH.700	OLY- SP- APP- DWG- PDZ6- WAT- DEF- 003	1
	PDZ 6 Bank Profile Section At Bridge F05	OLY- SP- APP- DWG- PDZ6- WAT- DEF- 004	1
	PDZ 6 Flood Mitigation Measures Flood Culvert	OLY- SP- APP- DWG- PDZ6- WAT- DEF- 005	
	PDZ 5/6 Bank Profile Section RL CH. 4950	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 001	1
	PDZ 5/6 Bank Profile Section RL CH. 5200	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 002	1
	PDZ 5/6 Bank Profile Section RL CH. 5266	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 003	1
	PDZ 5/6 Bank Profile Section RL CH. 5323	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 004	1
	PDZ 5/6 Bank Profile Section RL CH. 5487	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 005	2
	PDZ 5/6 Bank Profile Section At Bridge F02	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 006	1
	PDZ 5/6 Bank Profile Section At Bridge F03	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 007	1
	PDZ 5/6 Bank Profile Section At Bridge H01	OLY- SP- APP- DWG- PDZ5/6- WAT- DEF- 008	1
	PDZ 6/9 Bank Profile Section CRHD CH.925	OLY- SP- APP- DWG- PDZ6/9- WAT- DEF- 001	1
PDZ 6/9 Flood Mitigation Measures Bully Point Outfall	OLY- SP- APP- DWG- PDZ6/9- WAT- DEF- 002	1	

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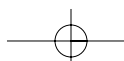
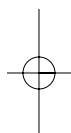


PDZ 6 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number	
Bridges	PDZ 6 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ6- BRI- PAR- 001	1	
	PDZ 6 Construction Bridge T06 Plan and Section	OLY- SP- APP- DWG- PDZ6- BRI- DEF- 001		
Utilities	PDZ 6 Utilities Corridor Plan	OLY- SP- APP- DWG- PDZ6- UTL- DEF- 001	1	
	PDZ 6 Foul Water Drainage Deep Tunnel Plan	OLY- SP- APP- DWG- PDZ6- UTL- DEF- 002	1	
	PDZ 6 Foul Water Drainage Shallow Pipe Cross-Section Plan - Limits of Deviation	OLY- SP- APP- DWG- PDZ6- UTL- DEF- 003		
Highways	PDZ 6/10 Highways - Olympics - Horizontal Alignment Ch 0+560 to 0+800 - Sheet 03 of 32	OLY-SP-APP-DWG-PDZ6/10-HGW-DEF-HA03	1	
	PDZ 6 Highways - Olympics - Horizontal Alignment Ch 0+800 to 1+120 - Sheet 04 of 32	OLY-SP-APP-DWG-PDZ6-HGW-DEF-HA04	1	
	PDZ 6 Highways - Olympics - Horizontal Alignment Ch 1+120 to 1+400 - Sheet 05 of 32	OLY-SP-APP-DWG-PDZ6-HGW-DEF-HA05	1	
	PDZ 6/10 Highways - Olympics - Vertical Alignment Ch 0+540 to 1+120 - Sheet 02 of 30	OLY-SP-APP-DWG-PDZ6/10-HGW-DEF-VA02	1	
	PDZ 6 Highways - Olympics - Vertical Alignment - Sheet 22 of 30	OLY-SP-APP-DWG-PDZ6/10-HGW-DEF-VA22	1	
	PDZ 6 Highways - Olympics - Vertical Alignment - Sheet 30 of 30	OLY-SP-APP-DWG-PDZ6/10-HGW-DEF-VA30	1	
	PDZ 6/7 Highways - Olympics - Horizontal Alignment - Sheet 23 of 32	OLY-SP-APP-DWG-PDZ6/7-HGW-DEF-HA23	1	
	PDZ 6/7 Highways - Olympics - Vertical Alignment - Sheet 14 of 30	OLY-SP-APP-DWG-PDZ6/7-HGW-DEF-VA14	1	
	PDZ 6/7 Highways - Olympics - Vertical Alignment - Sheet 17 of 30	OLY-SP-APP-DWG-PDZ6/7-HGW-DEF-VA17	1	
	PDZ 6/9 Highways - Olympics - Horizontal Alignment Ch 0+260 to 0+560 - Sheet 02 of 32	OLY-SP-APP-DWG-PDZ6/9-HGW-DEF-HA17	1	
	PDZ 6/9 Highways - Olympics - Horizontal Alignment - Sheet 24 of 32	OLY-SP-APP-DWG-PDZ6/9-HGW-DEF-HA24	1	
	PDZ 6/9 Highways - Olympics - Vertical Alignment Ch 0+000 to 0+540 - Sheet 01 of 30	OLY-SP-APP-DWG-PDZ6/9-HGW-DEF-VA01	1	
	Construction Highways	PDZ 6 Temporary Construction Road	OLY- SP- APP- DWG- PDZ6- HGW- DEF- 001	1

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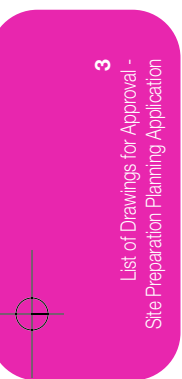


PDZ 7 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Topography	PDZ 7 Proposed Formation Contours	OLY- SP- APP- DWG- PDZ7- TOP- DEF- 001	1
	PDZ 7 Enabling Works Reinforced Soil Slopes and Enabling Works Batters	OLY- SP- APP- DWG- PDZ7- TOP- DEF- 002	1
	PDZ 7 Sections – Sheet 1 of 2	OLY- GLB- APP- DWG- PDZ7- TOP- DEF- 001	1
	PDZ 7 Sections – Sheet 2 of 2	OLY- GLB- APP- DWG- PDZ7- TOP- DEF- 002	1
Demolition	PDZ 7 Tree Preservation Orders Removed & Retained	OLY- SP- APP- DWG- PDZ7- DEM- DEF- 002	1
	PDZ 7 TPO Trees to be Removed	OLY- SP- APP- DWG- PDZ7- DEM- DEF- 003	
Waterways	PDZ 7 Waterways Proposed Treatments and Section Locations	OLY- SP- APP- DWG- PDZ7- WAT- DEF- 001	1
	PDZ 7 Bank Profile Section RL CH. 4740	OLY- SP- APP- DWG- PDZ7- WAT- DEF- 002	1
Bridges	PDZ 7 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ7- BRI- PAR- 001	1
Utilities	PDZ 7 Foul Water Drainage Shallow Pipe Plan	OLY- SP- APP- DWG- PDZ7- UTL- DEF- 001	1
	PDZ 7 Foul Water Drainage Shallow Pipe Cross-Section Plan - Limits of Deviation	OLY- SP- APP- DWG- PDZ7- UTL- DEF- 002	
Highways	PDZ 5/7 Highways Junction Works - Sheet 1 of 9	OLY-SP-APP-DWG-PDZ5/7-HGW-DEF-OJ11	
PDZ 8 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Topography	PDZ 8 Proposed Formation Contours	OLY- SP- APP- DWG- PDZ8- TOP- DEF- 001	1
	PDZ 8 Enabling Works Reinforced Soil Slopes and Enabling Works Batters	OLY- SP- APP- DWG- PDZ8- TOP- DEF- 002	1
	PDZ 8 Sections	OLY- GLB- APP- DWG- PDZ8- TOP- DEF- 001	1
Waterways	PDZ 8 Waterways Proposed Treatments and Section Locations	OLY- SP- APP- DWG- PDZ8- WAT- DEF- 001	1
	PDZ 8 Bank Profile Section CMR CH.935	OLY- SP- APP- DWG- PDZ8- WAT- DEF- 002	1
	PDZ 8 Bank Profile Section WW CH.900	OLY- SP- APP- DWG- PDZ8- WAT- DEF- 003	1
	PDZ 8 Bank Profile Section WW CH.1050	OLY- SP- APP- DWG- PDZ8- WAT- DEF- 004	1
	PDZ 8 Bank Profile Section CMR CH.840	OLY- SP- APP- DWG- PDZ8- WAT- DEF- 005	1
Bridges	PDZ 8 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ8- BRI- PAR- 001	1
Utilities	PDZ 8 Foul Water Drainage Rising Main Plan	OLY- SP- APP- DWG- PDZ8- UTL- DEF- 001	1
	PDZ 8 Foul Water Drainage Rising Main Cross-Section Plan - Limits of Deviation	OLY- SP- APP- DWG- PDZ8- UTL- DEF- 002	



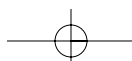
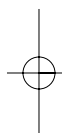
PDZ 9 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Topography	PDZ 9 Proposed Formation Contours	OLY- SP- APP- DWG- PDZ9- TOP- DEF- 001	1
	PDZ 9 Enabling Works Reinforced Soil Slopes and Enabling Works Batters	OLY- SP- APP- DWG- PDZ9- TOP- DEF- 002	1
	PDZ 9 Sections	OLY- GLB- APP- DWG- PDZ9- TOP- DEF- 001	1
Waterways	PDZ 9 Waterways Proposed Treatments and Section Locations	OLY- SP- APP- DWG- PDZ9- WAT- DEF- 001	2
	PDZ 5/9 Bank Profile Section RL CH.5671	OLY- SP- APP- DWG- PDZ5/9- WAT- DEF- 001	1
	PDZ 6/9 Bank Profile Section CRHD CH.925	OLY- SP- APP- DWG- PDZ6/9- WAT- DEF- 001	1
	PDZ 6/9 Flood Mitigation Measures Bully Point Outfall	OLY- SP- APP- DWG- PDZ6/9- WAT- DEF- 002	1
Bridges	PDZ 9 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ9- BRI- PAR- 001	1
	PDZ 9 Bridge F10A East Abutment Location Plan	OLY- SP- APP- DWG- PDZ9- BRI- DEF- 001	
	PDZ 9 Bridge F10A East Abutment Proposed Plan & Section	OLY- SP- APP- DWG- PDZ9- BRI- DEF- 002	
	PDZ 9 Bridge F10A East Abutment Proposed Elevation B & C	OLY- SP- APP- DWG- PDZ9- BRI- DEF- 003	
Highways	PDZ 9 Highways - Olympics - Horizontal Alignment Ch 0+000 to 0+260 - Sheet 01 of 32	OLY-SP-APP-DWG-PDZ9-HGW-DEF-HA01	1
	PDZ 9 Highways - Olympics - Horizontal Alignment - Sheet 25 of 32	OLY-SP-APP-DWG-PDZ9-HGW-DEF-HA25	1
	PDZ 9 Highways - Olympics - Vertical Alignment - Sheet 16 of 30	OLY-SP-APP-DWG-PDZ9-HGW-DEF-VA16	1
PDZ 10 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Topography	PDZ 10 Proposed Formation Contours	OLY- SP- APP- DWG- PDZ10- TOP- DEF- 001	1
	PDZ 10 Sections	OLY- GBL- APP- DWG- PDZ10-TOP-DEF- 001	1
Demolition	PDZ10 Buildings and Bridges to be Retained and Residential Buildings to be Demolished	OLY- SP- APP- DWG- PDZ10- DEM- DEF- 001	1
Highways	PDZ 6/10 Highways - Olympics - Horizontal Alignment Ch 0+560 to 0+800 - Sheet 03 of 32	OLY-SP-APP-DWG-PDZ6/10-HGW-DEF-HA03	1
	PDZ 6/10 Highways - Olympics - Vertical Alignment Ch 0+540 to 1+120 - Sheet 02 of 30	OLY-SP-APP-DWG-PDZ6/10-HGW-DEF-VA02	1

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 List of Drawings for Approval -
 Site Preparation Planning Application



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List of Drawings for Approval -
Site Preparation Planning Application



Olympic Delivery Authority



Planning Decisions Team

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List of Drawings for Approval -
Olympic Facilities and Legacy
Transformation Planning
Application

List of Drawings for Approval

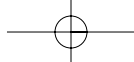
Olympic and Legacy Facilities Application 07/90010/OUMODA

SITE-WIDE DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Redline and Location Plans	Facilities & Legacy Transformation Planning Application Boundary	OLY- SP- APP- DWG- STW- RED- DEF- 001	
	Site Location Plan	OLY- GLB- APP- DWG- STW- LOC- DEF- 001	
	Site Wide Planning Delivery Zones Key Plan	OLY- GLB- APP- DWG- STW- LOC- DEF- 002	
	Blue Line Plan	OLY- GLB- APP- DWG- STW- LOC- DEF- 003	
Utilities	Site Wide Olympic and Legacy Utility Service Diversions	OLY- GLB- APP- DWG- STW- UTL- DEF- 001	1
	Telecommunication Cabin Site Layout Plan	OLY- OLF- APP- DWG- STW- UTL- PAR- 001	
	Telecommunication Cabin Cross-Section Plan	OLY- OLF- APP- DWG- STW- UTL- PAR- 002	
	Telecommunication Mast and Compound Site Layout Plan	OLY- OLF- APP- DWG- STW- UTL- DEF- 001	
	Telecommunication Mast and Compound Elevation Plan	OLY- OLF- APP- DWG- STW- UTL- DEF- 002	
Bridges	Site Wide Bridge Substructure Types Sheet 1 of 3	OLY- OLF- APP- DWG- STW- BRI- PAR- 001	
	Site Wide Bridge Substructure Types Sheet 2 of 3	OLY- OLF- APP- DWG- STW- BRI- PAR- 002	
	Site Wide Bridge Substructure Types Sheet 3 of 3	OLY- OLF- APP- DWG- STW- BRI- PAR- 003	1
	Site Wide Bridge Wingwall Types Sheet 1 of 2	OLY- OLF- APP- DWG- STW- BRI- PAR- 004	
	Site Wide Bridge Wingwall Types Sheet 2 of 2	OLY- OLF- APP- DWG- STW- BRI- PAR- 005	
Highways	Site Wide Highways - Legacy 2013 - Indicative Plan - Sheet 01 of 01	OLY- OLF- APP- DWG- STW- HGW- PAR- 001	1
PDZ 1 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Masterplans	PDZ 1 Illustrative General Arrangement Plan: Legacy Mode	OLY- OLF- APP- DWG- PDZ1- MAS- PAR- 001	1
	Topography	PDZ 1 Olympic Phase Proposed Finished Contours	OLY- OLF- APP- DWG- PDZ1- TOP- DEF- 001
PDZ 1 Proposed Reinforced Soil Slopes and Retaining Structures		OLY- OLF- APP- DWG- PDZ1- TOP- DEF- 002	1
PDZ 1 Sections - Sheet 1 of 2		OLY- GLB- APP- DWG- PDZ1- TOP- DEF- 001	1
PDZ 1 Sections - Sheet 2 of 2		OLY- GLB- APP- DWG- PDZ1- TOP- DEF- 002	1
Venues	PDZ 1 Olympic Venues Location Plan	OLY- OLF- APP- DWG- PDZ1- VEN- PAR- 001	1
	PDZ 1 Legacy Venues Location Plan	OLY- OLF- APP- DWG- PDZ1- VEN- PAR- 002	1
	PDZ 1 Aquatics Centre Olympic Parameter Plan	OLY- OLF- APP- DWG- PDZ1- VEN- PAR- 003	1
	PDZ 1 Aquatics Centre Olympic Parameter Sections	OLY- OLF- APP- DWG- PDZ1- VEN- PAR- 004	
	PDZ 1 Aquatics Centre Legacy Parameter Plan	OLY- OLF- APP- DWG- PDZ1- VEN- PAR- 005	1
	PDZ 1 Aquatics Centre Legacy Parameter Sections	OLY- OLF- APP- DWG- PDZ1- VEN- PAR- 006	
Common Domain	PDZ 1 Olympic Spectator Support Parameter Plan	OLY- OLF- APP- DWG- PDZ1- SSU- PAR- 001	1
Open Space	PDZ 1 Open Space - Olympic Mode	OLY- OLF- APP- DWG- PDZ1- SPC- PAR- 001	1
	PDZ 1 Open Space - Legacy Mode	OLY- OLF- APP- DWG- PDZ1- SPC- PAR- 002	1

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List of Drawings for Approval - Olympic Facilities and Legacy Transformation Planning Application

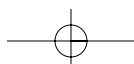
PDZ 1 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Utilities	PDZ 1 Above Ground Utilities Location Plan	OLY- OLF- APP- DWG- PDZ1- UTL- PAR- 001	1
	PDZ 1 West 2 Fencing Site Layout Plan	OLY- OLF- APP- DWG- PDZ1- UTL- PAR- 002	1
	PDZ 1 West 2 Fencing Cross-Section Plan	OLY- OLF- APP- DWG- PDZ1- UTL- PAR- 003	1
	PDZ 1 East 2 Fencing Site Layout Plan	OLY- OLF- APP- DWG- PDZ1- UTL- PAR- 004	1
	PDZ 1 East 2 Fencing Cross-Section Plan	OLY- OLF- APP- DWG- PDZ1- UTL- PAR- 005	
Surface Water Drainage	PDZ 1 Surface Water Drainage Pumping Station Location Plan U8.8	OLY- OLF- APP- DWG- PDZ1- SWD- PAR- 001	1
	PDZ 1 Surface Water Drainage Pumping Station Layout Plan U8.8	OLY- OLF- APP- DWG- PDZ1- SWD- PAR- 002	1
	PDZ 1 Surface Water Drainage Pumping Station Section U8.8	OLY- OLF- APP- DWG- PDZ1- SWD- PAR- 003	
	PDZ 1 Surface Water Drainage Pumping Station Location Plan U8.9	OLY- OLF- APP- DWG- PDZ1- SWD- PAR- 004	1
	PDZ 1 Surface Water Drainage Pumping Station Layout Plan U8.9	OLY- OLF- APP- DWG- PDZ1- SWD- PAR- 005	1
	PDZ 1 Surface Water Drainage Pumping Station Section U8.9	OLY- OLF- APP- DWG- PDZ1- SWD- PAR- 006	1
Bridges	PDZ 1 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ1- BRI- PAR- 001	1
	PDZ 1 Bridge F09 Parameter Plan	OLY- OLF- APP- DWG- PDZ1- BRI- PAR- 001	1
	PDZ 1 Bridge F09 Parameter Section	OLY- OLF- APP- DWG- PDZ1- BRI- PAR- 002	1
	PDZ 1 Bridge H05 Parameter Plan	OLY- OLF- APP- DWG- PDZ1- BRI- PAR- 003	1
	PDZ 1 Bridge H05 Parameter Section	OLY- OLF- APP- DWG- PDZ1- BRI- PAR- 004	1
	PDZ 1 Bridge H07 Parameter Plan	OLY- OLF- APP- DWG- PDZ1- BRI- PAR- 005	1
	PDZ 1 Bridge H07 Parameter Section	OLY- OLF- APP- DWG- PDZ1- BRI- PAR- 006	1
	PDZ 1 Bridge H08 Parameter Plan	OLY- OLF- APP- DWG- PDZ1- BRI- PAR- 007	1
	PDZ 1 Bridge H08 Parameter Section	OLY- OLF- APP- DWG- PDZ1- BRI- PAR- 008	1
	PDZ 1 Bridge F10 Parameter Plan	OLY- OLF- APP- DWG- PDZ1- BRI- PAR- 009	2
	PDZ 1 Bridge F10 Parameter Section	OLY- OLF- APP- DWG- PDZ1- BRI- PAR- 010	2
	PDZ 1 Bridge F10 Substructure and Wingwall	OLY- OLF- APP- DWG- PDZ1- BRI- PAR- 011	
PDZ 2 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Masterplans	PDZ 2 Illustrative General Arrangement Plan: Legacy Mode	OLY- OLF- APP- DWG- PDZ2- MAS- PAR- 001	1
Topography	PDZ 2 Olympic Phase Proposed Finished Contours	OLY- OLF- APP- DWG- PDZ2- TOP- DEF- 001	1
	PDZ 2 Proposed Reinforced Soil Slopes and Retaining Structures	OLY- OLF- APP- DWG- PDZ2- TOP- DEF- 002	1
	PDZ 2 Sections - Sheet 1 of 2	OLY- GLB- APP- DWG- PDZ2- TOP- DEF- 001	1
	PDZ 2 Sections - Sheet 2 of 2	OLY- GLB- APP- DWG- PDZ2- TOP- DEF- 002	1
Common Domain	PDZ 2 Olympic Spectator Support Parameter Plan	OLY- OLF- APP- DWG- PDZ2- SSU- PAR- 001	1

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List of Drawings for Approval - Olympic Facilities and Legacy Transformation Planning Application



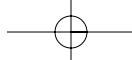
PDZ 2 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Open Space	PDZ 2 Open Space - Olympic Mode	OLY- OLF- APP- DWG- PDZ2- SPC- PAR- 001	1
	PDZ 2 Open Space - Legacy Mode	OLY- OLF- APP- DWG- PDZ2- SPC- PAR- 002	1
Bridges	PDZ 2 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ2- BRI- PAR- 001	1
	PDZ 2 Temporary Olympic Under Bridge U03 Plan and Section	OLY- OLF- APP- DWG- PDZ2- BRI- PAR- 001	
	PDZ 2 Bridge F06 Parameter Plan	OLY- OLF- APP- DWG- PDZ2- BRI- PAR- 002	1
	PDZ 2 Bridge F06 Parameter Section	OLY- OLF- APP- DWG- PDZ2- BRI- PAR- 003	1
	PDZ 2 Bridge F08 Parameter Plan	OLY- OLF- APP- DWG- PDZ2- BRI- PAR- 004	1
	PDZ 2 Bridge F08 Parameter Section	OLY- OLF- APP- DWG- PDZ2- BRI- PAR- 005	1
	PDZ 2 Bridge F11 Parameter Plan	OLY- OLF- APP- DWG- PDZ2- BRI- PAR- 006	1
	PDZ 2 Bridge F11 Parameter Section	OLY- OLF- APP- DWG- PDZ2- BRI- PAR- 007	1
	PDZ 2 Bridge H04 Parameter Plan	OLY- OLF- APP- DWG- PDZ2- BRI- PAR- 008	1
	PDZ 2 Bridge H04 Parameter Section	OLY- OLF- APP- DWG- PDZ2- BRI- PAR- 009	1
	PDZ 2 Bridge H06 Parameter Plan	OLY- OLF- APP- DWG- PDZ2- BRI- PAR- 010	1
	PDZ 2 Bridge H06 Parameter Section	OLY- OLF- APP- DWG- PDZ2- BRI- PAR- 011	1
	PDZ 2 Bridge L04 Parameter Plan	OLY- OLF- APP- DWG- PDZ2- BRI- PAR- 012	1
	PDZ 2 Bridge L04 Parameter Section	OLY- OLF- APP- DWG- PDZ2- BRI- PAR- 013	1
	PDZ 3 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number
Masterplans	PDZ 3 Illustrative General Arrangement Plan: Legacy Mode	OLY- OLF- APP- DWG- PDZ3- MAS- PAR- 001	1
Topography	PDZ 3 Olympic Phase Proposed Finished Contours	OLY- OLF- APP- DWG- PDZ3- TOP- DEF- 001	1
	PDZ 3 Proposed Reinforced Soil Slopes and Retaining Structures	OLY- OLF- APP- DWG- PDZ3- TOP- DEF- 002	1
	PDZ 3 Legacy Phase Proposed Finished Contours	OLY- OLF- APP- DWG- PDZ3- TOP- DEF- 003	1
	PDZ 3 Sections - Sheet 1 of 2	OLY- GLB- APP- DWG- PDZ3- TOP- DEF- 001	1
	PDZ 3 Sections - Sheet 2 of 2	OLY- GLB- APP- DWG- PDZ3- TOP- DEF- 002	
Venues	PDZ 3 Olympic Venues Location Plan	OLY- OLF- APP- DWG- PDZ3- VEN- PAR- 001	1
	PDZ 3 Legacy Venues Location Plan	OLY- OLF- APP- DWG- PDZ3- VEN- PAR- 002	1
	PDZ 3 Main Stadium Olympic Parameter Plan	OLY- OLF- APP- DWG- PDZ3- VEN- PAR- 003	1
	PDZ 3 Main Stadium Olympic Parameter Sections	OLY- OLF- APP- DWG- PDZ3- VEN- PAR- 004	1
	PDZ 3 Main Stadium Legacy Parameter Plan	OLY- OLF- APP- DWG- PDZ3- VEN- PAR- 005	1
	PDZ 3 Main Stadium Legacy Parameter Sections	OLY- OLF- APP- DWG- PDZ3- VEN- PAR- 006	1
Common Domain	PDZ 2 Olympic Accreditation Parameter Plan	OLY- OLF- APP- DWG- PDZ3- SSU- PAR- 001	1
	PDZ 3 Structure for Olympic Cauldron + Flame Olympic and Legacy Parameter Sections	OLY- OLF- APP- DWG- PDZ3- SSU- PAR- 003	1
Open Space	PDZ 3 Open Space - Olympic Mode	OLY- OLF- APP- DWG- PDZ3- SPC- PAR- 001	1
	PDZ 3 Open Space - Legacy Mode	OLY- OLF- APP- DWG- PDZ3- SPC- PAR- 002	1
Utilities	PDZ 3 Above Ground Utilities Location Plan	OLY- OLF- APP- DWG- PDZ3- UTL- PAR- 001	1

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List of Drawings for Approval - Olympic Facilities and Legacy Transformation Planning Application



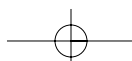
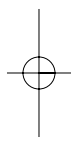
PDZ 3 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Surface Water Drainage	PDZ 3 Surface Water Drainage Pumping Station Location Plan U8.8	OLY- OLF- APP- DWG- PDZ3- SWD- PAR- 001	1
	PDZ 3 Surface Water Drainage Pumping Station Layout Plan U8.8	OLY- OLF- APP- DWG- PDZ3- SWD- PAR- 002	1
	PDZ 3 Surface Water Drainage Pumping Station Section U8.8	OLY- OLF- APP- DWG- PDZ3- SWD- PAR- 003	1
Bridges	PDZ 3 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ3- BRI- PAR- 001	1
	PDZ 3 Under Bridge U02 Plan and Section	OLY- OLF- APP- DWG- PDZ3- BRI- PAR- 001	
	PDZ 3 Bridge F07 Parameter Plan	OLY- OLF- APP- DWG- PDZ3- BRI- PAR- 002	1
	PDZ 3 Bridge F07 Parameter Section	OLY- OLF- APP- DWG- PDZ3- BRI- PAR- 003	1
	PDZ 3 Bridge F14 Parameter Plan	OLY- OLF- APP- DWG- PDZ3- BRI- PAR- 004	1
	PDZ 3 Bridge F14 Parameter Section	OLY- OLF- APP- DWG- PDZ3- BRI- PAR- 005	1
	PDZ 3 Bridge F17 Parameter Plan	OLY- OLF- APP- DWG- PDZ3- BRI- PAR- 006	1
	PDZ 3 Bridge F17 Parameter Section	OLY- OLF- APP- DWG- PDZ3- BRI- PAR- 007	1
	PDZ 3 Bridge H17 Parameter Plan	OLY- OLF- APP- DWG- PDZ3- BRI- PAR- 008	1
	PDZ 3 Bridge H17 Parameter Section	OLY- OLF- APP- DWG- PDZ3- BRI- PAR- 009	1
	PDZ 3 Bridge H18 Parameter Plan	OLY- OLF- APP- DWG- PDZ3- BRI- PAR- 010	
PDZ 3 Bridge H18 Parameter Section	OLY- OLF- APP- DWG- PDZ3- BRI- PAR- 011	1	
PDZ 4 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Masterplans	PDZ 4 Illustrative General Arrangement Plan: Legacy Mode	OLY- OLF- APP- DWG- PDZ4- MAS- PAR- 001	1
Topography	PDZ 4 Olympic Phase Proposed Finished Contours	OLY- OLF- APP- DWG- PDZ4- TOP- DEF- 001	1
	PDZ 4 Proposed Reinforced Soil Slopes and Retaining Structures	OLY- OLF- APP- DWG- PDZ4- TOP- DEF- 002	1
	PDZ 4 Sections - Sheet 1 of 2	OLY- GLB- APP- DWG- PDZ4- TOP- DEF- 001	1
	PDZ 4 Sections - Sheet 2 of 2	OLY- GLB- APP- DWG- PDZ4- TOP- DEF- 002	1
Venues	PDZ 4 Olympic Venues Location Plan	OLY- OLF- APP- DWG- PDZ4- VEN- PAR- 001	1
	PDZ 4 Legacy Venues Location Plan	OLY- OLF- APP- DWG- PDZ4- VEN- PAR- 002	1
	PDZ 4 Basketball Arena Olympic Parameter Plan	OLY- OLF- APP- DWG- PDZ4- VEN- PAR- 003	1
	PDZ 4 Basketball Stadium Olympic Parameter Sections	OLY- OLF- APP- DWG- PDZ4- VEN- PAR- 004	1
Common Domain	PDZ 4 Olympic Spectator Support Parameter Plan	OLY- OLF- APP- DWG- PDZ4- SSU- PAR- 001	1
	PDZ 4 Legacy Spectator Support Parameter Plan	OLY- OLF- APP- DWG- PDZ4- SSU- PAR- 002	1
	PDZ 4 Olympic Spectator Support Building Sections	OLY- OLF- APP- DWG- PDZ4- SSU- PAR- 003	1
	PDZ 4 Spectator Service Area 11 Olympic and Legacy Parameter Sections	OLY- OLF- APP- DWG- PDZ4- SSU- PAR- 004	1
Open Space	PDZ 4 Open Space - Olympic Mode	OLY- OLF- APP- DWG- PDZ4- SPC- PAR- 001	1
	PDZ 4 Open Space - Legacy Mode	OLY- OLF- APP- DWG- PDZ4- SPC- PAR- 002	1

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PDZ 4 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number	
Utilities	PDZ 4 Above Ground Utilities Location Plan	OLY- OLF- APP- DWG- PDZ4- UTL- PAR- 001	1	
	PDZ 4 Energy Centre Site Layout Plan	OLY- OLF- APP- DWG- PDZ4- UTL- PAR- 002	1	
	PDZ 4 Energy Centre and Electricity Substation Cross-Section Plan	OLY- OLF- APP- DWG- PDZ4- UTL- PAR- 003	1	
	PDZ 4 Electricity Sub-Station Site Layout Plan	OLY- OLF- APP- DWG- PDZ4- UTL- PAR- 004	1	
	Bridges	PDZ 4 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ4- BRI- PAR- 001	1
PDZ 4 Temporary Olympic Bridge T09 Parameter Plan		OLY- OLF- APP- DWG- PDZ4- BRI- PAR- 001		
PDZ 4 Temporary Olympic Bridge T09 Parameter Sections		OLY- OLF- APP- DWG- PDZ4- BRI- PAR- 002	1	
PDZ 4 Temporary Olympic Bridge T10 Parameter Plan		OLY- OLF- APP- DWG- PDZ4- BRI- PAR- 003		
PDZ 4 Temporary Olympic Bridge T10 Parameter Sections		OLY- OLF- APP- DWG- PDZ4- BRI- PAR- 004	1	
PDZ 4 Bridge L03a L03b Parameter Plan		OLY- OLF- APP- DWG- PDZ4- BRI- PAR- 005	1	
PDZ 4 Bridge L03a Parameter Sections		OLY- OLF- APP- DWG- PDZ4- BRI- PAR- 006	1	
PDZ 4 Bridge L03b Parameter Sections		OLY- OLF- APP- DWG- PDZ4- BRI- PAR- 007	1	
PDZ 4 Bridge H14 Parameter Plan		OLY- OLF- APP- DWG- PDZ4- BRI- PAR- 008		
PDZ 4 Bridge H14 Parameter Section		OLY- OLF- APP- DWG- PDZ4- BRI- PAR- 009	1	
PDZ 4 Bridge H16 Parameter Plan		OLY- OLF- APP- DWG- PDZ4- BRI- PAR- 010		
PDZ 4 Bridge H16 Parameter Sections		OLY- OLF- APP- DWG- PDZ4- BRI- PAR- 011	1	
PDZ 5 DRAWINGS FOR APPROVAL		Drawing Title	Reference Number	Revision Number
Masterplans		PDZ 5 Illustrative General Arrangement Plan: Legacy Mode	OLY- OLF- APP- DWG- PDZ5- MAS- PAR- 001	1
		Topography	PDZ 5 Olympic Phase Proposed Finished Contours	OLY- OLF- APP- DWG- PDZ5- TOP- DEF- 001
PDZ 5 Proposed Reinforced Soil Slopes and Retaining Structures	OLY- OLF- APP- DWG- PDZ5- TOP- DEF- 002		2	
PDZ 5 Sections	OLY- GLB- APP- DWG- PDZ5- TOP- DEF- 001		1	
Venues Plot Parameter Plans	PDZ 5 Olympic Venues Location Plan	OLY- OLF- APP- DWG- PDZ5- VEN- PAR- 001	1	
	PDZ 5 Legacy Venues Location Plan	OLY- OLF- APP- DWG- PDZ5- VEN- PAR- 002	1	
	PDZ 5 Handball Arena Olympic Parameter Plan	OLY- OLF- APP- DWG- PDZ5- VEN- PAR- 003	1	
	PDZ 5 Handball Arena Olympic Parameter Sections	OLY- OLF- APP- DWG- PDZ5- VEN- PAR- 004		
	PDZ 5 IBC/MBC Arena Olympic Parameter Plan	OLY- OLF- APP- DWG- PDZ5- VEN- PAR- 005	1	
	PDZ 5 IBC/MBC Arena Olympic Parameter Sections	OLY- OLF- APP- DWG- PDZ5- VEN- PAR- 006		
	PDZ 5 Hockey Venue Olympic Parameter Plan	OLY- OLF- APP- DWG- PDZ5- VEN- PAR- 007	1	
	PDZ 5 Hockey Venue Olympic Parameter Sections	OLY- OLF- APP- DWG- PDZ5- VEN- PAR- 008		
Common Domain	PDZ 5 Olympic Spectator Support Parameter Plan	OLY- OLF- APP- DWG- PDZ5- SSU- PAR- 001	1	
Open Space	PDZ 5 Open Space - Olympic Mode	OLY- OLF- APP- DWG- PDZ5- SPC- PAR- 001	1	
	PDZ 5 Open Space - Legacy Mode	OLY- OLF- APP- DWG- PDZ5- SPC- PAR- 002	1	

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 List of Drawings for Approval - Olympic Facilities and Legacy Transformation Planning Application



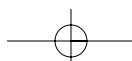
PDZ 5 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Utilities	PDZ 5 Above Ground Utilities Location Plan	OLY- OLF- APP- DWG- PDZ5- UTL- PAR- 001	1
Surface Water Drainage	PDZ 5 Surface Water Drainage Pumping Station Location Plan U8.4	OLY- OLF- APP- DWG- PDZ5- SWD- PAR- 001	1
	PDZ 5 Surface Water Drainage Pumping Station Layout Plan U8.4	OLY- OLF- APP- DWG- PDZ5- SWD- PAR- 002	1
	PDZ 5 Surface Water Drainage Pumping Station Section U8.4	OLY- OLF- APP- DWG- PDZ5- SWD- PAR- 003	1
Bridges	PDZ 5 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ5- BRI- PAR- 001	1
	PDZ 5 Temporary Olympic Bridge T08 Parameter Plan	OLY- OLF- APP- DWG- PDZ5- BRI- PAR- 001	
	PDZ 5 Temporary Olympic Bridge T08 Parameter Sections	OLY- OLF- APP- DWG- PDZ5- BRI- PAR- 002	1
	PDZ 5 Bridge F02 Parameter Plan	OLY- OLF- APP- DWG- PDZ5- BRI- PAR- 003	1
	PDZ 5 Bridge F02 Parameter Section	OLY- OLF- APP- DWG- PDZ5- BRI- PAR- 004	1
	PDZ 5 Bridge F03 Parameter Plan	OLY- OLF- APP- DWG- PDZ5- BRI- PAR- 005	1
	PDZ 5 Bridge F03 Parameter Sections	OLY- OLF- APP- DWG- PDZ5- BRI- PAR- 006	1
	PDZ 5 Bridge F13 Parameter Plan	OLY- OLF- APP- DWG- PDZ5- BRI- PAR- 007	1
	PDZ 5 Bridge F13 Parameter Sections	OLY- OLF- APP- DWG- PDZ5- BRI- PAR- 008	1
	PDZ 5 Bridge H01 Parameter Plan	OLY- OLF- APP- DWG- PDZ5- BRI- PAR- 009	1
	PDZ 5 Bridge H01 Parameter Sections	OLY- OLF- APP- DWG- PDZ5- BRI- PAR- 010	1
	PDZ 5 Bridge H10 Parameter Plan	OLY- OLF- APP- DWG- PDZ5- BRI- PAR- 011	
PDZ 5 Bridge H10 Parameter Sections	OLY- OLF- APP- DWG- PDZ5- BRI- PAR- 012	1	
Demolition	PDZ 5 Buildings and Bridges to be Retained and Residential Buildings to be Demolished	OLY- OLF- APP- DWG- PDZ5- DEM DEF- 001	
PDZ 6 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Masterplans	PDZ 6 Illustrative General Arrangement Plan: Legacy Mode	OLY- OLF- APP- DWG- PDZ6- MAS- PAR- 001	1
Topography	PDZ 6 Olympic Phase Proposed Finished Contours	OLY- OLF- APP- DWG- PDZ6- TOP- DEF- 001	2
	PDZ 6 Proposed Reinforced Soil Slopes and Retaining Structures	OLY- OLF- APP- DWG- PDZ6- TOP- DEF- 002	2
	PDZ 6 Sections	OLY- GLB- APP- DWG- PDZ6- TOP- DEF- 001	1
Venues	PDZ 6 Olympic Venues Location Plan	OLY- OLF- APP- DWG- PDZ6- VEN- PAR- 001	1
Plot Parameter Plans	PDZ 6 Legacy Venues Location Plan	OLY- OLF- APP- DWG- PDZ6- VEN- PAR- 002	1
	PDZ 6 Velodrome Olympic Parameter Plan	OLY- OLF- APP- DWG- PDZ6- VEN- PAR- 003	1
	PDZ 6 Velodrome Olympic Parameter Sections	OLY- OLF- APP- DWG- PDZ6- VEN- PAR- 004	
	PDZ 6 BMX Venue Olympic Parameter Plan	OLY- OLF- APP- DWG- PDZ6- VEN- PAR- 005	1
	PDZ 6 BMX Venue Olympic Parameter Sections	OLY- OLF- APP- DWG- PDZ6- VEN- PAR- 006	
	PDZ 6 BMX Venue Legacy Parameter Plan	OLY- OLF- APP- DWG- PDZ6- VEN- PAR- 007	1
	PDZ 6 BMX Venue Legacy Parameter Sections	OLY- OLF- APP- DWG- PDZ6- VEN- PAR- 008	
	PDZ 6 Fencing Venue Olympic Parameter Plan	OLY- OLF- APP- DWG- PDZ6- VEN- PAR- 009	1
	PDZ 6 Fencing Venue Olympic Parameter Sections	OLY- OLF- APP- DWG- PDZ6- VEN- PAR- 010	
	PDZ 6 Athletes' Village BOH Olympic Location Plan	OLY- OLF- APP- DWG- PDZ6- VEN- PAR- 011	

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List of Drawings for Approval - Olympic Facilities and Legacy Transformation Planning Application



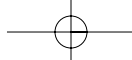
PDZ 6 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Common Domain	PDZ 6 Olympic Spectator Support Parameter Plan	OLY- OLF- APP- DWG- PDZ6- SSU- PAR- 001	1
Open Space	PDZ 6 Open Space - Olympic Mode	OLY- OLF- APP- DWG- PDZ6- SPC- PAR- 001	1
	PDZ 6 Open Space - Legacy Mode	OLY- OLF- APP- DWG- PDZ6- SPC- PAR- 002	1
Utilities	PDZ 6 Above Ground Utilities Location Plan	OLY- OLF- APP- DWG- PDZ6- UTL- PAR- 001	
	PDZ 6 East 3 Fencing Site Layout Plan	OLY- OLF- APP- DWG- PDZ6- UTL- PAR- 002	1
	PDZ 6 East 3 Fencing Cross-Section Plan	OLY- OLF- APP- DWG- PDZ6- UTL- PAR- 003	1
Highways	PDZ 6/9 Highways - Olympics - Coach Parks - Athletes Village Transport Mall - Sheet 05 of 09	OLY- OLF- APP- DWG- PDZ6/9- HGW- DEF- CP05	1
Bridges	PDZ 6 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ6- BRI- PAR- 001	
	PDZ 6 Under Bridge U01 Plan and Section	OLY- OLF- APP- DWG- PDZ6- BRI- PAR- 001	1
	PDZ 6 Under Bridge U05 Parameter Plan	OLY- OLF- APP- DWG- PDZ6- BRI- PAR- 002	
	PDZ 6 Under Bridge U05 Parameter Sections	OLY- OLF- APP- DWG- PDZ6- BRI- PAR- 003	1
	PDZ 6 Bridge F05 Parameter Plan	OLY- OLF- APP- DWG- PDZ6- BRI- PAR- 004	1
	PDZ 6 Bridge F05 Parameter Sections	OLY- OLF- APP- DWG- PDZ6- BRI- PAR- 005	1
	PDZ 6 Bridge L02 Parameter Plan	OLY- OLF- APP- DWG- PDZ6- BRI- PAR- 006	1
	PDZ 6 Bridge L02 Parameter Sections	OLY- OLF- APP- DWG- PDZ6- BRI- PAR- 007	1
Demolition	Buildings and Bridges to be Retained and Residential Buildings to be Demolished PDZ6	OLY- OLF- APP- DWG- PDZ6- DEM DEF- 001	1
PDZ 7 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Topography	PDZ7 Olympic Phase Proposed Finished Contours	OLY- OLF- APP- DWG- PDZ7- TOP- DEF- 001	1
	PDZ 7 Proposed Reinforced Soil Slopes and Retaining Structures	OLY- OLF- APP- DWG- PDZ7- TOP- DEF- 002	1
	PDZ 7 Sections – Page 1	OLY- GLB- APP- DWG- PDZ7- TOP- DEF- 001	1
	PDZ 7 Sections – Page 2	OLY- GLB- APP- DWG- PDZ7- TOP- DEF- 002	1
Venues Plot Parameter Plans	PDZ 7 Olympic Venues Location Plan	OLY- OLF- APP- DWG- PDZ7- VEN- PAR- 001	1
	PDZ 7 Legacy Venues Location Plan	OLY- OLF- APP- DWG- PDZ7- VEN- PAR- 002	1
	PDZ 7 Eton Manor Olympic Parameter Plan	OLY- OLF- APP- DWG- PDZ7- VEN- PAR- 003	1
	PDZ 7 Eton Manor Olympic Parameter Sections	OLY- OLF- APP- DWG- PDZ7- VEN- PAR- 004	
	PDZ 7 Eton Manor Paralympic Parameter Plan	OLY- OLF- APP- DWG- PDZ7- VEN- PAR- 005	1
	PDZ 7 Eton Manor Paralympic Parameter Sections	OLY- OLF- APP- DWG- PDZ7- VEN- PAR- 006	
	PDZ 7 Eton Manor Legacy Parameter Plan	OLY- OLF- APP- DWG- PDZ7- VEN- PAR- 007	
	PDZ 7 Eton Manor Legacy Parameter Sections	OLY- OLF- APP- DWG- PDZ7- VEN- PAR- 008	
Common Domain	PDZ 7 Olympic Spectator Support Parameter Plan	OLY- OLF- APP- DWG- PDZ7-SSU- PAR- 001	1
Open Space	PDZ 7 Open Space - Olympic Mode	OLY- OLF- APP- DWG- PDZ7-SPC- PAR- 001	1
	PDZ 7 Open Space - Legacy Mode	OLY- OLF- APP- DWG- PDZ7-SPC- PAR- 002	1
Utilities	PDZ 7 Above Ground Utilities Location Plan	OLY- OLF- APP- DWG- PDZ7- UTL- PAR- 001	1
	PDZ 7 Wind Turbine Sub-Station Site Layout Plan	OLY- OLF- APP- DWG- PDZ7- UTL- PAR- 002	1
	PDZ 7 Wind Turbine Sub-Station Cross Section Plan	OLY- OLF- APP- DWG- PDZ7- UTL- PAR- 003	
	PDZ 7 Wind Turbine Site Layout Plan	OLY- OLF- APP- DWG- PDZ7- UTL- DEF- 001	1
	PDZ 7 Wind Turbine Elevation Plan	OLY- OLF- APP- DWG- PDZ7- UTL- DEF- 002	

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List of Drawings for Approval - Olympic Facilities and Legacy Transformation Planning Application



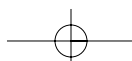
PDZ 7 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Surface Water Drainage	PDZ 7 Surface Water Drainage Pumping Station Location Plan U8.5	OLY- OLF- APP- DWG- PDZ7- SWD- PAR- 001	1
	PDZ 7 Surface Water Drainage Pumping Station Layout Plan U8.5	OLY- OLF- APP- DWG- PDZ7- SWD- PAR- 002	1
	PDZ 7 Surface Water Drainage Pumping Station Section U8.5	OLY- OLF- APP- DWG- PDZ7- SWD- PAR- 003	
Bridges	PDZ 7 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ7- BRI- PAR- 001	1
	PDZ 7 Bridge L01 Parameter Plan	OLY- OLF- APP- DWG- PDZ7- BRI- PAR- 001	1
	PDZ 7 Bridge L01 Parameter Sections	OLY- OLF- APP- DWG- PDZ7- BRI- PAR- 002	1
Highways	PDZ 7 Highways - Olympics - Junction Works - Sheet 03 of 09	OLY- OLF- APP DWG- PDZ7- HGW- DEF- OJ13	
	PDZ 7 Highways - Olympics - Junction Works - Sheet 04 of 09	OLY- OLF- APP DWG- PDZ7- HGW- DEF- OJ14	
	PDZ 7 Highways - Olympics - Horizontal Alignment - Sheet 22 of 32	OLY- OLF- APP- DWG- PDZ7- HGW- DEF- HA22	1
	PDZ 7 Highways - Olympics - Vertical Alignment - Sheet 12 of 30	OLY- OLF- APP- DWG- PDZ7- HGW- DEF- VA12	1
	PDZ 7 Highways - Olympics - Vertical Alignment - Sheet 13 of 30	OLY- OLF- APP- DWG- PDZ7- HGW- DEF- VA13	1
PDZ 8 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Masterplans	PDZ 8 Illustrative General Arrangement Plan: Legacy Mode	OLY- OLF- APP- DWG- PDZ8- MAS- PAR- 001	1
Topography	PDZ8 Olympic Phase Proposed Finished Contours	OLY- OLF- APP- DWG- PDZ8- TOP- DEF- 001	1
	PDZ 8 Proposed Reinforced Soil Slopes and Retaining Structures	OLY- OLF- APP- DWG- PDZ8- TOP- DEF- 002	1
	PDZ 8 Sections	OLY- GLB- APP- DWG- PDZ8- TOP- DEF- 001	1
Common Domain	PDZ 8 Olympic Spectator Support Parameter Plan	OLY- OLF- APP- DWG- PDZ8-SSU- PAR- 001	1
Open Space	PDZ 8 Open Space - Olympic Mode	OLY- OLF- APP- DWG- PDZ8-SPC- PAR- 001	
	PDZ 8 Open Space - Legacy Mode	OLY- OLF- APP- DWG- PDZ8-SPC- PAR- 002	
Utilities	PDZ 8 Above Ground Utilities Location Plan	OLY- OLF- APP- DWG- PDZ8- UTL- PAR- 001	1
	PDZ 8 Terminal Pumping Station Site Layout Plan	OLY- OLF- APP- DWG- PDZ8- UTL- PAR- 002	1
	PDZ 8 Terminal Pumping Station Cross-Section Plan	OLY- OLF- APP- DWG- PDZ8- UTL- PAR- 003	
	PDZ 8 Bow Sub-Station Fencing Site Layout Plan	OLY- OLF- APP- DWG- PDZ8- UTL- DEF- 004	1
	PDZ 8 Bow Sub-Station Fencing Cross Section Plan	OLY- OLF- APP- DWG- PDZ8- UTL- DEF- 005	1
Bridges	PDZ 8 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ8- BRI- PAR- 001	1
Highways	PDZ 8 Highways - Olympics - Coach Parks - Sheet 09 of 09	OLY- OLF- APP- DWG- PDZ8- HGW- DEF- CP09	
	PDZ 8 Highways - Olympics - Junction Works - Sheet 08 of 09	OLY- OLF- APP DWG- PDZ8- HGW- DEF- OJ18	

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PDZ 9 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Masterplans	PDZ 9 Illustrative General Arrangement Plan: Legacy Mode	OLY- OLF- APP- DWG- PDZ9- MAS- PAR- 001	1
	PDZ 9 Olympic Phase Proposed Finished Contours	OLY- OLF- APP- DWG- PDZ9- TOP- DEF- 001	1
	PDZ 9 Proposed Reinforced Soil Slopes and Retaining Structures	OLY- OLF- APP- DWG- PDZ9- TOP- DEF- 002	1
Topography	PDZ 9 Sections	OLY- GLB- APP- DWG- PDZ9- TOP- DEF- 001	1
	Common Domain		1
	PDZ 9 Olympic Spectator Support Parameter Plan	OLY- OLF- APP- DWG- PDZ9-SSU- PAR- 001	
Open Space	PDZ 9 Open Space - Olympic Mode	OLY- OLF- APP- DWG- PDZ9-SPC- PAR- 001	1
	PDZ 9 Open Space - Legacy Mode	OLY- OLF- APP- DWG- PDZ9-SPC- PAR- 002	1
Utilities	PDZ 9 Above Ground Utilities Location Plan	OLY- OLF- APP- DWG- PDZ9- UTL- PAR- 001	1
	PDZ 9 CTRL Cooling Box Site Layout Plan	OLY- OLF- APP- DWG- PDZ9- UTL- PAR- 002	1
	PDZ 9 CTRL Cooling Box Cross-Section Plan	OLY- OLF- APP- DWG- PDZ9- UTL- PAR- 003	1
Bridges	PDZ 9 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ9- BRI- PAR- 001	1
	PDZ 9 Bridge T13 Parameter Plan	OLY- OLF- APP- DWG- PDZ9- BRI- PAR- 001	
	PDZ 9 Bridge T13 Parameter Section	OLY- OLF- APP- DWG- PDZ9- BRI- PAR- 001	
Highways	PDZ 6/9 Highways - Olympics - Coach Parks - Athletes Village Transport Mall - Sheet 05 of 09	OLY- OLF- APP- DWG- PDZ9- HGW- DEF- CP05	
PDZ 10 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Topography	PDZ 10 Olympic Phase Proposed Finished Contours	OLY- OLF- APP- DWG- PDZ10- TOP- DEF- 001	1
	PDZ 10 Sections	OLY- GLB- APP- DWG- PDZ10- TOP- DEF- 001	1
Demolition	Buildings and Bridges to be Retained and Residential Buildings to be Demolished PDZ10	OLY- OLF- APP- DWG- PDZ10- DEM DEF- 001	
PDZ 11 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Masterplans	PDZ 11 Illustrative General Arrangement Plan: Legacy Mode	OLY- OLF- APP- DWG- PDZ11- MAS- PAR- 001	1
Venues	PDZ 11 Athletes' Village BOH Olympic Location Plan	OLY- OLF- APP- DWG- PDZ11- VEN- PAR- 001	
Highways	PDZ 11 Highways - Olympics - Coach Parks - Eastern Sponsors Coach Parks - Sheet 06 of 09	OLY- OLF- APP- DWG- PDZ11- HGW- DEF- CP06	
	PDZ 11 Highways - Olympics - Coach Parks - Eastern Sponsors Coach Parks - Sheet 07 of 09	OLY- OLF- APP- DWG- PDZ11- HGW- DEF- CP07	
	PDZ 11 Highways - Olympics - Junction Works - Sheet 05 of 09	OLY- OLF- APP DWG- PDZ11- HGW- DEF- OJ15	
	PDZ 11 Highways - Olympics - Junction Works - Sheet 06 of 09	OLY- OLF- APP DWG- PDZ11- HGW- DEF- OJ16	

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PDZ 12 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Masterplans	PDZ 12 Illustrative General Arrangement Plan: Legacy Mode	OLY- OLF- APP- DWG- PDZ12- MAS- PAR- 001	1
Open Space	PDZ 12 Open Space – Olympic Mode	OLY- OLF- APP- DWG- PDZ12- SPC- PAR- 001	
	PDZ 12 Open Space – Legacy Mode	OLY- OLF- APP- DWG- PDZ12- SPC- PAR- 002	
Utilities	PDZ 12 Above Ground Utilities Location Plan	OLY- OLF- APP- DWG- PDZ12- UTL- PAR- 001	1
Highways	PDZ 12 Highways - Olympics - Coach Parks - Southern Spectator Transport Mall- Sheet 08 of 09	OLY- OLF- APP- DWG- PDZ12- HGW- DEF- CP08	
	PDZ 12 Highways - Olympics - Junction Works - Sheet 07 of 09	OLY- OLF- APP DWG- PDZ12- HGW- DEF- OJ17	
PDZ 13 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Topography	PDZ 13 Proposed Formation Contours	OLY- OLF- APP- DWG- PDZ13- TOP- DEF- 001	
	PDZ 13 Olympic Phase Proposed Finished Contours	OLY- OLF- APP- DWG- PDZ13- TOP- DEF- 002	
	PDZ 13 Proposed Reinforced Soil Slopes and Retaining Structures	OLY- OLF- APP- DWG- PDZ13- TOP- DEF- 003	
	PDZ 13 Sections	OLY- GLB- APP- DWG- PDZ13- TOP- DEF- 004	
Open Space	PDZ 13 Open Space – Olympic Mode	OLY- OLF- APP- DWG- PDZ13- SPC- PAR- 001	
	PDZ 13 Open Space – Legacy Mode	OLY- OLF- APP- DWG- PDZ13- SPC- PAR- 002	
Bridges	PDZ 13 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ13- BRI- PAR- 001	1
	PDZ 13 Under Bridge U04 Plan	OLY- OLF- APP- DWG- PDZ13- BRI- PAR- 001	1
	PDZ 13 Under Bridge U04 Section	OLY- OLF- APP- DWG- PDZ13- BRI- PAR- 002	1
PDZ 14 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Topography	PDZ 14 Olympic Phase Proposed Formation Contours	OLY- OLF- APP- DWG- PDZ14- TOP- DEF- 001	
Common Domain	PDZ 14 Olympic Accreditation Parameter Plan	OLY- OLF- APP- DWG- PDZ14-SSU- PAR- 001	1
Utilities	PDZ 14 Above Ground Utilities Location Plan	OLY- OLF- APP- DWG- PDZ14- UTL- PAR- 001	1
Bridges	PDZ 14 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ14- BRI- PAR- 001	1
Highways	PDZ 14 Highways - Olympics - Junction Works - Sheet 09 of 09	OLY- OLF- APP DWG- PDZ14- HGW- DEF- OJ19	

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List of Drawings for Approval - Olympic Facilities and Legacy Transformation Planning Application

PDZ 15 DRAWINGS FOR APPROVAL	Drawing Title	Reference Number	Revision Number
Topography	PDZ 15 Proposed Formation Contours	OLY- OLF- APP- DWG- PDZ14- TOP- DEF- 001	1
	PDZ 15 Olympic Phase Proposed Finished Contours	OLY- OLF- APP- DWG- PDZ15- TOP- DEF- 002	1
	PDZ 15 Proposed Reinforced Soil Slopes and Retaining Structures	OLY- OLF- APP- DWG- PDZ15- TOP- DEF- 003	1
	PDZ 15 Sections	OLY- OLF- APP- DWG- PDZ15- TOP- DEF- 004	1
Common Domain	PDZ 15 Olympic Accreditation Parameter Plan	OLY- OLF- APP- DWG- PDZ15-SSU- PAR- 001	1
Open Space	PDZ 15 Open Space – Olympic Mode	OLY- OLF- APP- DWG- PDZ15- SPC- PAR- 001	1
	PDZ 15 Open Space – Legacy Mode	OLY- OLF- APP- DWG- PDZ15- SPC- PAR- 002	
	PDZ 15 Changing Room Facilities Olympic Mode	OLY- OLF- APP- DWG- PDZ15- SPC- PAR- 003	
	PDZ 15 Changing Room Facilities Legacy Mode	OLY- OLF- APP- DWG- PDZ15- SPC- PAR- 004	
	PDZ 15 Changing Room Facilities Olympic & Legacy Section	OLY- OLF- APP- DWG- PDZ15- SPC- PAR- 005	
Utilities	PDZ 15 Above Ground Utilities Location Plan	OLY- OLF- APP- DWG-PDZ15- UTL-PAR- 001	1
Bridges	PDZ 15 Bridge Location Plan	OLY- GLB- APP- DWG- PDZ15- BRI- PAR- 001	1
Highways	PDZ 15 Highways - Olympics - Coach Parks - Northern Spectator Transport Mall - Sheet 01 of 09	OLY- OLF- APP DWG- PDZ15- HGW- DEF- CP01	
	PDZ 15 Highways - Olympics - Coach Parks - Northern Spectator Transport Mall - Sheet 02 of 09	OLY- OLF- APP DWG- PDZ15- HGW- DEF- CP02	
	PDZ 15 Highways - Olympics - Coach Parks - Northern Spectator Transport Mall - Sheet 03 of 09	OLY- OLF- APP DWG- PDZ15- HGW- DEF- CP03	
	PDZ 15 Highways - Olympics - Coach Parks - Northern Spectator Transport Mall - Sheet 04 of 09	OLY- OLF- APP DWG- PDZ15- HGW- DEF- CP04	
	PDZ 15 Highways - Olympics - Junction Works - Sheet 02 of 09	OLY- OLF- APP DWG- PDZ15- HGW- DEF- OJ12	

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List of Drawings for Approval - Olympic Facilities and Legacy Transformation Planning Application

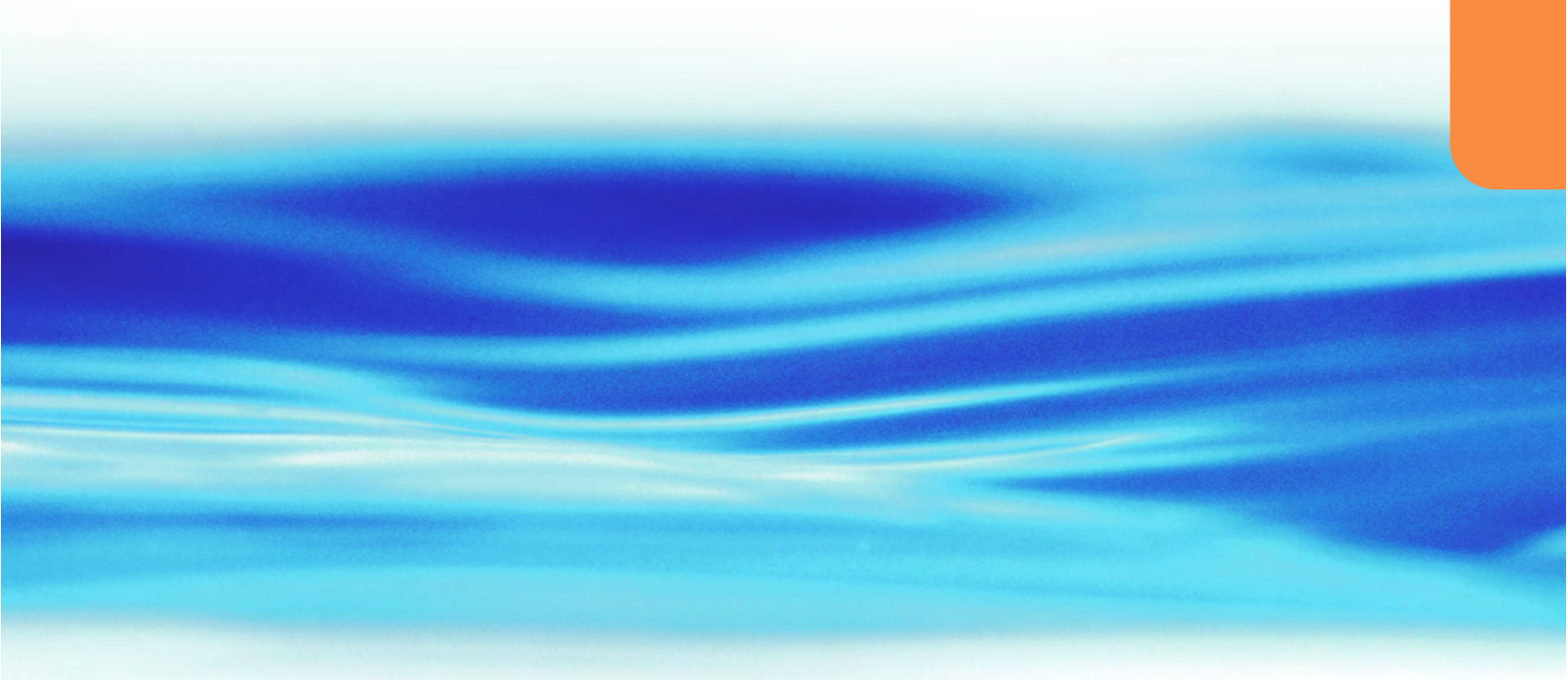
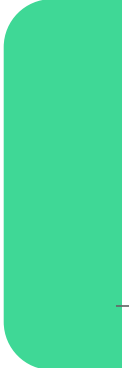
Olympic Delivery Authority



Planning Decisions Team

5

Regulation 19 Letter
dated 4th April 2007



EDAW
The Johnson Building
77 Hatton Garden
London
EC1N 8JS

4th April 2007

Dear Sirs,

REQUEST UNDER REGULATION 19 OF THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) (ENGLAND AND WALES) REGULATIONS 1999, FOR THE SUBMISSION OF FURTHER ENVIRONMENTAL INFORMATION IN RELATION TO:

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION, REF. 07/90010, AND

OLYMPIC, PARALYMPIC & LEGACY TRANSFORMATION PLANNING APPLICATIONS: SITE PREPARATION APPLICATION, REF. 07/90011

In February 2007 you submitted the above planning applications on behalf of the Olympic Delivery Authority. These applications were accompanied by an environmental statement.

The Environmental Statement submitted with these applications has been considered and, in accordance with Regulation 19 (1) and Regulation 19 (10) of the Town and Country Planning (Environmental Assessment) (England and Wales) Regulations 1999, I request that you provide further information either to amplify or verify information provided in the Environmental Statement as described below:

1 GENERAL

1.1 The ODA, as Applicant, is requested to consider the following general points in relation to the submitted ES and provide further information as a summary in relation to each topic. It may be helpful to provide a summary chapter or table:

1.1.1 Measures built into the proposals and assumed in relation to construction practices from the outset to avoid or otherwise minimise the likelihood of adverse environmental effects arising;

OLYMPIC DELIVERY AUTHORITY

Planning Decisions Team

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- 1.1.2 Significant environmental effects assessed as being likely as a result of the project listed by reference to the assessment periods for which the assessment is carried out;
- 1.1.3 Any mitigation measures proposed over and above those listed at 1.1.1 in order to mitigate any significant adverse effects assessed as likely; and
- 1.1.4 Any likely significant effects of the development where cumulative with other developments, in particular, the Stratford City Development.
- 1.2 In each case, the information presented should be related to the particular phase of the development in which the impact will occur.
- 1.3 The Applicant should provide an updated non technical summary of the ES to reflect any changes consequent on the further information provided further to this Regulation 19 request.
- 2 DETAILS OF MITIGATION MEASURES**
- 2.1 The ES refers to or envisages a series of documents intended to articulate both the methodologies to be adopted to avoid and contain adverse environmental effects and any measures to be taken to mitigate effects when they occur.
- 2.2 These include, but need not be limited to:
 - 2.2.1 the Code of Construction Practice (appended to the ES) which itself countenances other documents;
 - 2.2.2 a Biodiversity Action Plan;
 - 2.2.3 the OPTEMS and the LLVTIG arrangements;
 - 2.2.4 a Travel Plan Strategy;
 - 2.2.5 a local employment and training framework (LETF); and
- 2.3 With the exception of the Code of Construction Practice, these documents have yet to be submitted.
- 2.4 In relation to the Code of Construction Practice, the Applicant is requested to submit an enhanced Code of Construction Practice, which includes more information concerning:
 - 2.4.1 Details of the proposed mitigation measures and working practices relied upon to avoid, minimise or manage, any significant adverse environmental effects; and
 - 2.4.2 The CoCP should, as far as possible, avoid reliance on the submission of further topical environmental strategies or plans,

except in relation to zonal or locally specific documents, which could be subject to the later submission of Zonal CoCPs.

- 2.5 Although the relocation of businesses, residents and transport facilities, such as the bus garages, from the Olympic site arises predominantly from the implementation of site acquisition by the LDA, by compulsory purchase or otherwise, the Applicant is requested to provide an updated record of progress with relocation and how relocation is to be taken forward, in future.
- 2.6 In respect of the other plans and strategies listed in Section 2.2, the Applicant is requested either to submit those in a form which could be approved or conditioned as part of any permission or to provide a summary of the mitigation measures which are proposed and are being relied upon in the assessment of likely significant environmental effects.
- 2.7 The Applicant is requested to provide details of existing trees to be retained and removed and of the principles to be adopted in relation to the replacement of trees and the creation of new landscaped areas and ecological habitat.

3 LANDSCAPE AND TOWNSCAPE (SECTION 10)

- 3.1 The Applicant is requested to identify any significant landscape and/or townscape and/or visual effects which may arise from the proposed wind turbine, CCHP flue stack and any telecommunications masts and identify any mitigation measures proposed. The Applicant is requested specifically to consider the potential for blade shadow flicker from the wind turbine and provide details of its proposed colour and lighting.

4 SOCIO ECONOMIC (SECTION 9)

Open Space

- 4.1 The Applicant is requested to provide additional information on the assessment of open space effects. The additional information should:
- (a) clarify the methodology used in the assessment, including the spatial area of analysis, reflecting the advice in PPG17;
 - (b) quantify the baseline to explain the amounts of open space available and appropriate 'user' populations, taking into account the population within easy reach of the open space and the function of that open space within the hierarchy of provision; and
 - (c) explain how the proposals, at each phase of the development, address existing and future open space requirements of the user populations as they change over time. Detail on the

extent and anticipated location of lost and potential new Metropolitan Open Land should be provided.

Employment and Other Socio Economic Impacts

- 4.2 The Applicant is requested to provide additional information in respect of employment effects, presenting:
- 4.2.1 The baseline taking account of the present and future changes in employment on site, as a result of relocations, and taking account of the additional information referred to above;
- 4.2.2 a sensitivity analysis which includes a range of reasonable assumptions, either above or below those presented in the ES, about indirect and induced multiplier effects, the value of construction employment, the extent to which construction employment will be recruited locally and the economic effects of the displacement of existing jobs (including the 'loss' of any multiplier effect from those existing jobs);
- 4.2.3 On the basis of evidence from previous Games a sensitivity analysis of the likely number and 'life' of operational employment during the Olympic Games Phase and of the long term tourism and visitor expenditure (and employment) which will continue during Legacy;
- 4.3 The Applicant is requested to provide further information on how equal opportunities are dealt with in the envisaged procurement process, the profile, policies and working practices of suppliers and sub-contractors, and how the design of facilities and venues incorporates equality provision in relation to the development.

5 TRANSPORT (SECTION 8 AND VOLUMES 13A-C)

- 5.1 The Olympic Transport Assessment is by its nature a complex document and addresses:
- 5.1.1 the essentially temporary potential transportation effects of both Pre-Games and post Games construction activities;
- 5.1.2 the temporary effects of operation during the 2012 Olympic and Paralympic Games, at which time the Olympic Travel Plan and powers under the Olympics Act will be brought to bear; and
- 5.1.3 the operation of the Stadia and retained facilities in Legacy.

5.2 The assessment has necessarily made assumptions as to modes of transport to be used, directional distribution of those travelling and the number of vehicle and other movements per day throughout the above periods. In some cases these assumptions have been generated by the ODA; in others they have been extrapolated from experience of the assessment team and observed data in relation to other projects.

5.3 The Applicant is requested to provide further sensitivity analysis to back up the assumptions made; and, in some cases, to provide further information and assessment as to effects. The further information required is outlined below:

5.3.1 Sensitivity tests:

- (a) Comparative effects in both construction and Games if workforce distribution were to reflect that of more central development locations, worker transport mode were to differ from 85% by public transport or if more or fewer temporary workers were to be accommodated on site. This should also address period of maximum construction workforce;
- (b) Comparative effects if no coach park and ride were provided;
- (c) Potential effects for all assessment years at key highway and public transport locations if the models used for the assessment have under-stated base-line use of those locations/infrastructure, there are potential congestion or capacity issues and the development would significantly increase use;

5.3.2 Further clarification and/or assurance of assumptions and approach:

- (a) As to the different scenarios tested i.e. what population and employment (particularly on the Application site) are assumed in each scenario and for With and Without scheme. An explanation of With Scheme / Without Scheme scenarios is required together with sensitivity tests if appropriate.
- (b) The basis for estimates and comparables that have been used to assess the mode share and numbers of construction workers
- (c) Travel patterns/trip rates assumed for current industrial jobs and a comparison with that of future workers (and residents) which may be different.
- (d) Stratford International services, origin and destination trips, and assumptions on CTRL ticketing

- (e) That alternative routes to identified crowded bus operations would have adequate capacity for 2013/14 & 2021.
- (f) Timing of relocation of the existing bus garages is required along with statements on any impact on the level of bus service provided
- (g) In respect of a number of ODA Transport "assumptions" being:
 - the Spectator estimates and information/rationale concerning assumed distribution of origins; and
 - expected taxi use, how it is to be dealt with (locations, waiting, restrictions) and how modelled (network and flows)

5.3.3 Differently articulated and further assessment:

- (a) Effects of construction workers' shuttle bus availability and operations;
- (b) Where junctions capacity is over or close to 100% clarification on solutions and options should be considered where available;
- (c) Evidence of all significant remote public transport and highway impacts on links, interchanges and junctions.
- (d) Accident/safety implications for each assessment year and covering both specific junction and link effects and impact of overall changes in traffic levels (vehicle km based).

5.3.4 Other information in relation to junction and highway analysis and mitigation schemes:

- (a) For each scenario, a list of roads with growth and junctions breaking criteria (>85% v/c and >2% increase), should be provided. The junction list should be reconciled with the list of junctions that have been modelled in the TA to identify any that have not been modelled in detail and the roads with the environmental assessment area
- (b) Clarification of which specific junctions are adversely affected and their performance for each assessment year
- (c) Confirmation that the areas/links/junctions have been identified where mitigations take place and tested with the mitigation measures in place?
- (d) Potential locations for bus priority.

- (e) Schedule of proposed mitigation works with sufficient detail to allow this to be referenced by a condition or Agreement.
- (f) An indication of the effect of highway mitigation measures and the extent to which the proposed measures are expected to mitigate the impact of development traffic?
- (g) Can bus passengers be accommodated late at night and has scale of enhancements been identified.

5.3.5 The Applicant is requested to take forward appropriate conclusions from the additional TA analysis, when addressing the 'general' and 'mitigation' requests set out in Section 1 and 2 above.

6 ECOLOGY AND NATURE CONSERVATION (SECTION 16)

- 6.1 The Applicant is requested to provide plans showing Ecological Constraints and areas to be safeguarded during development.
- 6.2 The Applicant is requested to confirm the extent of permanent overshadowing of the watercourse by each of the bridges and any consequent impact on ecology and amenity.
- 6.3 The Applicant is requested to provide further information on any likely significant effects of the proposed wind turbine on local bird and bat populations.

7 NOISE AND VIBRATION (SECTION 18)

- 7.1 The Applicant is requested to include any noise and vibration issues when presenting the summary of significant effects and, when enhancing the Code of Construction Practice, to provide more information on measures to avoid, minimise and manage any unacceptable noise and vibration effects.
- 7.2 The Applicant is requested to provide specific information concerning the construction and operational noise associated with the proposed wind turbine and CCHP, including any performance specification, and indicate whether any of those noise effects are likely to be significant.

8 MICROCLIMATE (SECTION 12)

- 8.1 The Applicant is requested to indicate the likely mitigation measures to deal with wind effects during detailed design. It is anticipated that different measures will be adopted for different locations and building types and details of how methods would be selected would be helpful. It would be helpful to receive an indication as to how mitigations measures from the range would be selected.

8.2 The Applicant is requested to provide an assessment of how the anticipated shadowing of waterways will have any effects on the ecology and public enjoyment of those waterways, including any realistic mitigation measures.

9 ARCHAEOLOGY (SECTION 13)

9.1 The Applicant is requested to provide Method Statements, Desk Based Assessments and Written Schemes of Investigation for archaeological investigation of significant built and archaeological heritage to be affected by the development.

9.2 The Applicant is requested to extend the submitted assessment to include land in the vicinity of Chobham Manor Farm.

10 WATER AND WASTE (SECTION 15)

10.1 The Applicant is requested to confirm the intended capacity and performance criteria for the on-site Surface Water drainage and collection systems (including SUDS and rainwater harvesting) and the assumptions adopted for existing and future surface water flows off-site.

10.2 The Applicant is requested to:

10.2.1 provide any further information available in relation to the capacity of the existing water supply infrastructure to support the development proposals;

10.2.2 provide any further information on the extent of estimated average peak water usage (including consumption, hygiene and irrigation uses) in the Games and Legacy phases, including the contributions from rainwater harvesting (linked to SUDS) and grey water recycling to supplement the mains water;

10.2.3 provide any more available detail on how water efficiency techniques are going to be used within the Application site and anticipated or target water savings resulting; and

10.2.4 indicate where water efficiency savings are subject to behavioural variation and increases in the seasonality of rainfall due to potential climate change (e.g. drought).

10.3 The Applicant is requested to submit any updated Flood Risk Assessment. Any significant environmental effects identified and any further proposals for mitigation should be set out.

10.4 The Applicant is requested to articulate the likely cumulative effects, in particular on flood risk, water levels (including impact on bridge clearances), and ecology, of the implementation of the permitted

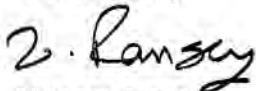
- British Waterways proposals at Prescott Lock together with the development.
- 10.5 The Applicant is requested to articulate the approach taken to the design of bridges over watercourses in respect of user safety and navigation of the watercourses under such bridges.
- 10.6 The Applicant is requested to confirm how opportunities to facilitate construction materials delivered by water will be maximised.
- 10.7 The Applicant is requested to provide further information on how materials that cannot be reused or recycled may be recovered on the Application site and what proportion of the site clearance waste which is to be reused or recycled is to be done on site and offsite.
- 10.8 The Applicant is requested to provide further information on how opportunities to design out waste and provide new waste infrastructure are to be maximised to implement this stated objective.
- 11 SOILS AND CONTAMINATED LAND (SECTION 14)**
- 11.1 The Applicant is requested to, in particular for soils and contaminated land, to present a Zone by Zone summary which identifies the extent of existing site investigations, the programme, extent and method statement of further site investigations, the principal remediation and other mitigation measures planned, including the standard of remediation intended.
- 11.2 It is suggested in paragraphs 14.4.41 and 14.4.42 of the ES that natural hazards are "a potentially significant issue" to the north of the Site and suggests a risk of presence of sulphate/sulphide contents aggressive to buried concrete. Please indicate where on site natural hazards are known to exist and where there are known concentrations of sulphide and sulphate, along with any particular measures intended to address these conditions.
- 11.3 The ES suggests that there is a risk that contaminants may be migrating into the site from off-site sources. Please indicate where such migration is known to be taking place and identify the measures proposed to ensure that such migration will not give rise to any likely significant environmental effects.

12 AIR QUALITY (SECTION 17)

- 12.1 The Applicant is requested to set out in the enhanced CoCP the measures that will be taken to avoid, minimise or manage any unacceptable generation of dust during construction and any particular measures to be taken to limit emissions of particulate matter which might present health risks from operations such as cutting and grinding of materials.
- 12.2 The Applicant is requested to provide a cumulative assessment of the transport emissions during construction and operations including stationary source emissions.
- 12.3 The Applicant is requested to provide any further information on the use of alternative fuelled vehicles throughout the development phases to reduce any adverse air quality impacts effects.
- 12.4 The Applicant is requested to identify whether there may be any localised air quality effects from the biomass boilers and temporary diesel generators.

I would be grateful if, in due course, you could confirm your programme for the submission of the above further information.

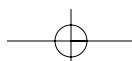
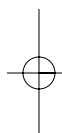
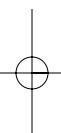
Yours faithfully



Vivienne Ramsey
Head of Development Control
ODA Planning Decisions Team



5
Regulation 19 Letter
dated 4th April 2007





6

Site Preparation
Planning Application
Description of Development

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: SITE PREPARATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 1 (PDZ 1)

The development will be carried out in accordance with the PDZ 1 Description of Works Proposed and Drawings relating to development within PDZ 1 as follows:

Planning permission is sought for:

Primary development

1. Bulk earthworks to formation levels (including reinforced soil slopes and batters); associated remediation of land (including stockpiling of materials for the period of construction works), the removal of areas of hardstanding and the clearance of vegetation and the felling of trees;
2. Creation of new river walls, retention, repair, realigning, rebuilding and reprofiling of sections of the river wall of the River Lea and the Waterworks River, including incorporation of any necessary contamination barrier and construction of new towpaths;
3. Construction of a utilities trench and the laying of service conduits; the laying of surface water conduits; and the diversion of existing services and service protection works;
4. Construction of the Olympic Loop Road (including the laying down of any hard-standing for car parking; and pick up and set down areas);

Ancillary development during and for the period of construction works

5. Construction of a perimeter enclosure; and
6. Establishment of site construction compounds.

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: SITE PREPARATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 2 (PDZ 2)

The development will be carried out in accordance with the PDZ 2 Description of Works Proposed and Drawings relating to development within PDZ 2 as follows:

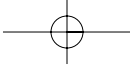
Planning permission is sought for:

Primary development

1. Bulk earthworks to formation levels (including reinforced soil slopes and batters); associated remediation of land (including stockpiling of materials for the period of construction works), the removal of areas of hardstanding and the clearance of vegetation and the felling of trees;
2. Retention and repair of the river walls of the Old River Lea, the City Mill River and the Waterworks Rivers including incorporation of any necessary contamination barrier;
3. Construction of a utilities trench and the laying of service conduits; the laying of surface water conduits and a foul water tunnel; and diversion of existing services and service protection works;
4. Construction of Olympic Loop Road (including the laying down of any hard-standing for car parking; and pick up and set down areas).

Ancillary development during and for the period of construction works

5. Construction of construction road C;
6. Construction of bridges numbered T02 and T03 including decks and substructures (both bridges also fall within the Descriptions of Development for other PDZs and may be constructed as part of works within the PDZs to which they link);
7. Construction of a perimeter enclosure; and
8. Establishment of site construction compounds.



OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: SITE PREPARATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 3 (PDZ 3)

The development will be carried out in accordance with the PDZ 3 Description of Works Proposed and Drawings relating to development within PDZ 3 as follows:

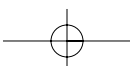
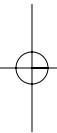
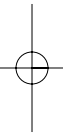
Planning permission is sought for:

Primary development

1. Bulk earthworks to formation levels (including reinforced soil slopes and batters); associated remediation of land (including stockpiling of materials for the period of construction works), the removal of areas of hardstanding and the clearance of vegetation and the felling of trees;
2. Creation of new river walls, repair, realigning, rebuilding and reprofiling of sections of the river walls of the River Lea, City Mill River and Old River Lea, including incorporation of any necessary contamination barrier, towpath works, and the filling in of part of the Pudding Mill Basin;
3. Construction of a utilities trench and the laying of service conduits; the laying of surface water conduits and a foul water tunnel; diversion of existing services and service protection works;
4. Construction of the Olympic Loop Road (including the laying down of any permanent hardstanding for car parking; and pick up and set down areas).

Ancillary development during and for the period of construction works

5. Construction of construction road C;
6. Construction of bridges numbered T03 and T04 including decks and substructures (both bridges also fall within the Descriptions of Development for other PDZs and may be constructed as part of works within the PDZs to which they link);
7. Construction of a perimeter enclosure; and
8. Establishment of site construction compounds.



OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: SITE PREPARATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 4 (PDZ 4)

The development will be carried out in accordance with the PDZ 4 Description of Works Proposed and Drawings relating to development within PDZ 4 as follows:

Planning permission is sought for:

Primary development

1. Bulk earthworks to formation levels (including reinforced soil slopes and batters); associated remediation of land (including stockpiling of materials for the period of construction works), the removal of areas of hardstanding and the clearance of vegetation, the felling of trees and the retention of TPO trees;
2. Repair and reprofiling of sections of the river walls and river banks of the River Lea, Old River Lea and River Lea Navigation (Hackney Cut) including incorporation of any necessary contamination barrier;
3. Construction of a utilities trench and the laying of service conduits; the laying of surface water conduits and a foul water tunnel; diversion of existing services and service protection works;
4. Construction of the Olympic Loop Road (including the laying down of any permanent hardstanding for car parking; and pick up and set down areas).

Ancillary development during and for the period of construction works

5. Construction of construction road C;
6. Construction of bridges numbered T01, T02 and T04 including decks and substructures (all bridges also fall within the Descriptions of Development for other PDZs and may be constructed as part of works within the PDZs to which they link);
7. Construction of a perimeter enclosure; and
8. Establishment of site construction compounds.

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: SITE PREPARATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 5 (PDZ 5)

The development will be carried out in accordance with the PDZ 5 Description of Works Proposed and Drawings relating to development within PDZ 5 as follows:

Planning permission is sought for:

Primary development

1. Bulk earthworks to formation levels (including reinforced soil slopes and batters); associated remediation of land (including stockpiling of materials for the period of construction works); demolition of existing residential buildings the removal of areas of hardstanding and the clearance of vegetation and the felling of trees;
2. Repair of the river walls of the River Lea Navigation (Hackney Cut), naturalisation of the river banks of the River Lea, and the creation of a wetland basin including incorporation of any necessary contamination barrier;
3. Construction of a utilities trench and laying of service conduits; the laying of surface water conduits and a foul water tunnel; diversion of existing services and service protection works;
4. Construction of the Olympic Loop Road (including internal roads, junction realignment, and the laying down of any hard-standing for car parking; and pick up and set down areas).

Ancillary development during and for the period of construction works

5. Construction of construction roads A, B and D;
6. Construction of the bridges numbered T01, T05 and T07 including decks and substructures (all bridges also fall within the Descriptions of Development for other PDZs and may be constructed as part of works within the PDZs to which they link);
7. Construction of a perimeter enclosure; and
8. Establishment of site construction compounds.

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: SITE PREPARATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 6 (PDZ 6)

The development will be carried out in accordance with the PDZ 6 Description of Works Proposed and Drawings relating to development within PDZ 6 as follows:

Planning permission is sought for:

Primary development

1. Bulk earthworks to formation levels (including reinforced soil slopes and batters); associated remediation of land (including stockpiling of materials for the period of construction works); demolition of existing residential buildings (including the removal of areas of hard-standing); and the clearance of vegetation and the felling of trees;
2. Naturalisation of the river banks of the River Lea, including incorporation of any necessary contamination barrier, Installation of outfall at Channelsea River, construction of new towpaths, the creation of a wetland basin in the Channelsea River and the culverting of Hennikers Ditch;
3. Construction of a utilities trench and the laying of service conduits; the laying of surface water conduits and a foul water tunnel; diversion of existing services and service protection works;
4. Construction of the Olympic Loop Road (including the laying down of any hard-standing for car parking; and, pick up and set down areas);

Ancillary development during and for the period of construction works

5. Construction of construction roads A, B and D;
6. Construction of bridges numbered T05, T06 and T07 including decks and substructures (bridges T05 and T07 also fall within the Descriptions of Development for other PDZs and may be constructed as part of works within the PDZs to which they link);
7. Construction of a perimeter enclosure; and
8. Establishment of site construction compounds.

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: SITE PREPARATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 7 (PDZ7)

The development will be carried out in accordance with the PDZ 7 Description of Works Proposed and Drawings relating to development within PDZ 7 as follows:

Planning permission is sought for:

Primary development

1. Bulk earthworks to formation levels (including reinforced soil slopes and batters); associated remediation of land (including stockpiling of materials for the period of construction works); removal of areas of hard-standing; and the clearance of vegetation, the felling of trees and the retention of TPO trees;
2. Flood mitigation and removal of invasive species from the River Lea including incorporation of any necessary contamination barrier;
3. The laying of surface water conduits; construction of a foul water drainage shallow pipe; diversion of existing services and services protection works;
4. Construction of the Olympic Loop Road and related junction realignment.

Ancillary development during and for the period of construction works

5. Construction of a perimeter enclosure; and
6. Establishment of site construction compounds.

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: SITE PREPARATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 8 (PDZ 8)

The development will be carried out in accordance with the PDZ 8 Description of Works Proposed and Drawings relating to development within PDZ 8 as follows:

Planning permission is sought for:

Primary development

1. Bulk earthworks to formation levels (including reinforced soil slopes and batters); associated remediation of land (including stockpiling of materials for the period of construction works); removal of areas of hard-standing; and the clearance of vegetation and the felling of trees;
2. Repair of the river walls of the City Mill River and Waterworks River incorporation of any necessary contamination barrier;
3. The laying of surface water conduits; construction of a foul water tunnel and a rising sewer; diversion of existing services and services protection works;

Ancillary development during and for the period of construction works

4. Construction of a perimeter enclosure; and
5. Establishment of site construction compounds.

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: SITE PREPARATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 9 (PDZ 9)

The development will be carried out in accordance with the PDZ 9 Description of Works Proposed and Drawings relating to development within PDZ 9 as follows:

Planning permission is sought for:

Primary development

1. Bulk earthworks to formation levels (including reinforced soil slopes and stockpiling of materials for the period of construction works); demolition of existing buildings, removal of areas of hard-standing; and the clearance of vegetation and the felling of trees;
2. Naturalisation of the river banks of the River Lea, creation of a wetland basin including the incorporation of any necessary contamination barrier, Installation of outfall at Channelsea River and the construction of new towpaths;
3. Construction of the eastern abutment of bridge number F10A;
4. The laying of service conduits; diversion of existing services and service protection works;
5. Construction of the Olympic Loop Road; and

Ancillary development during and for the period of construction works

6. Construction of a perimeter enclosure.

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: SITE PREPARATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 10 (PDZ 10)

The development will be carried out in accordance with the PDZ 10 Description of Works Proposed and Drawings relating to development within PDZ 10 as follows:

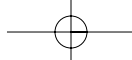
Planning permission is sought for:

Primary development

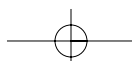
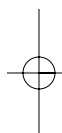
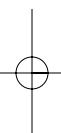
1. Bulk earthworks to formation levels; associated remediation (including stockpiling of materials for the period of works); demolition of existing residential buildings (including the removal of areas of hard-standing); and the clearance of vegetation and the felling of trees;
2. Construction of the Olympic Loop Road; and

Ancillary development during and for the period of construction works

3. Construction of a perimeter enclosure.



6
Site Preparation Planning Application
Description of Development





7

Olympic Facilities and Legacy
Transformation Planning
Application Description of
Development

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 1 (PDZ 1)

Planning permission is sought for:

Constructing, laying out and landscaping of buildings and surrounding areas in accordance with the PDZ 1 Description of Works Proposed and Drawings relating to development within PDZ 1 as follows:

Olympic and Paralympic Games Phases:

Planning permission is sought for:

1. Earthworks and formation of ground contours to finished levels including reinforced slopes and retaining structures and the clearance of vegetation and the felling of trees;
2. Construction of Front of House and Back of House areas for the Aquatics Centre involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
3. Erection of means of perimeter enclosure for use as Outer Crowd Control Barriers during the Olympic and Paralympic Games phases;
4. Erection of perimeter enclosures for the built facilities;
5. The laying out of open space, circulation areas and pedestrian routes for use during the Olympic and Paralympic Games phases;
6. Erection of fencing and bollards around Head Houses East 2 and West 2; and
7. Installation of telecommunication masts and construction of ancillary compounds for use during the Olympic and Paralympic Games phases.

Outline planning permission is sought for:

8. Construction of Olympic and Paralympic Games covered sports and entertainment centre for swimming and aquatics (including telecommunication antennae) within class D2 (The Aquatics Centre) for use as a facility during the Olympic and Paralympic Games phases;

9. Construction of bridges numbered F09, F10A, F10B, H05, H07 and H08 including decks and substructures (the eastern abutment for bridge F10A also falls within OLSP: PDZ 1 Description of Development, and all other bridges fall within the Descriptions of Development for other PDZs and may be constructed as part of works within the PDZs to which they link);
10. Construction of ancillary equipment cabins for the telecommunication masts for use during the Olympic and Paralympic Games phases; and
11. Construction of surface water pumping stations with ancillary surface level equipment, compound and fencing.

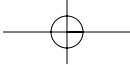
Legacy Transformation Phase:

Planning permission is sought for:

12. Erection of perimeter enclosures for the built facilities;
13. Demolition and dismantling of buildings and structures and engineering earthworks in association with the reconfiguration of levels and the laying out to provide permanent public open space;
14. Dismantling and reconfiguration of hard surfaces and covered areas to provide a concourse for use with the Aquatics Centre, and for the layout of public open space and a cleared sites for future development;
15. Reconfiguration of road network to form legacy district distributor, local distributor and local access roads; and

Outline planning permission is sought for:

16. Partial dismantling and demolition and construction works to form permanent bridges numbered F10A, F10B and H05 (all bridges also fall within the Descriptions of Development for other PDZs and may be partially dismantled and demolished as part of works within the PDZs to which they link); and
17. Partial demolition and dismantling and reconstruction of the Aquatics Centre to provide a covered sports, leisure and entertainment venue for swimming and aquatic uses within Classes D1 and D2 with ancillary car parking.



OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 2 (PDZ 2)

Planning permission is sought for:

Constructing, laying out and landscaping of buildings and surrounding areas in accordance with the PDZ 2 Description of Works proposed and Drawings relating to development within PDZ 2 as follows:

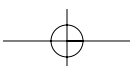
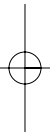
Olympic and Paralympic Games Phases:

Planning permission is sought for:

1. Earthworks and formation of ground contours to finished levels including reinforced slopes and retaining and the clearance of vegetation and the felling of trees;
2. Construction of spectator support areas (SS9) involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
3. Erection of means of perimeter enclosure for use as Outer Crowd Control Barriers for use during the Olympic and Paralympic Games phases;
4. Erection of perimeter enclosures for the built facilities; and
5. The laying out of open space, circulation areas and pedestrian routes for use during the Olympic and Paralympic Games phases.

Outline planning permission is sought for:

6. Construction of bridges numbered F06, F08, F09, F10B, F11, H04, H05, H06, H07, L04 and under bridge U03 including decks and substructures (all bridges also fall within the Descriptions of Development for other PDZs and may be constructed as part of works within the PDZs to which they link).



Legacy Transformation Phase:

Planning permission is sought for:

7. Erection of perimeter enclosures for the built facilities;
8. Demolition and dismantling of buildings and structures and engineering earthworks in association with the reconfiguration of levels and the laying out to provide permanent public open space and cleared sites for future development;
9. Reconfiguration of road network to form legacy local distributor roads; and
10. Demolition and removal of under bridge deck and substructure numbered U03 (Under bridge U03 also falls within the Description of Development for PDZ 8 and may be demolished as part of works within PDZ 8).

Outline planning permission is sought for:

11. Partial dismantling and demolition and construction works to form permanent bridges numbered F06, F08, F10B, F11, H04 and H05 (all bridges also fall within the Descriptions of Development for other PDZs and may be partially dismantled and demolished as part of works within the PDZs to which they link).

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 3 (PDZ 3)

Planning permission is sought for:

Constructing, laying out and landscaping of buildings and surrounding areas in accordance with the PDZ 3 Description of Works Proposed and Drawings relating to development within PDZ 3 as follows:

Olympic and Paralympic Games Phases:

Planning permission is sought for:

1. Earthworks and formation of ground contours to finished levels including reinforced slopes and retaining structures and the clearance of vegetation and the felling of trees;
2. Construction of Front of House and Back of House areas for the Main Stadium involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
3. Construction of athletes warm up track involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
4. Erection of means of perimeter enclosure for use as Outer Crowd Control Barriers during the Olympic and Paralympic Games phases;
5. Erection of perimeter enclosures for the built facilities;
6. The laying out of open space, circulation areas and pedestrian routes for use during the Olympic and Paralympic Games phases; and
7. Installation of telecommunication masts and construction of ancillary compounds for use during the Olympic and Paralympic Games phases.

Outline planning permission is sought for:

8. Construction of Olympic and Paralympic Games part covered and uncovered sports, leisure and entertainment venue for assembly and leisure uses (including telecommunication antennae and service corridors) within Class D2 (Main Stadium) for use as a facility during the Olympic and Paralympic Games phases;
9. Construction of a structure to contain the Cauldron to support the Olympic flame;

10. Construction of an Olympic accreditation checking area for use during the Olympic and Paralympic Games phases;
11. The construction of bridges numbered F07, F08, F11, F14, F17, H04, H06, H17, H18 and under bridge numbered U02 including decks and substructures (Bridges F07, F08, F11, F17, H04, H06, H17 and H18 also fall within the Descriptions of Development for other PDZs and may be constructed as part of works within the PDZs to which they link);
12. Construction of ancillary equipment cabins for the telecommunication masts for use during the Olympic and Paralympic Games phases; and
13. Construction of surface water pumping station (U8.2) with ancillary surface level equipment, compound and fencing.

Legacy Transformation Phase:

Planning permission is sought for:

14. Erection of perimeter enclosures for the built facilities;
15. Demolition and dismantling of buildings and structures and engineering earthworks in association with the reconfiguration of levels, the reinstatement of land to its former use including rail sidings on land to the south of the Greenway, and the laying out to provide permanent public open space;
16. Dismantling and reconfiguring of hard surfaces and covered areas to provide concourse for the use with the Main Stadium and for the laying out to provide public open space and a cleared site for future development;
17. Reconfiguration of road network to form legacy local distributor and local access roads; and
18. Demolition and removal of bridge decks and substructures numbered F14 and H18 (Bridge H18 also falls within the Description of Development of PDZ 14 and may be demolished as part of works within PDZ 14).

Outline planning permission is sought for:

19. Partial dismantling and demolition and construction works to form permanent bridges numbered F07, F08, F11, F17 and H04 (all bridges also fall within the Descriptions of Development for other PDZs and may be partially dismantled and demolished as part of works within the PDZs to which they link); and
20. Partial demolition and reconstruction of the Main Stadium to provide a part covered and uncovered sports, leisure and entertainment venue for athletic uses within Classes D1 and D2 with ancillary car parking.

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 4 (PDZ 4)

Planning permission is sought for:

Constructing, laying out and landscaping of buildings and surrounding areas in accordance with the PDZ 4 Description of Works Proposed and Drawings relating to development within PDZ 4 as follows:

Olympic and Paralympic Games Phases:

Planning permission is sought for:

1. Earthworks and formation of ground contours to finished levels including reinforced slopes and retaining structure and the clearance of vegetation and the felling of trees;
2. Construction of Front of House and Back of House areas for Basketball Venue involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
3. Construction of uncovered athletes warm up area (Basketball courts) for use during the Olympic and Paralympic Games phases;
4. Construction of spectator support areas (SS8 and SS12) involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
5. Erection of means of perimeter enclosure for use as Outer Crowd Control Barriers during the Olympic and Paralympic Games phases;
6. Erection of perimeter enclosures for the built facilities; and
7. The laying out of open space, circulation areas and pedestrian routes for use during the Olympic and Paralympic Games phases.

Outline planning permission is sought for:

8. Construction of Olympic and Paralympic Games covered sports, leisure and entertainment venue (including telecommunication antennae) within Class D2 (including Basketball and wheelchair rugby) for use during the Olympic and Paralympic Games phases;
9. Construction of Olympic and Paralympic spectator support buildings (SS11 and SSB13) involving covered buildings for use during the Olympic and Paralympic Games phases;

10. Construction of bridges numbered T09, T10, F06, F07, F17, H14, H16, H17, L03A and L03B including decks and substructures (Bridges F06, F07, H17 and L03A also fall within the Short Descriptions of Development for other PDZs and may be constructed as part of works within the PDZs to which they link);
11. Construction of an Energy Centre to include a Combined Heat and Power Plant (CCHP) Plant and Biomass Fired Boilers (including telecommunication antennae); and
12. Construction of an Electricity Substation (including telecommunication antennae) with ancillary surface level equipment, compound and fencing.

Legacy Transformation Phase:

Planning permission is sought for:

13. Erection of perimeter enclosures for the built facilities.
14. Demolition and dismantling of buildings and structures and engineering earthworks in association with the reconfiguration of levels to provide permanent public open space and cleared sites for future development;
15. Reconfiguration of road network to form legacy district distributor, local distributor and local access roads; and
16. Demolition and removal of bridge decks and substructures numbered T09 and T10.

Outline planning permission is sought for:

17. Partial dismantling and demolition and construction works to form permanent bridges numbered F06, F07, F17 and L03b (bridges F06, F07 and F17 also fall within the Descriptions of Development for other PDZs and may be partially dismantled and demolished as part of works within the PDZs to which they link);
18. Demolition and dismantling of Basketball Venue to provide a site for future development land; and
19. Transformation of Spectator Support Areas SS11 and SSB13 to provide café within classes A3, A5 and A5 and employment uses within Classes B1 (a, b, c), B2 and B8.

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 5 (PDZ 5)

Planning permission is sought for:

Constructing, laying out and landscaping of buildings and surrounding areas in accordance with the PDZ 5 Description of Works Proposed and Drawings relating to development within PDZ 5 as follows:

Olympic and Paralympic Games Phases:

Planning permission is sought for:

1. Earthworks and formation of ground contours to finished levels including reinforced slopes and retaining structures involving demolition of residential buildings and the clearance of vegetation and the felling of trees;
2. Construction of Back of House area for International Broadcast Centre and Main Press Centre (IBC/MPC) including a satellite compound involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
3. Construction of Front of House and Back of House areas for the Hockey Venue involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
4. Construction of Front of House and Back of House areas for the Handball Venue involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
5. Construction of uncovered athletes warm up area (Handball courts) for use during the Olympic and Paralympic Games phases;
6. Construction of spectator support areas SS4 and SS5 involving hard surfaces and covered areas for uses within Classes A3, A4 and A5 for use during the Olympic and Paralympic Games phases;
7. Erection of means of perimeter enclosure for use as Outer Crowd Control Barriers during the Olympic and Paralympic Games phases;
8. Erection of perimeter enclosures for the built facilities;
9. The laying out of open space, circulation areas and pedestrian routes for use during the Olympic and Paralympic Games phases; and
10. Installation of telecommunication masts and construction of ancillary compounds for use during the

Olympic and Paralympic Games phases.

Outline planning permission is sought for:

11. The erection of two buildings for use as International Broadcasting and Main Press Centres

- (IBC/MPC) (including telecommunication antennae) for use during the Olympic and Paralympic Games phases;
12. Construction of a building for use as a Multi-Storey Car Park (including telecommunication antennae);
 13. Construction of a part covered and part uncovered sports, leisure and entertainment venue for hockey (including telecommunication antennae) within Class D2 (including The Hockey Venues and 5-a-side and 7-a-side Football) for use as a facility during the Olympic and Paralympic Games phases;
 14. Construction of a covered sports, leisure and entertainment venue for handball (including telecommunication antennae) within Class D2 (including The Handball Venue and Goalball) for use as a facility during the Olympic and Paralympic Games phases;
 15. Construction of bridges numbered T08, F02, F03, F13, L03A and H01 including associated decks and substructures (Bridges F02, F03, L03A and H01 also fall within the Descriptions of Development for other PDZs and may be constructed as part of works within the PDZs to which they link);
 16. Construction of ancillary equipment cabins for the telecommunication masts for use during the Olympic and Paralympic Games phases; and
 17. Construction of a surface water pumping station (U8.4) with ancillary surface level equipment and compound.

Legacy Transformation Phase:

Planning permission is sought for:

18. Erection of perimeter enclosures for the built facilities;
19. Demolition and dismantling of buildings and structures (including satellite compound) and engineering works in association with the reconfiguration of levels and the laying out to provide permanent public open space and a cleared site for future development;
20. Reconfiguration of road network to form legacy district distributor and local access roads; and
21. Demolition and removal of bridge deck and substructure numbered T08.

Outline planning permission is sought for:

22. Partial dismantling and demolition and construction works to form permanent bridges numbered F02 and F03 (both bridges also fall within the Descriptions of Development for PDZ 6 and may be partially dismantled and demolished as part of works within either PDZ);
23. Dismantling and elevational alterations and change of use of IBC/MPC buildings to office, industrial and warehouse buildings for uses within classes B1a, B1b, B1c, B2 and B8;
24. Partial demolition and dismantling and reconstruction of the Handball Venue to provide a covered sports, leisure and entertainment venue for multi-purpose sport and recreation uses for use within Classes D1 and D2 with ancillary car parking; and
25. Demolition and dismantling of two Hockey Venues to provide permanent public open space and a site for future development.

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 6 (PDZ 6)

Planning permission is sought for:

Constructing, laying out and landscaping of buildings and surrounding areas in accordance with the PDZ 6 Description of Works Proposed and Drawings relating to development within PDZ 6 as follows:

Olympic and Paralympic Games Phases:

Planning permission is sought for:

1. Earthworks and formation of ground contours to finished levels including reinforced slopes and retaining structures involving demolition of residential buildings and the clearance of vegetation and the felling of trees;
2. Construction of Front of House and Back of House areas for Velodrome, BMX Venue and Fencing Venue involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
3. Construction of Back of House area for Athlete's Village (Area 1 and 2) involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
4. Construction of spectator support areas (SS2, SS3, SS6, SS7 and BOH1) involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases together with ancillary facilities;
5. Construction of a Transport Mall involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
6. Erection of means of perimeter enclosure for use as Outer Crowd Control Barriers for use during the Olympic and Paralympic Games phases;
7. Erection of perimeter enclosures for the built facilities;
8. The laying out of open space, circulation areas and pedestrian routes for use during the Olympic and Paralympic Games phases; and
9. Erection of fencing and bollards around Head House East 3.

Outline planning permission is sought for:

10. Construction of a covered sports, leisure and entertainment venue for cycling (including telecommunication antennae) within Class D2 (Velodrome) for use during the Olympic and

Paralympic Games phases;

11. Construction of an uncovered sports, leisure and entertainment venue for BMX (including telecommunication antennae) within Class D2 (BMX Venue) for use during the Olympic and Paralympic Games phases;
12. Construction of a covered sports, leisure and entertainment venue for fencing (including telecommunication antennae) within Class D2 (Fencing Venue) for use during the Olympic and Paralympic Games phases; and
13. Construction of bridges numbered F02, F03, F05, H01, L02 and underbridges numbered U01 and U05 including decks and substructures (Bridges F02, F03, H01, L02 and U01 also fall within the Descriptions of Development for other PDZs and may be constructed as part of works within the PDZs to which they link).

Legacy Transformation Phase:

Planning permission is sought for:

14. Erection of perimeter enclosures for the built facilities;
15. Demolition and dismantling of buildings and structures and engineering earthworks in association with the reconfiguration of levels and the laying out to provide permanent public open space and cleared sites for future development;
16. Dismantling and reconfiguration of hard surfaces and covered areas to provide concourse for use with the Velodrome and BMX Venue and for the laying out to provide public open space and cleared sites for future development land;
17. Demolition and dismantling of Fencing Venue to provide a cleared site for future development; and
18. Reconfiguration of road network to form legacy local distributor roads.

Outline planning permission is sought for:

19. Partial dismantling and demolition and construction works to form permanent bridges numbered F02, F03 and F05 (Bridges F02 and F03 also fall within the Descriptions of Development for other PDZs and may be partially dismantled and demolished as part of works within the PDZs to which they link);
20. Construction of Velodrome Car Parking; and
21. Partial demolition and dismantling of Olympic BMX Venue and construction of uncovered sports, leisure and entertainment Venue for BMX uses within Classes D1 and D2 with ancillary car parking.

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 7 (PDZ 7)

Planning permission is sought for:

Constructing, laying out and landscaping of buildings and surrounding areas in accordance with the PDZ 7 Description of Works Proposed and Drawings relating to development within PDZ 7 as follows:

Olympic and Paralympic Games Phases:

Planning permission is sought for:

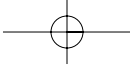
1. Earthworks and formation of ground contours to finished levels including reinforced slopes and retaining structures and the clearance of vegetation and the felling of trees;
2. Area 1: Construction of Olympic Training and Back of House involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
3. Construction of Front of House and Back of House areas for Eton Manor involving hard surfaces and covered areas for use during the Paralympic phase;
4. Construction of Olympic Spectator Support Areas (SS1W and SS1E) involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
5. Construction of accreditation checking area involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
6. Erection of means of perimeter enclosure for use as Outer Crowd Control Barriers during the Olympic and Paralympic Games phases;
7. Erection of perimeter enclosures for the built facilities;
8. The laying out of open space, circulation areas and pedestrian routes for use during the Olympic and Paralympic Games phases;
9. Installation of a telecommunication mast and construction of an ancillary compound for use during the Olympic and Paralympic Games phases; and
10. Installation of a Wind Turbine.

Outline planning permission is sought for:

11. Area 2: Construction of an uncovered sports and entertainment venue (including telecommunication antennae) for Olympic training within Class D2 for use during the Olympic and Paralympic Games phases;
12. Area 3: Construction of an uncovered sports and entertainment venue (including telecommunication antennae) for Olympic training within Class D2 for use during the Olympic and Paralympic Games phases;
13. Area 4: Construction of a covered sports and entertainment venue (including telecommunication antennae) for seating in Olympic phase and back of house in Paralympic phase within Class D2 for use during the Olympic and Paralympic Games phases;
14. Area 5: Construction of a covered sports and entertainment venue (including telecommunication antennae) including mounting of telecommunication antennae for Gymnastic training in Olympic Phase and back of house in Paralympic Phase within Class D2 for use during the Olympic and Paralympic Games phases;
15. Areas 7, 11: Construction of an uncovered sports and entertainment venue (including telecommunication antennae) for Gymnastic training in Olympic phase and tennis courts in Paralympic phase within Class D2 for use during the Olympic and Paralympic Games phases;
16. Areas 6, 8, 9, 10: Construction of an uncovered sports and entertainment venues (including telecommunication antennae) for Olympic training in the Olympic Phase and tennis in the Legacy phase within Class D2 for use during the Olympic and Paralympic Games phases;
17. Construction of bridges numbered L01, L02 and under bridge numbered U01 including decks and substructures (all bridges and under bridges also fall within the Descriptions of Development for other PDZs and may be constructed as part of works within the PDZs to which they link);
18. Construction of an ancillary equipment cabin for the telecommunication mast for use during the Olympic and Paralympic Games phases;
19. Construction of an ancillary sub-station for the Wind Turbine; and
20. Construction of a pumping station (U8.5) with ancillary control kiosk.

Legacy Transformation Phase:**Planning permission is sought for:**

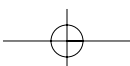
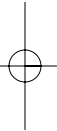
21. Erection of perimeter enclosures for the built facilities;



22. Demolition and dismantling of buildings and structures and engineering earthworks in association with the reconfiguration of levels and the laying out to provide permanent public open space (Areas 1, 6, 8, 9, 10, 11);
23. Dismantling and reconfiguring of hard surfaces and covered areas to provide concourse for use with the Hockey Centre, Football and Tennis Venues and for the laying out to provide public open space; and
24. Reconfiguration of road network to form legacy distributor, local and access roads.

Outline planning permission is sought for:

25. Areas 3, 4: Partial demolition and dismantling and reconstruction of Sports Venue and to provide a sports, leisure and entertainment venue (including telecommunication antennae) including hockey and ancillary uses within Classes D1 and D2;
26. Area 2: Partial demolition and dismantling of Olympic features and reconfiguration of uncovered Sports Venue to provide an uncovered sports, leisure and entertainment venue including hockey, football and ancillary uses within Classes D1 and D2;
27. Area 5: Partial demolition and dismantling of Olympic features and reconfiguration of covered Sports Venue to provide a covered sports, leisure and entertainment venue (including telecommunication antennae) including tennis, car parking and ancillary uses within Classes D1 and D2; and
28. Area 7: Partial demolition and dismantling of Olympic features and reconfiguration of uncovered Sports Venue to provide an uncovered sports, leisure and entertainment venue including tennis and ancillary uses within Classes D1 and D2.



OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 8 (PDZ 8)

Planning permission is sought for:

Constructing, laying out and landscaping of buildings and surrounding areas in accordance with the PDZ 8 Description of Works and Drawings relating to development within PDZ 8 as follows:

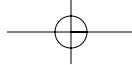
Olympic and Paralympic Games Phases:

Planning permission is sought for:

1. Earthworks and formation of ground contours to finished levels including reinforced slopes and retaining structures;
2. Erection of means of perimeter enclosure for use as Outer Crowd Control Barriers during the Olympic and Paralympic Games phases;
3. Erection of perimeter enclosures for the built facilities;
4. The laying out of open space, circulation areas and pedestrian routes for use during the Olympic and Paralympic Games phases;
5. Construction of Olympic Accreditation Areas involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
6. Construction of vehicle crossovers, ramp and junction realignments;
7. Erection of fencing and bollards around Bow Sub-Station; and
8. Installation of a telecommunication mast and construction of an ancillary compound for use during the Olympic and Paralympic Games phases.

Outline planning permission is sought for:

9. The laying out of land for use for coach drop-off and coach parking, surfaces and associated means of access involving construction of buildings as driver and visitors facilities for use during the Olympic and Paralympic Games phases;

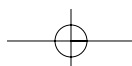
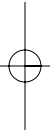


10. Construction of under bridge numbered U03 and landbridge numbered L04 including decks substructures (both bridges also fall within the Description of Development for PDZ 2 and may be constructed as part of works within PDZ 2);
11. Construction of an ancillary equipment cabin for the telecommunication mast for use during the Olympic and Paralympic Games phases; and
12. Construction of a Foul Terminal Pumping Station (TPS) and ancillary facilities.

Legacy Transformation Phase:

Planning permission is sought for:

13. Erection of perimeter enclosures for the built facilities;
14. Demolition and dismantling of buildings and structures (including telecommunication mast and ancillary equipment cabin and compound) and engineering earthworks in association with the reconfiguration of levels and the laying out to provide cleared sites for future development ;
and
15. Demolition of under bridge numbered U03 and restoration of land to provide permanent built environment (under bridge U03 also falls within the Description of Development for PDZ 2 and may be demolished as part of works within PDZ 2).



OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 9 (PDZ 9)

Planning permission is sought for:

Constructing, laying out and landscaping, of buildings and surrounding areas in accordance with the PDZ 9 Description of Works Proposed and Drawings relating to development within PDZ 9 as follows:

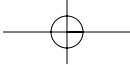
Olympic and Paralympic Games Phases:

Planning permission is sought for:

1. Earthworks and formation of ground contours to finished levels including reinforced slopes and retaining structures;
2. Construction of spectator support areas (SS) involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
3. Construction of an accreditation checking area for use during the Olympic and Paralympic Games phases;
4. Construction of a Transport Mall involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
5. Erection of means of perimeter enclosure for use as Outer Crowd Control Barriers during the Olympic and Paralympic Games phases;
6. Erection of perimeter enclosures for the built facilities; and
7. The laying out of open space, circulation areas and pedestrian routes for use during the Olympic and Paralympic Games phases.

Outline planning permission is sought for:

8. Construction of bridges numbered T13, F10A and H08 including decks and substructures (bridges F10A and H08 also fall within the Descriptions of Development for other PDZs and may be constructed as part of works within the PDZs to which they link); and
9. Construction of a Channel Tunnel Rail Link (CTRL) Cooling Box.



Legacy Transformation Phase:

Planning permission is sought for:

10. Erection of perimeter enclosures for the built facilities;
11. Dismantling of hardstanding and covered areas and engineering earthworks in association with the reconfiguration of levels to provide public open space and to facilitate development within Stratford City;
12. Reconfiguration of the road network to form legacy local distributor roads within Stratford City; and
13. Demolition and removal of bridge decks and substructures numbered T13.

Outline planning permission is sought for:

14. Partial dismantling and demolition and construction works to form a permanent bridge numbered F10A (Bridge F10A also falls within the Description of Development for PDZ 1 and may be partially dismantled and demolished as part of works within PDZ 1).

OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 10 (PDZ 10)

Planning permission is sought for:

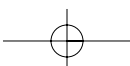
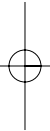
Earthworks and formation of ground contours to finished levels in accordance with the PDZ 10 Description of Works Proposed and Drawings relating to development within PDZ 10 as follows:

Olympic and Paralympic Games Phases:

Planning permission is sought for:

1. Earthworks and formation of ground contours to finished levels involving demolition of residential buildings and the clearance of vegetation and the felling of trees.

Planning permission for all other development within PDZ10 is sought through a separate planning application 'Olympic Village (part) and Legacy Residential Planning Application' to be submitted by the ODA and SCDL.



OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 11 (PDZ 11)

Planning permission is sought for:

Constructing, laying out and landscaping, of buildings and surrounding areas in accordance with the PDZ 11 Description of Works Proposed and Drawings relating to development within PDZ 11 as follows:

Construction Phase:

Planning permission is sought for:

1. Earthworks involving removal of areas of hard standing and the clearance of vegetation and the felling of trees and formation of ground contours to finished levels including reinforced slopes and retaining structures
2. Laying of services, service diversions and service protection works;
3. Construction of a perimeter enclosure for use during the Construction phase; and
4. Construction of site construction compounds for use during the Construction phase.

Olympic and Paralympic Games Phases:

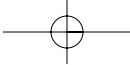
Planning permission is sought for:

5. Construction of Back of House area for the Athlete's Village involving hard surfaces and covered areas for use during the Olympic and Paralympic Games phases;
6. The laying out of land for use as coach drop-off and coach parking, surfaces and associated means of access involving the construction of buildings for use as driver and visitors facilities for use during the Olympic and Paralympic Games phases; and
7. Construction of vehicle crossovers, ramp and junction realignments.

Legacy Transformation Phase:

Planning permission is sought for:

8. Engineering earthworks associated with the reconfiguration of levels and the laying out to provide a cleared site for future development.



OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 12 (PDZ 12)

Planning Permission is sought for:

Constructing, laying out and landscaping, of buildings and surrounding areas in accordance with the PDZ 12 Description of Works Proposed and Drawings relating to development within PDZ 12 as follows:

Construction Phase:

Planning permission is sought for:

Use of site for the purpose of a coach parking and drop-off area (southern) and ancillary spectator facilities for the duration of the Olympic Games phase involving:

1. Earthworks and formation of ground contours to finished levels including reinforced slopes and retaining structures and the clearance of vegetation and the felling of trees;
2. Laying of services, service diversions and service protection works;
3. Construction of a perimeter enclosure for use during the Construction phase; and
4. Construction of site construction compounds for use during the Construction phase.

Olympic and Paralympic Phase:

Planning permission is sought for:

5. The laying out of land for use as coach drop-off and coach parking, surfaces and associated means of access involving construction of Olympic Accreditation Checking Area, buildings for use as driver and visitor facilities and ancillary buildings and facilities for use during the Olympic and Paralympic Games phases;
6. Construction of vehicle crossovers, ramp and junction realignments;
7. The laying out of open space, circulation areas and pedestrian routes for use during the Olympic and Paralympic Games phases; and
8. Installation of a telecommunication mast and construction of an ancillary compound for use during the Olympic and Paralympic Games phases.

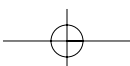
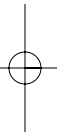
Outline planning permission is sought for:

9. Construction of an ancillary equipment cabin for the telecommunication mast for use during the Olympic and Paralympic Games phases.

Legacy Transformation Phase

Planning permission is sought for:

10. Demolition and dismantling of telecommunication mast and ancillary compound and equipment cabin and engineering earthworks in association with the reconfiguration of levels and the laying out to provide a cleared site for future development.



OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 13 (PDZ 13)

Constructing, laying out and landscaping, of buildings and surrounding areas in accordance with the PDZ 13 Description of Works Proposed and Drawings relating to development within PDZ 13 as follows:

Construction Phase:

Planning permission is sought for:

1. Earthworks and formation of ground contours to finished levels including reinforced slopes and retaining structures and the clearance of vegetation and the felling of trees;
2. Laying of services, service diversions and service protection works;
3. Construction of a perimeter enclosure for use during the Construction phase; and
4. Construction of site construction compounds for use during the Construction phase.

Olympic and Paralympic Games Phases:

Planning permission is sought for:

5. The laying out of open space, circulation areas and pedestrian routes for use during the Olympic and Paralympic Games phases.

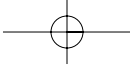
Outline planning permission is sought for:

6. Construction of under bridge numbered U04 'West Ham Ramp'.

Legacy Transformation Phase:

Planning permission is sought for:

7. Demolition and dismantling of buildings and structures and engineering earthworks in association with the reconfiguration of levels to and the laying out to provide permanent public open space.



OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 14 (PDZ 14)

Planning permission is sought for:

Constructing, laying out and landscaping of buildings and surrounding areas in accordance with the PDZ 14 Description of Works Proposed and Drawings relating to development within PDZ 14 as follows:

Use for Accreditation Checking Area and visitor facilities for the duration of the Olympic and Paralympics Games phases involving:

Construction Phase:

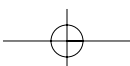
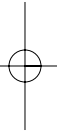
Planning permission is sought for:

1. Earthworks and formation of ground contours to finished levels including reinforced slopes and retaining structures
2. Construction of means of perimeter enclosure for use during the Construction phase; and
3. Construction of site construction compounds for use during the Construction phase.

Olympic and Paralympics Games Phases:

Planning permission is sought for:

4. The laying out of land for use involving the construction of an Olympic Accreditation Checking Area, buildings for use as driver and visitor facilities and ancillary buildings and facilities for use during the Olympic and Paralympics Games phases;
5. Construction of vehicle crossovers and junctions;
6. Construction of means of perimeter enclosure for use as Outer Crowd Control Barriers for use during the Olympic and Paralympic Games phases; and
7. Installation of a telecommunication mast and construction of an ancillary compound for use during the Olympic and Paralympic Games phases.

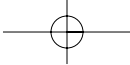


Outline planning permission is sought for:

8. Construction of bridge numbered H18 including decks and substructures for use during the Olympic and Paralympics Games phases (the bridge also falls within the Description of Development for PDZ 3 and may be constructed as part of works within PDZ 3); and
9. Construction of an ancillary equipment cabin for the telecommunication mast for use during the Olympic and Paralympic Games phases.

Legacy Transformation Phase:**Planning permission is sought for:**

10. Demolition and dismantling of buildings and structures (including telecommunication mast and ancillary compound and cabin) and engineering earthworks involving the reinstatement of land to its former use as a concrete batching plant and a rail siding; and
11. Demolition and removal of bridge numbered H18 including deck and substructures (the bridge also falls within the Description of Development for PDZ 3 and may be demolished as part of works within PDZ 3).



OLYMPIC, PARALYMPIC AND LEGACY TRANSFORMATION PLANNING APPLICATIONS: FACILITIES AND THEIR LEGACY TRANSFORMATION PLANNING APPLICATION

Description of Development by Planning Delivery Zones

Planning Delivery Zone 15 (PDZ 15)

Planning permission is sought for the following works:

Constructing, laying out and landscaping of buildings and surrounding areas in accordance with the PDZ 15 Description of Works Proposed and Drawings relating to development within PDZ 15 as follows:

Use for a coach parking and drop-off area (northern) and ancillary spectator facilities for the duration of the Olympic and Paralympics Games phases involving:

Construction Phase:

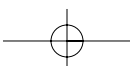
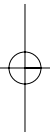
Planning permission is sought for:

1. Bulk earthworks to formation levels (including retaining structures); associated remediation of land involving removal of areas of hard standing (including stockpiling of materials for the period of construction works) and the clearance of vegetation and the felling of trees;
2. Laying of services, service diversions and service protection works; and
3. Construction of a perimeter enclosure for use during the Construction phase.

Olympic and Paralympics Games Phases:

Planning permission is sought for:

4. Construction of means of perimeter enclosure for use as an Outer Crowd Control Barrier for use during the Olympic and Paralympics Games phases;
5. The laying out of land for use as coach drop-off and coach parking, surfaces and associated means of access involving construction of an Olympic Accreditation Checking Area, buildings for use as driver and visitor facilities and ancillary buildings and facilities for use during the Olympic and Paralympics Games phases;
6. Construction of vehicle crossovers, ramp and junction realignments;
7. The laying out of open space, circulation areas and pedestrian routes for use during the Olympic and Paralympics Games phases; and



8. Installation of a telecommunication mast and construction of an ancillary compound for use during the Olympic and Paralympic Games phases.

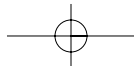
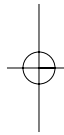
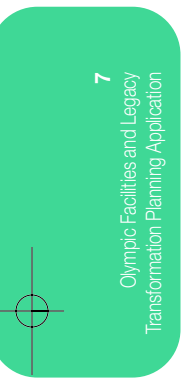
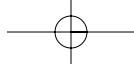
Outline planning permission is sought for:

9. Construction of bridge numbered L01 including deck and substructure (Bridge L01 also falls within the Description of Development for PDZ 7 and may be constructed as part of works within PDZ 7);
10. Construction of an ancillary equipment cabin for the telecommunication mast for use during the Olympic and Paralympic Games phases; and
11. Construction of changing rooms for use ancillary to the playing fields.

Legacy Transformation Phase:

Planning permission is sought for:

12. Demolition and dismantling of buildings and structures (including telecommunication mast and ancillary compound and cabin) and engineering earthworks in association with the reconfiguration of levels and the laying out to provide playing fields and permanent public open space.



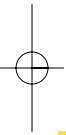
Olympic Delivery Authority



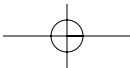
Planning Decisions Team

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Olympic Park Code of
Construction Practice
(CoCP) Draft



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(CoCP) Draft



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Olympic Park Code of Construction Practice

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July 2007



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Olympic Park Code of Construction Practice
(CoCP) Draft

Olympic Park Code of Construction Practice

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Olympic Park Code of Construction Practice

1. Introduction

1.1 General

- 1.1.1 This Code of Construction Practice supports the planning applications for site preparation works, venue and infrastructure construction, and works for the reconfiguration of infrastructure for Legacy use, as submitted in February 2007. It sets out the management measures which the ODA will require its contractors to adopt and implement for any construction on the Olympic Park site and related off-site activities.
- 1.1.2 The term "Construction" in the Code of Construction Practice includes all site preparation, demolition, material delivery, excavated material disposal, waste removal and all related engineering and construction activities as defined in the planning applications.
- 1.1.3 The Code of Construction Practice sets out a series of objectives and measures to be applied throughout the Olympic Construction and Legacy Transformation Phases of construction activity, to maintain satisfactory levels of environmental protection and limit disturbance from construction activities as far as reasonably practicable. It will include such measures as are assumed to be in place for the purposes of preparing the Environmental Statement (ES) submitted with the planning applications.
- 1.1.4 The term "Project" means such projects forming part of the CLM Delivery Programme. Examples include Enabling Works, Logistics, and venue locations including the Main Stadium, and Aquatics Centre, which generally coincide with the Planning Delivery Zones detailed in the planning applications.

1.2 Construction Supervision

- 1.2.1 CLM is the Delivery Partner of ODA and is responsible for managing construction.
- 1.2.2 CLM will appoint a suitably qualified Environmental Manager who will be responsible for monitoring, and auditing compliance of the Projects with all environmental commitments set out in this CoCP and elsewhere and other relevant environmental legislation. The Environmental Manager will report to the Assurance Function within CLM.
- 1.2.3 Project Managers will report to the CLM Head of Construction and will be responsible for monitoring, and auditing compliance of the contractor with all environmental commitments set out in this CoCP and elsewhere and other relevant environmental legislation.

1.3 The Contractor

- 1.3.1 The provisions of this CoCP will be incorporated into the contracts for the construction of all works defined in the planning applications. All such works will be accomplished through the Projects. The contractors associated with each Project will be required to comply fully with the terms of the CoCP.

Olympic Park Code of Construction Practice

- 1.3.2 The Principal Contractor¹ will be required to appoint a Construction Manager (CM) who will ensure that all reasonably practicable means are adopted to fulfil the requirements of this CoCP. The CM will hold regular meetings with the Project Manager and the Local Authorities Environmental Health Officers to discuss construction activities and compliance with this CoCP. Construction Managers will report to Project Managers.
- 1.3.3 The Principal Contractor will be required to appoint a suitably qualified Contractors Environmental Site Manager who will be responsible for ongoing monitoring and delivery of the environmental measures throughout construction. The Contractors Environmental Site Manager (CESM) will be required to report to the Project Manager.

1.4 Structure of the CoCP

- 1.4.1 The Code of Construction Practice (hereinafter referred to as the Code) will consist of this CoCP document and a number of Topical Environmental Management Plans (section 2.2). Together these documents will set out the general objectives and measures for construction activities across the whole Olympic Park. This will provide the framework for the preparation of Environmental Management Plans for each Delivery Zone or Project.
- 1.4.2 The content of this part of the CoCP is set out below:
- Section 2: General Principles
 - Section 3: General Site Operations: Working Hours, Layout and Site Appearance.
 - Section 4: Public Access and Transport Management.
 - Section 5: Noise and Vibration.
 - Section 6: Air Quality.
 - Section 7: Contaminated Land.
 - Section 8: Waste Management
 - Section 9: Protection of Surface and Groundwater Resources.
 - Section 10: Ecology.
 - Section 11: Archaeology and Heritage.
 - Section 12: Pollution Incident Control.
 - Section 13: Appendices

¹ The Principal Contractor is the main contractor for a package of work and management of all aspects of the construction phase works.

Olympic Park Code of Construction Practice

1.5 Enforcement

1.5.1 This CoCP will be enforceable through the planning consents for site preparation and remediation, the construction of the Olympic Park venues, and their Legacy transformation. The ODA is developing an Environmental Management System which will set out the arrangements and responsibilities for implementing, auditing and enforcing the environmental mitigation set out in this CoCP. The ODA, CLM and the contractors will all have roles in ensuring compliance:

- The ODA Director of Construction will receive reports from ODA Environment and Construction Managers and CLM Head of Construction regarding Projects and contractors performance. The ODA will also participate in the audit process.
- The CLM Head of Construction will receive reports from Project Managers in respect of monitoring and auditing of the contractor.
- Each contractor's Construction Manager will ensure that the work is planned and managed so that it undertaken in a manner consistent with environmental requirements of this CoCP. Each contractor's Construction Manager will require his CESM to undertake a programme of monitoring and auditing to confirm compliance.

1.5.2 The provisions of this CoCP will be incorporated into all construction contracts. The contractor will be required to comply with the terms of the CoCP. The ODA will take appropriate action as required to ensure compliance with the contract.

Olympic Park Code of Construction Practice

2. General Principles

2.1 Environmental Management System

- 2.1.1 An Environmental Management System (EMS) for the development of the Olympic Park to monitor compliance with the procedures, standards and other measures required to provide satisfactory levels of environmental protection is proposed.
- 2.1.2 Environmental Management Plans will form part of the EMS. The EMS will, inter alia, provide for the preparation and implementation of a programme of environmental monitoring. Monitoring protocols, which set out the purposes and minimum requirements of the monitoring, will be included within the relevant Environmental Management Plans. Enforcement protocols will also be included.
- 2.1.3 As part of the CLM Delivery Programme, the EMS will develop a Programme Environmental Management Plan that includes a suite of Topical Environmental Management Plans. The Programme Environmental Management Plan sets out the environmental requirements including the CoCP and covers the Olympic Park and non-Olympic Park venues and projects.

2.2 Olympic Park Wide or Topical Environmental Management Plans (TEMPs)

- 2.2.1 A number of environmental plans and strategies for construction management relevant to construction arrangements across the whole Olympic Park will be prepared and implemented. These will cover construction transport management, waste management, water management, ecology and pollution incident control.
- 2.2.2 A Construction Transport Management Plan (see Section 4) will be prepared and implemented. The Plan will outline proposed transport control measures and routes that will be used during the construction, in accordance with specified traffic management principles. The Plan will be consistent with the objectives of the Travel Plan Strategy.
- 2.2.3 A Construction Waste Management Plan (see Section 8) will be prepared and implemented. The Plan will manage construction waste across the Olympic Park in accordance with a waste hierarchy to minimise, reuse and recycle waste materials.
- 2.2.4 A Water Management Plan (see Section 9) will be prepared and implemented. The Plan will include the park wide approach to surface water and foul water drainage, and water supply during construction. The Plan will be consistent with the objectives of the Water Strategy.
- 2.2.5 An Ecology Management Plan (see Section 10) will be prepared and implemented. The Plan will include measures to protect retained habitat, adjoining areas of nature conservation interest, and procedures for translocation of notable species. The Plan will be consistent with the objectives of the Framework Biodiversity Action Plan.
- 2.2.6 A Pollution Incident Control Plan (see Section 12) will be prepared and implemented to include measures to be adopted in the event of a pollution incident including a release of hazardous material or fire.

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2.3 Project Environmental Management Plans

- 2.3.1 A Project EMP will be prepared for each major scope of work or Project (which generally coincide with the Planning Delivery Zones detailed in the planning applications). Project EMPs will identify the major construction activities and the environmental issues and impacts of those construction activities. Project EMPs will also identify the mitigation measure/best practice for each environmental impact. The Project EMP will set out how the contractor intends to manage construction and will set out specific control measures necessary to deliver the requirements of this CoCP and any other mitigation measures that have been committed to by the ODA that relate specifically to the construction phase of the project. The CLM Environmental Manager will approve Project EMPs.
- 2.3.2 The contractor EMPs (see below) will support the Project EMP by providing work process and procedure details specific to each work activity. CLM Environment Manager will issue approval of the Project EMP as appropriate, and the ODA shall issue formal authority to commence the planned work.
- 2.3.3 The Project EMP will include a site layout and summary of construction activities, along with a supporting statement as to how principles to minimise environmental impact have been incorporated in the construction arrangements. Details will include, but not be limited to proposals for boundary treatment, screening, the location of storage sites, lighting, and air quality management.
- 2.3.4 Each Contractor will develop a Contractor EMP in accordance with the Project EMP, requiring approval by the Project Manager. For each activity of work, Contractor EMPs shall identify specific construction work process/aspects, the environmental impact of each process/aspect, the mitigation measure/best practice and the relevant procedure or method of work to be followed.

2.4 Consultation on Environmental Management Plans

- 2.4.1 Once the Environmental Management Plans (TEMPs and Project EMPs) have been prepared, plans will be sent out to statutory bodies and the local authorities for consultation. Unless otherwise agreed with the ODA Planning Decisions Team, plans must be submitted prior to the commencement of construction works. The observations of statutory bodies' and local authorities' will be taken into account in amending the plans as far as reasonably practicable. The ODA will then publish the final version of each plan and provide a copy to statutory bodies and the local authorities. In accordance with relevant planning conditions attached to planning permissions for site preparation works, venue and infrastructure construction, and works for the reconfiguration of infrastructure for Legacy use, the Construction Traffic Management Plan, Construction Waste Management Plan, Water Management Plan, and Ecology Management Plan will be subject to the approval of the ODA Planning Decisions Team. The measures and standards identified in the plans will then be implemented by the Contractors.
- 2.4.2 It is envisaged that some or all of the Environmental Management Plans (either in part or whole) may need to be updated from time to time. The process adopted for the updating of the plans will be the same as that for the production of the plans described in paragraph 2.4.1. The updating process will ensure that an equivalent or no worse environmental standard is achieved to that set out in the published version of each plan.

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2.5 Other Environmental Controls

- 2.5.1 In addition to the CoCP, TEMP's and Project EMP's contractors will be required to comply with specific legislative requirements, and other standards and management practices. There are many codes, standards, Acts of Parliament and subsidiary legislation as well as statutory guidance, which cover environmental and related matters. The key environmental regulatory provisions are referred to where applicable in this CoCP. Appropriate recognition will be given to changes over time to these requirements and/or new or alternative environmental control provisions.
- 2.5.2 Contractors will also be required to demonstrate compliance with sustainability objectives, as set out in the ODA's Sustainable Development Strategy (January 2007). Contractors will be required to report progress against agreed sustainability indicators. This process will be supported by the use of The Civil Engineering Environmental Quality Assessment and Award Scheme (CEEQUAL). CEEQUAL was developed by the Institution of Civil Engineers (ICE) and encourages attainment of environmental excellence in civil engineering projects.

2.6 Local Community Liaison

- 2.6.1 Where possible two weeks, but at least one week, prior to the commencement of the sequence of main construction activities in an area, i.e. earthworks, civil engineering or building activities, occupiers of premises who may be affected by the work will be notified of the nature of the proposed works and a contact name, telephone number and address to which any enquiries should be directed. (It will be for the ODA in consultation with the local authorities to decide whether to arrange any further liaison or consultation with the public on a local basis).
- 2.6.2 At appropriate locations in the relevant local authority offices and on the sites' boundaries the Contractor will be required to display for the public a contact name, telephone number and address for information or complaint purposes.
- 2.6.3 The ODA will set up and co-ordinate a series of regular communication meetings with the major stakeholders and local communities. The ODA will ensure that all stakeholders will be kept informed of progress on the project throughout the lifecycle of the development. All matters related to construction activities will follow a similar communications protocol and for this purpose a designated project manager will be appointed to liaise with the local communities during the construction phases of the development and to take effective action to deal with any complaints raised by the local communities and/or members of the public.
- 2.6.4 The ODA will establish a system for dealing with enquiries or complaints from the public and from officers of local authorities or statutory bodies. The system will include a telephone staffed 24 hours a day 7 days a week.
- 2.6.5 The system will ensure that appropriate action is taken in response to any non-compliance with approved plans or construction arrangements or in the event of physical damage, in accordance with the enforcement protocol.

Olympic Park Code of Construction Practice

2.7 Considerate Constructors Scheme

2.7.1 In addition to the arrangements under this CoCP the contractor will be required to register with the "Considerate Constructors Scheme" which is a voluntary code of practice that seeks to:

- Minimise any disturbance or negative impact (in terms of noise, dirt and inconvenience) sometimes caused by construction sites to the immediate neighbourhood;
- Eradicate offensive behaviour and language from construction sites; and
- Recognise and reward the constructor's commitment to raise standards of site management, safety and environmental awareness beyond statutory duties.

2.7.2 The scheme requires constructors to adhere to the Scheme's Code of Considerate Practice.

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3. General Site Operations: Working Hours, Layout and Site Appearance

3.1 Objective

- 3.1.1 The works will be carried out in such a way as to limit, as far as reasonably practicable, the adverse environmental impact of the construction activities.

3.2 Core Hours

- 3.2.1 The site 'core hours' will be Monday-Friday 07.00-18.00 and Saturday 07.00-14.00. In order to maximise the use of these hours, one hour start-up and close-down periods will be permitted from 06:00 – 07:00 and 18:00 – 19:00 respectively. The activities that will take place in these start-up and close-down periods will not include any noisy activities, but will typically include:

- Movement of plant to the worksite;
- Unloading; and
- Maintenance of plant and equipment.

- 3.2.2 Consents will be obtained from the relevant local authority under the Control of Pollution Act 1974, Section 61 which gives prior consent for the proposed construction works. The applications for consent will include details of the work to be undertaken, including the proposed hours of work. All of the arrangements set out below may be varied by agreement with the relevant local authority. The right to appeal against a withholding of consent or against conditions subject to which it is given is retained, and references to agreement are to be so construed.

- 3.2.3 The works that may be undertaken outside of the 'core hours' will include the following:
- a period for repair and maintenance will be required on Saturday between 14:00-16.00 and Sunday between 08.00-16.00;
 - Operations such as earthworks are seasonal and weather-dependent, and as is customary in the construction industry the working day and or days may be extended to take advantage of extended daylight hours during the period April-October;
 - For certain types of activities evening, night time, weekend Sunday and Bank Holiday working may be required. Examples include work that entails the possession of a railway or road (and may be timed to avoid periods of heavy traffic flows or require appropriate tidal conditions), works for reasons of public safety, site logistics operations or work within buildings;
 - Timings for road, rail and water deliveries will be agreed through the approval of the CTMP (*Section 4.3*);
 - Some activities by their nature may need to be completed for reasons of engineering practicality and / or public safety and so will need to be extended beyond the normal working day. Examples of this could include:
 - Temporary highway / traffic management works;
 - Demolitions;

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- Formwork-erection and removal;
 - Concrete pours;
 - Earthwork movements;
 - Completion of crane lifting operations;
 - Heavy lifts such as bridge decks;
 - Heavy / large components of the venue structure; and
 - Movement of abnormal loads.
- 3.2.4 Where works, which have been granted in a section 61 consent, have to be rescheduled for reasons not envisaged at the time of the submission and are expected to extend beyond the agreed or normal working hours or to exceed the agreed limits, an application will be made at least 14 days in advance of the start of those works for a dispensation from the section 61 consent. The dispensation will be sought by means of an application for a variation to the agreed consent, setting out the revised construction programme or method and the relevant noise calculations.
- 3.2.5 Where the rescheduling relates to work of a more urgent or critical nature (such as a key activity likely to delay other key activities) application will be made to the relevant local authority Environmental Health Officer where practicable 7 days, but at least two working days, ahead of the start of those works for a variation to the agreed consent.
- 3.2.6 Where such working outside normal hours has been discussed and accepted, occupiers of nearby residential or other sensitive property who are likely to be affected will be informed as soon as reasonably practicable about this, and about, the likely duration of works.
- 3.2.7 In the case of work required in response to an emergency (or which if not completed would be damaging or unsafe), the relevant local authority Environmental Health Officer will be advised as soon as is reasonably practicable of the reasons for and likely duration of such works.

3.3 Construction Site Layout and Good Housekeeping

- 3.3.1 In planning the construction site layout the Contractor will ensure that a 'good housekeeping' policy is applied at all times, and as far as reasonably practicable; that amongst other things:
- existing hedges, tree screens and the topography will be utilised to screen construction sites; temporary earth mounding or other temporary screening will also be included, where appropriate, within the confines of land take for construction sites;
 - hoardings will be regularly inspected repaired and re-painted as necessary;
 - all working areas will be kept in clean and tidy condition;
 - wheel washing facilities will be brushed or sprayed clean frequently.
 - adequate toilet facilities will be provided for all site staff;
 - rubbish will be removed at frequent intervals and the site kept clean and tidy;
 - food waste will be removed frequently;

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- any waste susceptible to spreading by wind or liable to spreading by wind or liable to cause litter will be stored in enclosed containers;
- open fires will be prohibited at all times;
- all necessary measures will be taken to minimise the risk of fire and the contractor will comply with requirements of the local fire authority;
- storage sites, fixed plant and machinery, equipment and temporary buildings will be located to limit adverse environmental effects;
- all external lighting and illumination, associated with the construction process, will be in accordance with the guidance issued by the Institution of Lighting Engineers: "Guidance Notes for the Reduction of Light Pollution", and the CIE (International Commission on Illumination) Report: "*Guide on the Limitation of the Effects of Obtrusive Light from Outdoor Lighting Installations*".
- to ensure that construction lighting does not affect the amenity of residents or create a statutory nuisance under the Environmental Protection Act 1990, as amended, external lighting will be designed and positioned to:
 - provide the minimum light levels necessary for safe working;
 - avoid disturbance to adjoining residents and occupiers;
 - avoid creating dazzle or distraction for drivers using adjacent highways or the railway;
 - seek to minimise light spillage or pollution; and
 - ensure that excess light does not fall on sensitive ecological habitats
- adequate security will be exercised by the Contractor to protect the public and prevent unauthorised entry to or exit from the site. Site gates will be closed and locked when there is no site activity and site security measures will be implemented;
- any security cameras will be located and directed so that they do not intrude into occupied residential property; and
- radios (other than two way radios used for the purposes of communication related to the works) and other forms of equipment with loud speakers will not be used on the site.

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- 3.3.2 The visual intrusion of construction sites on nearby residents and users of local facilities and amenities will be contained and limited, as far as reasonably practicable.
- 3.3.3 The Contractor will ensure that all working areas are sufficiently and adequately fenced off from members of the public and to prevent animals from straying on to the working area. The standard of enclosure and screening at a particular site will be selected in order to maintain effective site security and achieve appropriate noise attenuation and visual effect. In some areas screening may be painted and may include viewing points and relevant project information.
- 3.3.4 Before the start of construction works in any particular Planning Delivery Zone, the Contractor must submit to the local planning authority for approval details of the proposed temporary security fencing and secure zones to be established within that Delivery Zone, including its location, height, form of construction, and the intended length of time it will remain in use.
- 3.3.5 Temporary hoardings will be selected to suit the location but may be:
- A wire mesh fence, where appropriate for minimum security needs;
 - A 2.4 m minimum height, plywood faced, timber framed boundary hoarding, of a surface density of not less than 7 kg/m² or other hoarding providing equivalent security and noise attenuation, in the vicinity of noise sensitive neighbours; or
 - Other designs, where a particular appearance or acoustic rating is considered to be required and is agreed with the relevant local authority.
- 3.3.6 Hoardings that create poorly lit pedestrian routes will have bulkhead lights fitted and these will be used in hours of darkness.
- 3.3.7 The Contractor will ensure that where hoardings are provided, they are painted on the side facing away from the Site and include identification of the project and contact information. All hoardings, screening and other forms of enclosure will be maintained in reasonable condition and monitored for fly posting.
- 3.3.8 The Contractor is expressly prohibited from displaying or allowing the display of any advertisement, notice, etc including illicit bill or fly posting on the hoardings. The Contractor will ensure that all graffiti, fly posting or defacement to the hoardings is removed and made good or obscured within 48 hours of discovery.
- 3.3.9 An information board will be provided at each work site detailing information on the site programme and estimated duration of the works, together with the web address and a 24 hour telephone number for use by members of the public who wish to lodge complaints or comments.
- 3.3.10 Where temporary or permanent possession of a site is taken and an enclosure has been removed an enclosure will be erected on the new temporary or permanent boundary to maintain the security of the property.
- 3.3.11 CCTV will be installed as part of the site security package. Adjacent pedestrian routes will be monitored.

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- 3.3.12 The contractor will regularly inspect all working areas at least fortnightly and will provide a report to CLM on compliance with this *Section 3.3* of the CoCP. A nominated representative of CLM may carry out inspections of the site at any time without prior notice of time and place of the inspections. Access to all areas of the works will be given to visiting inspectors and the Contractor will give inspectors all reasonable assistance during their site inspection.
- 3.3.13 All fencing and hoarding will be removed as soon as reasonably practicable after completion of works.

3.4 Temporary Living Accommodation

- 3.4.1 The provision of on-site workers' temporary living accommodation must be approved in advance by the local planning authority and will be located and managed in accordance with arrangements set out in that approval. Such temporary living accommodation should comply with the standards adopted by the local environmental health authority as if the site required a licence under the Caravan Sites and Control of Development Act 1960.
- 3.4.2 Mess rooms, locker rooms, toilets and showers will be permitted subject to the terms of the planning permissions.

3.5 Other Arrangements

- 3.5.1 The following preventative pest control measures will be adopted:
- Removal or stopping and sealing of drains and sewers brought into disuse;
 - Prompt treatment of any pest infestation and arrangements for effective preventative pest control; and
 - Appropriate storage and regular collection of putrescible waste (See also *Section 8, Waste Management*).
- 3.5.2 Pest infestation of construction sites will be notified to the relevant local authority as soon as is practicable.
- 3.5.3 Steps will be taken, as far as reasonably practicable, to see that the behaviour of personnel on site does not cause offence to the public.

3.6 Clearance of Site on Completion

- 3.6.1 The Contractor will clear and clean all working areas and accesses as work proceeds and when no longer required for the works.
- 3.6.2 At the completion of the development all plant, temporary buildings or vehicles not required during subsequent construction works shall be removed from the site. All land, including highways, footpaths, loading facilities or other land occupied temporarily, shall be made good to the satisfaction of the local planning authority before the opening of the Olympic Games.

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4. Public Access and Transport Management

4.1 Objective

- 4.1.1 It will not be reasonably safe and practicable to maintain all existing public access routes and rights of way during construction. Access along the Greenway must be maintained during the construction period affording a pedestrian and cycle route across the site. The approval of the relevant highways authorities will be sought to ensure that this route and any traffic diversions are adequately signposted.
- 4.1.2 The works will be carried out in such a way that inconvenience to the public arising from any increases in traffic flows and disruptive effects of construction traffic is limited, as far as reasonably practicable. This will include optimising the use of sustainable transportation (rail and water) for the delivery of construction materials to the Olympic Park, so far as is reasonably practicable.

4.2 General Provisions

- 4.2.1 Works to construct the Olympic Park will require the stopping up of highways, permanent obstruction of or temporary interference with highways and other enabling street works. Approvals for highway works will be sought from the relevant highway authorities. Procedures for obtaining consent have been agreed with the London Boroughs of Tower Hamlets, Newham, Waltham Forest and Hackney and with Transport for London through the Olympics Construction Transport Management Group².
- 4.2.2 Approvals from the relevant highways authorities will be obtained in respect of the means and routes by which anything required for construction is to be transported by large goods vehicles (as defined in Part IV Road Traffic Act 1988) on a highway to a construction or storage site, or to a waste disposal site.
- 4.2.3 Approval will be obtained from the relevant highways authorities to the formation, layout or alteration of any permanent or temporary means of access to a highway to be used by vehicular traffic. Procedures for applications for temporary interference to the highway and for any required Traffic Regulation Orders will be discussed with the local highway authorities and Transport for London.
- 4.2.4 Options for reducing the quantities of construction materials and waste requiring transfer by public roads will be considered so far as reasonably practicable.
- 4.2.5 Site access points for construction traffic construction personnel and emergency access will be identified and signed for both vehicular traffic and pedestrian/cycle access.

² The Olympics Construction Transport Management Group comprises representatives from the London Boroughs of Newham, Waltham Forest, Greenwich, Hackney and Tower Hamlets, Transport for London, Metropolitan Police and CLM. The terms of reference of the Group include the review and consideration of procedures for the approval of transport and traffic management schemes; the overall timetable for construction activities and transport and traffic management schemes; the detailed planning and implementation of mitigation schemes arising from the Transport Assessment; and the Construction Traffic Management Plan (see 4.3).

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- 4.2.6 Protocols will be discussed with the relevant authorities for maintaining utilities in the highway. Prior to construction, the condition of relevant highways in the vicinity of points of access will be recorded.
- 4.2.7 Ground movement and settlement on the railway lines will be monitored and procedures will be agreed with the relevant authorities for working adjacent to live railway lines.

4.3 Construction Transport Management Plan

- 4.3.1 A Construction Transport Management Plan (CTMP) will be produced and implemented. The plan will include the requirements for the management of construction traffic and of construction workforce.
- 4.3.2 It is intended that the plan will be updated in accordance with the development of the construction strategy and re-issued as appropriate. The CTMP will be consulted on with the local highway authorities, Transport for London, the Highways Agency, and the emergency services. In accordance with relevant planning conditions attached to planning permissions for site preparation works, venue and infrastructure construction, and works for the reconfiguration of infrastructure for Legacy use, the CTMP will be subject to the approval of the ODA Planning Decisions Team. All proposals for off-site transport management will be required to conform to the CTMP.
- 4.3.3 The objectives of the CTMP are:
- To minimise the level of road based construction traffic through the promotion of rail and water based transport options;
 - To minimise the impact of road based construction traffic by identifying clear controls on routes, vehicle types, vehicle quality and hours of site operation;
 - To identify highway works required to accommodate construction traffic;
 - To minimise the number of private car trips to and from the site (both workforce and visitors) by encouraging alternative modes of transport and identifying control mechanisms for car use and parking;
 - To assess the need for improvements to the public transport network to accommodate the additional number of trips associated with construction site activity.
- 4.3.4 The Plan will include details of:
- The arrangements for liaison with the relevant highway authorities and emergency services;
 - The method for applying for approvals for off-site highway works;
 - Road closures implementation and management, including management of "stub ends";
 - Waterway closures implementation and management;
 - Provision of water and rail facilities for movement of construction materials;
 - Direction signing to worksites;
 - Emergency access protocols and internal road naming conventions;

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- Workforce distribution, mode share and assignment, to include proposals for transport provision for movement of construction workforce;
- Rail station capacities and rail line blockades which will require alternative workforce travel arrangements;
- Designated routes for large goods vehicles and dealing with abnormal loads;
- Highway enabling schemes for access to and from the construction sites;
- Off-site parking control and on-site parking provision and control;
- Provision for walking and cycling;
- Lorry holding areas;
- Driver standards and enforcement within the construction sites and on the highway;
- Monitoring;
- Dealing with complaints and community liaison;
- Construction Transport Management Plan review

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- 4.3.5 The CTMP will provide the framework for each contractor within the Olympic Park to prepare a consistent workplace travel plan, based on the enabling schemes to be put in place by the ODA.
- 4.3.6 Access arrangements to Stratford City, Stratford Box, Network Rail lineside accesses and utilities within the Olympic Park may also be identified within the Construction Transport Management Plan. Preparation of the CTMP will also take into account the construction of Stratford City, the Athletes Village, the construction of the extension of the DLR to Stratford International and Crossrail.

4.4 Temporary or Permanent Closure and Diversion

- 4.4.1 During the site preparation and construction phase ("the Olympic Construction Phase") the site will become an enclosed area with no public access, following vacant possession of the site. During the Legacy Transformation Phase after the Games, the Construction Transport Management Plan will recognise that public access will be available to the site and that works will be ongoing in discrete construction sites, where roads and rights of way may be closed off.
- 4.4.2 The Contractor will ensure that public notices are issued in advance informing local residents and, businesses of dates and durations of road and rights of way closures. The Contractor will ensure provision and maintenance of suitable and sufficient signs and barriers indicating temporary and permanent closures to public accesses and rights of way.
- 4.4.3 It is intended to maintain the pedestrian route along the Greenway open during the construction period as it affords a route across the park. The Greenway is a permissive pathway through the site currently available to pedestrians. Improvement works, including lighting, are planned along this section of the Greenway and some temporary closures may be required in order that these can be carried out safely. In addition, during the demolition of buildings along Marshgate Lane, the alleyway connecting the Greenway to Marshgate Lane will be closed. Users will be able to get to the Greenway via an alternative route along Pudding Mill Lane.

4.5 Road Cleanliness

- 4.5.1 All reasonably practicable measures will be put in place to avoid/limit and mitigate the deposition of mud and other debris on the highway. These measures will have regard to the nature and the use of the site and will include:
- Hardstanding at the access and egress points which will be cleaned at appropriate intervals;
 - Vehicle clean down points to clean vehicle wheels at each exit point on to the highway;
 - The correct loading of vehicles and sheeting of loads where necessary to avoid spillage during their journeys;
 - The use of mechanical road sweepers combined with water sprays for the suppression of dust to clean site hardstandings, roads and footpaths in the vicinity of the site; and
 - The flushing of gullies in the vicinity of the site.

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4.6 Highway Reinstatement

- 4.6.1 Where temporary alterations to the highway are required, the highway will be restored to the reasonable requirements of the local highway authority.
- 4.6.2 The condition of relevant parts of the highway will be recorded prior to the commencement and after the completion of the ODA's works, in consultation with the highway authorities. These locations will be identified in the Construction Transport Management Plan. The highway authorities will be notified of surveys and may send a representative if they wish. Any remedial works required as a result of the ODA's works will be undertaken to the reasonable satisfaction of the relevant highway authority.
- 4.6.3 After completion of any works affecting a highway, all surplus materials arising from the works will be cleared from the highway, leaving it in a clean and tidy condition in accordance with the reasonable requirements of the highway authority.

4.7 Large Vehicle Controls

- 4.7.1 As part of the Construction Transport Management Plan, routes for large construction vehicles into and out of the Olympic Park will be identified. The routes identified will primarily be major roads (Motorways and A roads), except for immediate access points into the Olympic Park. Approval of local routes to be used by large construction vehicles will be sought from the relevant authorities.
- 4.7.2 Deliveries to the site or removal of materials from the site shall take place during the hours and in the manner specified in the CTMP. Heavy Goods Vehicles will be subject to the approval requirements for exemption of the overnight and weekend lorry ban. It will be the responsibility of the vehicle operators to ensure compliance with the ban and of any conditions attached to exemption permits. Deliveries to site will be managed and controlled through a delivery booking system with marshalling points to hold delivery vehicles until required on site.
- 4.7.3 There will be no parking of large vehicles on the highway in the vicinity of any worksite except in any specifically designed holding areas for vehicles waiting to deliver or remove materials from the site. The location of any lorry holding area will be approved through the Olympics Construction Transport Management Group. Delivery vehicles will be required to turn their engines off when waiting within or near the Park.
- 4.7.4 An appropriate control system will be implemented for the dispatch of all vehicles containing excavated material, demolition materials or other waste material.
- 4.7.5 Vehicle identification signs will be displayed in a prominent position on large goods vehicles using public roads which are dedicated to the Project.
- 4.7.6 A weighbridge(s) will be installed at a suitable location(s) on site to monitor compliance with vehicle weight restrictions.

4.8 Management of Large Goods Vehicle Movement

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- 4.8.1 Large goods vehicles which are either reported to travel on routes which are not approved (unless for reasons of local access or which are directed by a Police Officer or Traffic Warden in uniform) or which are observed by accredited representatives of the ODA to travel on inappropriate routes, or in an inappropriate manner shall be reported to the principal contractor for investigation. The principal contractor shall carry out all possible enquiries to identify the relevant company and driver.
- 4.8.2 Drivers of any vehicle operated on-site shall obey any traffic sign, road marking or traffic signals, or the direction of any traffic marshal appointed by the principal contractor or any accredited representative of the ODA.
- 4.8.3 The principal contractor shall initiate a penalty scheme and, dismiss any driver, or ban any driver from site, who has been issued with three penalties in any period.

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5. Noise and Vibration

5.1 Objective

- 5.1.1 The Contractor will have a general duty to use “best practicable means” (BPM) to minimise nuisance from noise and vibration. BPM is defined by reference to the following provisions in Section 79(9) of the Environmental Protection Act 1990:
- a) *“‘practicable’ means reasonably practicable having regard among other things to local conditions and circumstances, to the current state of technical knowledge and to the financial implications;*
 - b) *the means to be employed include the design, installation, maintenance and manner and periods of operation of plant and machinery, and the design, construction and maintenance of buildings and structures;*
 - c) *the test is to apply only so far as compatible with any duty imposed by law;*
 - d) *the test is to apply only so far as compatible with safety and safe working conditions, and with the exigencies of any emergency or unforeseeable circumstances.”*
- 5.1.2 The noise and vibration limits specified in this CoCP, or which may be agreed with the local authorities, will not be regarded as a licence to make noise or vibration up to the allowable limit. However, works carried out during the ‘core hours’ described in **Section 3.2: Core Hours**, will be permissible within the terms of this CoCP up to the limits described in **Section 5.5: Noise Limits**.

5.2 Section 61 Consents and Agreements

- 5.2.1 Consents will be sought from the relevant local authority under the Control of Pollution Act 1974, Section 61, on noise limits (and vibration limits, where relevant) for the proposed construction works. Site specific management and mitigation requirements for noise and vibration, both on and off site, will be defined in the Section 61 consents. The Contractor may seek agreement from the relevant local authority that for certain activities not anticipated to generate substantial noise such as site investigation and site set up, a Section 61 consent will not be sought. The Contractor will apply to the relevant local authority for a section 61 consent at least 28 days before work is due to start on development for which approval has been sought. Where possible, a draft application should be submitted to the local authority to initiate discussions prior to the actual application. The following information shall be included in any consent application:
1. plans which illustrate the location of the construction works;
 2. a full description of the construction works including details of their duration and proposed hours of work;
 3. a robust rationale for works which need to be undertaken outside core working hours;
 4. a method statement;
 5. type of plant and specification of equipment to be used;
 6. details of the noise and/or vibration mitigation to be employed;

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7. noise and vibration sensitive locations (including, for example, residential properties, schools and other teaching facilities, hospitals and residential nursing homes, and/or other buildings which house vibration sensitive equipment) and anticipated noise monitoring points; and
8. a set of predicted noise, and where relevant, vibration levels.

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- 5.2.2 A commitment to adopting BPM is an integral part of any section 61 consent application and this must be fully demonstrated in any application for consent.
- 5.2.3 All applications for consent shall include a statement advising how and when local residents, businesses or other organisations likely to be affected by the works will be notified of the start date, nature and duration of the works, along with details of a complaints hotline.
- 5.2.4 Surveys of ambient noise shall be carried out at representative receptors where noise impacts are probable. The survey procedure and location shall be agreed with the relevant local authority as part of the section 61 prior consent procedure.
- 5.2.5 Compliance with the guidance and procedures given in BS 5228 Parts 1, 2 and 4 will be required and in the case of vibration, reference will also be made to BS 7385 and BS 6472. Where alternative authoritative guidance and procedures are thought to be more appropriate and have been agreed in advance with the relevant local authority, these may be adopted in place of the aforementioned.

5.3 Neighbour Notification

- 5.3.1 Occupiers of nearby properties shall be informed in advance of the works taking place where relevant, including the duration and likely noise and vibration impacts. In the case of work required in response to an emergency, the local authority and local occupiers shall be advised as soon as reasonably practicable that emergency work is taking place. Potentially affected occupiers will also be notified of the Helpline number.
- 5.3.2 Where, in exceptional circumstances essential work causing noise above the limits set out in *Table 1* may be required, as part of the section 61 consent application process outlined above, the Contractor will notify the occupants of noise sensitive properties at least two weeks prior to the commencement of the consultation with the relevant local authority. Proposals to cause noise above the limits set out above must be fully justified and kept to an absolute minimum.
- 5.3.3 The Contractor will take into account consultation responses received from the neighbours and will have regard to any reasonable requests by the relevant local authority.

5.4 Noise Control Measures

- 5.4.1 Best practicable means will be employed to keep the level of noise and vibration generated on site as low as reasonably practicable (ALARP). Measures to be considered in implementing best practicable means will be consistent with the recommendations of BS5228 and include one or more of the following as appropriate:
- Careful selection of plant and construction methods. Only plant conforming to relevant national, EU or international standards, directives and recommendations on noise and vibration emissions will be used;

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- Design and use of site enclosures, housing and temporary stockpiles, where practicable and necessary, to provide acoustic screening at the earliest opportunity. Where practicable, doors and gates shall not be located opposite occupied noise-sensitive buildings. The mechanisms and procedures for opening doors/gates will minimise noise, as far as reasonably practicable (see also Section 3, General Site Operations);
- Choice of routes and programming for the transport of construction materials, spoil and personnel, (see also Section 4, Public Access and Transport Management); and
- Careful programming so that activities which may generate significant noise are planned with regard to local occupants and sensitive receptors.

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- 5.4.2 Each item of plant used on the project will comply with the noise limits quoted in the relevant European Commission Directive 2000/14/EC/United Kingdom Statutory Instrument (SI) 2001/1701 (as amended). A register of plant and equipment and statutory certification will be completed for each construction zone.
- 5.4.3 The recommendations set out in Annex B of Part 1 of BS 5228 and Sections 7.3 and 9.2 of Part 4 of BS 5228 will be adopted with regard to noise and vibration mitigation options. Where alternative authoritative guidance and procedures are thought to be more appropriate and have been agreed in advance with the relevant local authority, these may be adopted in place of the aforementioned.
- 5.4.4 Without prejudice to the other mitigation requirements in this section of the CoCP, the Contractor will comply with the following mitigation measures:
- All vehicles and mechanical plant used for the purpose of the work shall be fitted with effective exhaust silencers and shall be maintained in good and efficient working order and operated to minimise noise emissions;
 - All compressors and generators shall be “sound reduced” models fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use, and all pneumatic percussive tools shall be fitted with mufflers or silencers of the type recommended by the manufacturers;
 - All machines in intermittent use shall be shut down in the intervening periods between work or throttled down to a minimum. Lorry engines will be switched off when vehicles are stationary. Noise emitting equipment which is required to run continuously shall be housed in a suitable acoustic enclosure (see BS5228 Part 1:1997, Figures B.1, B.2 and B.3);
 - As far as practicable, demolition shall be carried out using equipment that breaks concrete in bending in preference to percussive methods;
 - All pile driving shall be carried out by plant equipped with a noise reducing system or by silent driving systems. Percussive piling shall only be used where no other suitable system is available;
 - Temporary noise barriers will be used to reduce noise levels where appropriate and practicable. Such measures can be particularly appropriate for stationary or near-stationary plant such as pneumatic breakers, piling rigs and compressors. Barriers should be located as close to the plant as possible and, in order to provide adequate attenuation, should have a mass per unit area of at least 7 kg/m². The screens may include soil mounds, site offices, site huts, acoustic sheds or partitions;
 - Plant and equipment liable to create noise and/or vibration whilst in operation will, as far as reasonably practicable, be located away from sensitive receptors and away from walls reflecting towards sensitive receptors.
 - Materials for night-time working shall be delivered during normal hours of working and be placed as close as possible to the work area for which they are required;
 - Where reasonably practicable, fixed items of construction plant should be electrically powered in preference to diesel or petrol driven;

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- Machines in intermittent use should be shut down or throttled down to a minimum during periods between work. Static noise emitting equipment operating continuously will be housed within suitable acoustic enclosure, where appropriate. Doors on plant and equipment will be kept closed; and
- All generators and compressors will be “sound reduced” models fitted with acoustic lining/sealed acoustic covers where appropriate. All ancillary pneumatic percussive tools will be fitted with mufflers or silencers as recommended by the manufacturer.

Reversing Alarms

5.4.5 As far as reasonably practicable, noise from reversing alarms will be controlled and limited, in accordance with the Section 61 consents. This will be managed through the following hierarchy of techniques:

- The site layout will be designed to limit and where reasonably practicable, avoid the need for the reversing of vehicles. Measures will be undertaken to ensure that drivers are familiar with the worksite layout;
- Banksmen will be utilised to avoid the use of reversing alarms;
- Reversing alarms incorporating one of more of the features listed below or any other comparable system will be used where reasonably practicable;
 - Highly directional sounders;
 - Use of broad band signals;
 - Self adjusting output sounders; and
 - Flashing warning lights
- Reversing alarms will be set to the minimum output noise level required for health and safety compliance.

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5.5 Noise Insulation

- 5.5.1 Where, in spite of the measures set out in this Code, the application of BPM, and any Section 61 consents, noise levels at occupied residential buildings are expected to exceed those set out in Table 1, appropriate mitigation measures will be installed. Where these measures comprise noise insulation, this will be in accordance with the technical specifications in the Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996.
- 5.5.2 Noise insulation will be installed if the Predicted Noise Level exceeds the levels set out in Table 1 at that property for at least ten days out of any period of fifteen consecutive days or alternatively 40 days in any 6 month period or, for night-time working, if a level of 55 dB is expected to be exceeded for any ten night-time periods.
- 5.5.3 It may not be practicable to install sound insulation to achieve the required standard to some lightweight dwellings, including houseboats and residential caravans. Where appropriate, the temporary relocation of caravans or houseboats to an alternative site, could be facilitated if the property would otherwise be eligible for sound insulation under this Code of Construction Practice, provided that these residences were legally occupied as permanent residences on or before safeguarding on introduction of the ODA Act or subsequent modification where relevant.

Table 1 - Noise trigger levels (dB) for sound insulation:

Day	Time	Averaging Period T	Noise Insulation Trigger Level LAeq,T
Mondays to Fridays	0600 - 0700	1 hour	70
	0700 - 1800	11 hours	75
	1800 - 1900	1 hour	70
	1900 - 2200	1 hour	65
Saturdays & Public Holidays	0600 - 0700	1 hour	70
	0700 - 1400	7 hours	75
	1400 - 1500	1 hour	70
	1500 - 2200	1 hour	65
Sundays	0700 - 2200	1 hour	65
Any day	2200 - 0700	1 hour	55

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- 5.5.4 For any occupied school, college or other teaching facility a level of 65 dB LA_{eq} (1 hour) and of 70 dB LA_{eq} (1 min) shall apply as measured at 1 metre from the façade of the building during school hours and in term time.
- 5.5.5 Sensitive buildings other than residential and educational establishments, including commercial buildings and, if appropriate, hospitals and clinics, will be separately identified, and subject to individual assessment as considered necessary having regard to their construction, use and location. It is not possible to establish generic standards for such buildings because of the individual differences in use, sensitivity, layout and structure. Relevant national standards and guidelines, existing internal noise levels and precedents will be used as a basis for setting trigger levels for individual buildings.
- 5.5.6 For works outside the normal hours, the limits specified in Table 1 shall apply unless other limits are agreed with the relevant local authority as part of the section 61 consent procedure.

5.6 Vibration

- 5.6.1 Criteria and procedures for vibration control are specified for three purposes and assessed using three different sets of parameters:
 - To protect the occupants and users of buildings from disturbance, for which Vibration Dose Values are assessed (VDVs are defined in BS 6841 and their application to occupants of buildings is discussed in BS6472).
 - To protect buildings from risk of physical damage, for which peak component particle velocities (PPVs) are assessed in accordance with BS 7385.
 - To protect particularly vibration-sensitive equipment and processes from damage or disruption, for which peak component acceleration, velocity or displacement are assessed as appropriate to each process or item of equipment.
- 5.6.2 It is recognised that in some buildings, two or three of the above sets of criteria may apply, and in those cases the criteria shall be evaluated separately. In establishing criteria, controls and working methods, guidance in BS6472, BS5228 and BS7385 will be taken into account.

5.7 Vibration Disturbance Criteria

- 5.7.1 Subject to the specific requirements of the local authorities, the following minimum requirements, as specified in BS 6472:1992, and set out in Table 2 below, will be met as far as practicable, to protect residents and users of buildings from nuisance and harm:

5.7.2 :

Table 2: Vibration Dose Values

Building Type	Period	VDV (ms ^{-1.75})
Eligible Dwellings [1]	08:00 to 23:00	0.40
	23:00 to 08:00	0.13

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Residential, any period of intermittent vibration	-	PPV <0.28 (mm/s)
Educational establishments, offices and similar [2]	Over normal daily period of use	0.40
Commercial [3]	Over normal daily period of use	0.80

[1] Measured on a normally-loaded floor of any bedroom or living room. For this purpose, eligible dwellings include dwelling houses, residential institutions, hotels, and residential hostels.

[2] Measured on a normally-loaded floor of areas where people normally work. This category of receiver will include all areas where clerical work, meetings and consultations are regularly carried out e.g. Doctors' surgeries, day-care centres, but not shop floors of industrial premises.

[3] Measured on a normally-loaded floor of areas where people normally work. Commercial premises include retail and wholesale shops.

5.7.3 The VDV's set out in Table 3 are those specified in BS 6472:1992 below which there is a 'low probability of adverse comment'.

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- 5.7.4 Best practicable means will be used to control vibration levels so that the PPV measured at the base of any building in accordance with BS 7385 does not routinely exceed a level of 5 mm/s except for particularly sensitive buildings (see below) where the level should not exceed 3 mm/s.
- 5.7.5 Where the level of 5mm/s is predicted to be exceeded, an appropriate defects survey will be carried out. In addition an assessment of the vulnerability of that building will be carried out by an engineer or consultant experienced in the assessment of vibration damage to buildings in accordance with the relevant standards and the results recorded in Part B. Works expected to generate peak component particle velocities above 5 mm/s will be notified to the relevant local authority in the Method Statement and the measured vibration levels will not exceed the relevant thresholds given in both *Table 1 and Figure 1 of BS 7385: Part 2: 1993*.
- 5.7.6 Best practicable means will be used to control the potential impact of soil relaxation on surrounding properties.
- 5.7.7 Some medical, scientific and commercial procedures are especially sensitive to vibration and may be adversely affected at magnitudes of vibration independent of disturbance criteria. All reasonable endeavours will be used to identify any premises where such activities are taking place. Those buildings which are to be considered as sensitive will be agreed with the relevant local authority.
- 5.7.8 If vibration levels are predicted to exceed the criteria specified then vibration monitoring will be undertaken by a suitably qualified practitioner during the activity and the Contractor will adopt alternative methods of working to reduce vibration levels as necessary. The monitoring programme will be agreed between the Contractor, the owner, and the relevant local authority. This programme will include the location and frequency of readings and will identify to whom the results should be made available
- 5.7.9 In the event of a complaint the Contractor will investigate the cause and apply mitigation measures as necessary.

5.8 Noise & Vibration Monitoring

- 5.8.1 Prior to the start of construction works in any particular Delivery Zone a scheme for noise and vibration monitoring, assessment and mitigation for all construction plant and processes within that Delivery Zone shall be submitted to the local planning authority for approval. Such a scheme should include the following:
1. The identification of noise sensitive premises to be used as the location for noise monitoring, including any arrangements proposed for amending the selected locations if new noise sensitive premises are introduced during the construction period;
 2. The noise parameters to be measured and the circumstances when continuous monitoring will be undertaken;
 3. The arrangements for reporting the results of noise monitoring to the local planning authority; and
 4. The arrangements for submitting applications for consent under s61 of the Control of Pollution Act 1974; and

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5. The arrangements for implementing mitigation measures during construction for sensitive premises.
 - 5.8.2 A schedule of premises containing people or equipment potentially sensitive to disturbance from vibration or any building potentially at risk of damage from vibration shall be submitted to the local planning authority for approval prior to the start of construction works in any particular Delivery Zone. The schedule shall include proposals for monitoring vibration levels, where necessary, ensuring that where practicable, vibration levels do not exceed those specified above in *Section 5.7: Vibration Disturbance Criteria*, and details of mitigation or other remedial measures to be applied.
 - 5.8.3 The results of any noise and vibration monitoring will be made available, as required, to relevant local authorities. Regular liaison with the relevant authorities will be established to review noise monitoring procedures. Access to monitoring sites within the Olympic site boundary will be facilitated at all reasonable times for inspection and/or noise measurements by the local authority environmental health personnel, following appropriate site specific induction and/or health and safety training.

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6. Air Quality

6.1 Objective

- 6.1.1 Emissions to the atmosphere in terms of gaseous and particulate pollutants from vehicles and plant used on the site and dust from construction activities will be controlled and limited, as far as reasonably practicable. Potential sources, and sensitive receptors will be identified and appropriate control techniques will be applied.
- 6.1.2 The provisions of the Environmental Protection Act 1990, the Environment Act 1995, the Pollution Prevention and Control Act 1999, the Clean Air Act 1993, the Building Act 1984, the Health and Safety at Work, etc. Act 1974 and all regulations made under these Acts (amongst others) will be complied with.
- 6.1.3 The Contractor will comply with the Control of Substances Hazardous to Health (COSHH) Regulations 2002 and with the Health and Safety Executive (HSE) Guidance Notes on Occupational Exposure Limits, for example EH40/2007.

6.2 Vehicle and Plant Emissions

- 6.2.1 The adverse impacts of vehicle and plant emissions will be controlled. Measures to be considered for limiting emissions and avoiding nuisance will include measures such as:
- Ensuring that the engines of all vehicles and plant on site are not left running unnecessarily;
 - Using low emission vehicles and plant fitted with catalysts, diesel particulate filters or similar devices;
 - Using ultra low sulphur fuels in plant and vehicles which meet the BS EN 90 specification;
 - Ensuring that plant is well maintained, with routine servicing of plant and vehicles to be completed in accordance with the manufacturers' recommendations and records maintained for the work undertaken;
 - Ensuring that all project vehicles, including off-road vehicles, hold current MOT certificates, where required due to the age of the vehicle, (or to be tested to an equivalent standard) and that they comply with exhaust emission regulations for their class;
 - Locating haul routes and operating plant away from potential receptors such as houses, schools and hospitals;
 - Maximising energy efficiency (this may include using alternative modes of transport, maximising vehicle utilisation by ensuring full loading and efficient routing); and

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- All commercial road vehicles and construction plant, including stationary plant used in construction must meet the European Emission Standards pursuant to the EC Directive 98/69/EC (commonly known as Euro standards) of Euro 3 during any works and of Euro 4 from 1 January 2008 (and any further standard that may come into force) relating to their exhaust emissions to air during any works. In the event of a change to these standards, all such vehicles will meet any new standard within one year of its introduction.
- Wherever possible use of electrical-powered tower cranes.

6.3 Dust Control

6.3.1 The Contractor will take all necessary measures to avoid creating a dust nuisance during both construction and demolition works. Best practicable means will be used to minimise dust. Contractors will be required to follow the Best Practice Guidance "The Control of Dust and Emissions from Construction and Demolition" published by the GLA and London Councils in November 2006 and adopt dust control measures for large sites of strategic importance as follows:

1. Site Planning

- Erect solid barriers to site boundary in dust sensitive locations
- No bonfires
- Plan site layout – work compounds will be laid out so that accesses and loading areas and machinery and dust causing activities are located as far away from sensitive receptors as practicable so that where practicable temporary structures screen these activities.
- All site personnel to be fully trained
- Trained and responsible manager on site during working times to undertake observations of dust and weather conditions, maintain a site logbook and carry out site inspections
- Hard surface site haul routes
- Put in place dust monitors at the perimeter of the site

2. Construction traffic

- Effective vehicle cleaning and specific fixed wheel washing on leaving site and damping down of haul routes.
- All loads entering and leaving site to be covered.
- No site runoff of water or mud.
- Provision of easily cleaned hard surfacing for vehicles and the effective cleaning of haul routes
- Appropriate speed limit around site, including limiting vehicle speeds on unpaved surfaces to 20 kph.

3. Demolition Works

- Use water as dust suppressant.
- Cutting equipment to use water as suppressant or suitable local extract ventilation.
- Use enclosed chutes and covered skips.
- Wrap building(s) to be demolished.

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4. Site Activities

- Minimise dust generating activities.
- Use water as dust suppressant where applicable.
- Cover, seed or fence stockpiles to prevent wind whipping.
- Drilling and excavation surfaces to be wetted where appropriate.
- Debris piles to be kept watered or sheeted as necessary.
- The enclosure of material stockpiles at all times and damping down of dusty materials using water sprays during dry weather.
- Re-vegetate earthworks and exposed areas.
- If applicable, ensure concrete crusher or concrete batcher has permit to operate.

6.3.2 The EMP will include an inventory and timetable of dust-generating activities, identify appropriate control measures, and arrangements for dust monitoring with particular regard to the location of sensitive receptors, including monitoring equipment to be used.

6.4 Dust Monitoring

6.4.1 The monitoring and control measures detailed in the Best Practice Guidance will be adopted, in so far as is reasonably practicable.

6.4.2 A scheme for dust monitoring, assessment and mitigation for all construction activities will be submitted to the local planning authority for approval. The scheme will include:

- The identification of dust sensitive premises to be used as the location for dust monitoring, including any arrangements proposed for amending the selected locations if new dust sensitive premises are introduced;
- The frequency and other arrangements for dust monitoring; and
- The arrangements for reporting the results of dust monitoring to the local planning authority.

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6.5 Other Measures

- 6.5.1 The Contractor will ensure that bitumen is not overheated, pots and tanks containing bitumen will be covered, spillages will be minimised and where possible, bitumen will not be heated with open flame burners.
- 6.5.2 The Contractor will take precautions to prevent the occurrence of smoke emissions or fumes from site plant or stored fuel oils. Plant will be well maintained and measures will be taken to ensure that it is not left running for long periods when not in use.

6.6 Asbestos

- 6.6.1 A management system will be established, which will adopt measures complying with the Regulations and Code of Practices, to manage the risk from release of asbestos during alteration and demolition works and excavation work. This system will ensure compliance with the Control of Asbestos Regulations 2006 (SI/2006/2739) and associated Approved Codes of Practice, and will provide for inspection, survey sampling and analysis in accordance with HSE guidance MDHS100 "Surveying, sampling and assessment of asbestos-containing materials" as may be revised from time to time.
- 6.6.2 Measures for managing asbestos in alteration, demolition and excavation works will include:
- Compliance with all aspects of the Control of Asbestos Regulations 2006 including prior notification of the Health and Safety Executive;
 - Employing competent and appropriately licensed contractors to carry out alteration and demolition works;
 - Contractors implementing a procedure for dealing with potentially suspect materials, including fly-tipped waste exposed requiring sampling and analysis by an independent specialist consultant;
 - Formal exchange of information before start of work, including relevant information from the Asbestos Register to clearly identify location of asbestos-containing materials; and
 - Method statements for any works in the vicinity of asbestos-containing materials to avoid any disturbance to such materials.
- 6.6.3 The methodology for dealing with any asbestos-containing materials will vary depending upon the type of asbestos. Measures for managing work involving asbestos-containing materials encountered in construction will include:
- Appointment of a specialist consultant independent of the asbestos treatment contractor;
 - Ensuring any work with asbestos-containing materials is notified in advance to the Health & Safety Executive;
 - Ensuring any work with asbestos-containing materials is carried out by licensed specialist asbestos treatment contractors in accordance with Control of Asbestos Regulations 2006;
 - Requiring method statement defining detailed control measures to be produced by the specialist asbestos treatment contractor and approved by the independent specialist consultant;

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- Air sample monitoring by the independent specialist consultant of work to ensure required air quality standards are achieved; and
- Disposal of asbestos-containing materials to licensed waste sites in accordance with Hazardous Waste Regulations 2005 (SI 2005/894).

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7. Contaminated Land

7.1 Objective

- 7.1.1 Ongoing site assessment and remediation works during the enabling works phase will be undertaken in accordance with Planning Policy Statement 23: Planning and Pollution Control and Defra/Environment Agency's Model Procedures for the Management of Contamination (CLR11).
- 7.1.2 Construction works will be carried out in such a way as to prevent, contain or limit, as far as reasonably practicable, any adverse impacts arising from the presence of contaminated land or material.

7.2 Site Assessment and Remediation Work

- 7.2.1 The ODA has produced a Global Remediation Strategy (GRS) covering the Olympic Park area to provide a framework for the identification, assessment, and mitigation of contamination risks associated with in-situ soils, re-use of excavated material and water resources. The GRS sets out site wide principles and procedures for taking forward Site Specific Remediation Strategies (SSRS) which have been prepared for individual Construction Zones or Sub Zones. The SSRS will develop subject to further site investigation information.
- 7.2.2 The SSRS documents detail the remediation requirements for protection of human health and controlled waters and identify areas that require remediation to be undertaken by the Contractor. Once areas requiring remediation have been identified, a Remediation Method Statement (RMS) will be prepared for the individual Construction Zones or Sub Zones, which will detail the proposed techniques and processes for implementation of the remediation works.
- 7.2.3 Following implementation of the remediation works appropriate validation will be undertaken and a Remediation Validation Report will be prepared for individual Construction Zones or Sub Zones phased as appropriate in accordance with the programme. The Remediation Validation Report will be submitted to the Environment Agency and the local planning authority following the completion of the remediation works confirming that the SSRS has been implemented in full.

7.3 Remedial Works

Operation of Remediation Plant

- 7.3.1 Remediation plant will be operated in a manner that does not adversely impact the environment. Any emissions are to be controlled, with wastes being disposed of appropriately. Mobile Treatment Licences will be obtained for each of the processes being operated.

Waste Management Licensing / Exemptions

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- 7.3.2 Removal and redeposit of contaminated materials will be done in line with the Memorandum of Understanding for Waste Management Licensing applied to the Olympic Park, as well as all applicable waste management legislation and the Remediation Protocol. Details of any licences or exemptions will be provided within the SSRS or Remediation Method Statement.
- 7.3.3 No waste materials will be brought on to the site, unless such actions are in accordance with the provisions of the MoU, and the materials will be suitable for use in accordance with the site filing criteria, and will require no treatment on site prior to their re-use.

Control of Earthworks

- 7.3.4 A certification scheme shall be operated for the control of any treated or acceptable excavated materials. Where excavated materials cannot be taken to the place of deposition immediately materials shall be stored in intermediate stockpiles prior to placement at the receptor site (CZ). Each stockpile will be clearly demarcated, and will be protected so that the materials can not become re-contaminated i.e. they will be placed on hardstanding and covered. Stockpiles will also be constructed in such a way as to prevent the possibility of the materials contaminating the surrounding area.
- 7.3.5 Potential pollution concerns through increased infiltration within open excavation areas will be assessed, and given due regard. Particular care will be undertaken when areas of soluble contaminants have been identified and these areas will be addressed to ensure that contaminants are not mobilised and impact receptors.
- 7.3.6 Any groundwater control measures that are required will also take note of the contaminated nature of the site. Contaminated groundwater will only be allowed to re-enter the site when the appropriate consent is held, otherwise dirty waters will be treated as a waste and processed through the local temporary waste treatment processes.
- 7.3.7 Free product whenever encountered will be collected and removed from the site.

Soil Movements

- 7.3.8 Soil movements will not be allowed between different construction zones without a materials requirement note and certification of conformance being exchanged between the construction zones or soil handling area and the receiving construction zone. With reference to:
- controls that will be in place to ensure that the fill is appropriate and will comply with site specific remediation targets.
 - appropriate management of stockpiles of pre-treated materials to reduce the risks associated with the potential mobilisation of contamination, via leaching of contaminants within the stockpile as a result of infiltration, migration of contaminants within the surface water on site and subsequent vertical and lateral migration.
 - the materials management system proposed to control the various earthworks operations to be undertaken.
- 7.3.9 This system will be open to inspection by the Local Authority EHO.

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Soil Treatment

7.3.10 Any soil treatment processes shall be operated in accordance with their licence requirements. All emissions will be managed so not to impact upon site neighbours and the local environment, and specific measures shall be incorporated to reduce risks associated with potential airborne emissions and discharges of water effluent resulting from the temporary treatment works. All emissions/discharges will be subject to licence conditions and authorisations in conjunction with the relevant regulatory authorities.

Interface between different construction zones

7.3.11 Due regard will be taken of remedial actions undertaken / planned to be undertaken on adjacent construction zones. This will include:

- ensuring that remediation actions are compatible between zones;
- allowing the 'chasing out' of contamination, which may be, for example, either present in old pipe runs, or that which may extend outside the boundary of the works and will need to be fully removed to prevent the site being affected again in the future;
- additional supplementary site investigation, if cross boundary migration is envisaged;
- installation of additional monitoring wells; and
- provision of clear reference data

Abandonment of Victorian Wells

7.3.12 Victorian Wells where found or located will be grouted up so that they are not able to act as preferential pathways in the future. This work will be done in line with a methodology agreed with the EA and LA EHO.

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7.4 Validation

7.4.1 Validation testing shall encompass:

- The final surface; and
- Materials deposited at depth

7.4.2 The frequency of testing will be sufficient to provide confidence to regulators, future land owners and the regulatory authorities.

7.4.3 Certification of materials moved from one Construction Zone to another will be included with the validation report.

7.4.4 The validation report will contain a clear and unambiguous statement relating to the on-going need for further remediation in the event of any change of use and / or legacy use of the site.

7.4.5 If remediation of groundwater is undertaken then the validation process will be agreed before remediation commences, but will follow established practice, with interim monitoring reports being provided at an agreed frequency.

On-going Issues

7.4.6 The Health and Safety File, prepared under the CDM regulations 2007, shall be used to pass on information about future requirements in the event of demolition / decommissioning of specific structures i.e. change from Olympic to Legacy land use, and maintenance of the site during its Olympic use, this is to include details on the procedures in the event of any excavations and particular buried hazards i.e. areas of the site containing high levels of contaminants.

Monitoring – & subsequent closure of monitoring wells

7.4.7 Monitoring of surface water and groundwater will be undertaken at agreed locations and an agreed frequency as detailed in the specific SSRS for the CZ and the global surface and ground water monitoring strategies.

7.4.8 Once the monitoring programme has been completed a well abandonment programme will be agreed with the LA EHO and EA. This will be done to ensure that monitoring wells do not provide a future preferential pathway for contaminants.

7.5 Post Remediation Works

7.5.1 A 'permit to dig' system will be operated to control excavation works post remediation. In particular the permit to dig will provide a system for the protection of the integrity of the remediation works undertaken pre development and also ensure that excavation arisings are handled, stored and managed in an appropriate manner and in accordance with the relevant waste management requirements (see also Chapter 8).

7.5.2 The 'permit to dig' system will require as a minimum the details outlined below and will be managed by an appropriately qualified person.

- Detail the work to be undertaken;

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- Detail the precautions to be taken;
- State that all foreseeable hazards have been noted;
- State the control measures to be implemented.

7.6 Specific Provisions for Pollution Prevention and Control

7.6.1 Appropriate controls should be implemented during earthworks and construction activities to provide adequate pollution prevention. Contractors will be required to identify appropriate control procedures and measures within the Delivery Zone EMPs. These should include but not be limited to the issues outlined below and should be implemented in accordance with current Legislation and approved codes of practice.

- Management of risks associated with the removal of asbestos both within above ground buildings/structures where identified within the ground where excavation is proposed and in tipped material.
- Procedures to reduce risks associated with the presence of plant on site to reduce risks of spillages/leakages - managed through implementation of appropriate controls and authorisations to ensure the appropriate storage, handling and transportation of potentially contaminating materials, outline of controls to be put into place.
- Appropriate measures to remove existing tank(s) and associated pipework and precautions in place to deal with any unforeseen mobilisation of contaminants that may occur.
- Measures to reduce risks associated with the increase in infiltration of any surface water from the Site which may result in an increase in leaching within the upper zones of the underlying strata and related mobilisation of any entrained contamination via vertical and/or lateral migration.
- Procedures for the removal of any deep piling/sheet piled walls (which may create a preferential pathway for any contamination within the upper strata to the underlying minor and major aquifers).
- Measures to limit the risks associated with any dewatering undertaken.
- Measures to reduce risks to the human health of site workers, site visitors and adjacent land users due to disturbance of the current land cover and subsequent groundworks, will include the following:
 - Preparation of health and safety assessments for the tasks undertaken which will identify appropriate working methods, permits to work procedures to reduce the potential risks to site workers and site visitors (for example, the placement of a surface tracking layer), dust monitoring and suppression and personal protective equipment (PPE) where necessary;
 - Details of contaminants identified will be provided in the health and safety file for the site to inform site workers and visitors during induction procedures;
 - Appropriate working methods to reduce risks from wind blow including damping down the works and dust control techniques as outlined in the specification for demolition works; and
 - Adoption of the safe working practices as set out in the HSE Documents.

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- Measures to reduce risks associated with potential airborne emissions and discharges of water effluent resulting from the temporary treatment works. All emissions/discharges will be subject to licence conditions and authorisations in conjunction with the relevant regulatory authorities.
- Appropriate pollution control measures will be introduced to monitor and manage the potential environmental effects of both the enabling works as a whole and the Site remediation works components. These control measures will themselves be monitored throughout the works to ensure that the controls are effective with corrective actions and improvements put into place when relevant.
- Measures to reduce risks associated with potential for cross boundary migration of contamination from adjacent sites into Delivery Zones or vice versa depending on the respective environmental characteristics. Circumstances may also apply with adjacent Delivery Zones where phasing of works may render a remediated zone exposed to conditions from a neighbouring zone that is yet to be commenced.
- Measures to reduce risks associated with surface watercourses throughout the application Site in particular due to mobilisation of any contamination.
- Measures in place to reduce risks associated with unexploded ordnance on site as far as are practicable.
- Measures to reduce risks with regards to accumulation of vapours and gases which may give rise to effects on health and safety and the built environment during construction works.
- Monitoring of effects that the work is having on the surrounding environment. Reference should be made to the groundwater quality monitoring strategy, surface water monitoring strategy, etc.
- Reference to controls that will be in place to ensure that the imported fill is appropriate and will comply with site specific remediation targets.
- Reference to appropriate management of stockpiles of pre-treated materials to reduce the risks associated with the potential mobilisation of contamination, via leaching of contaminants within the stockpile as a result of infiltration, migration of contaminants within the surface water on site and subsequent vertical and lateral migration.
- Reference to the materials management system proposed to control the various earthworks operations to be undertaken.
- Reference to the piling works in accordance with good practice etc.
- Measures to reduce risks resulting from river wall/bank improvements, for example with respect to removal of existing barriers which may create a new potential pathway for any contamination from the adjacent or nearby zones to the surface water course, together with creation of preferential vertical pathways to underlying strata.
- Measures to reduce the risks associated with the installation of groundwater monitoring wells.
- Procedures for dealing with any radioactive waste on a precautionary basis (in accordance with Chapter 14 of the Environmental Statement).
- Measures to communicate the constraints on further construction following completion of the remediation works.

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- 7.6.2 In carrying out work on any contaminated site all relevant statutory provisions, including the appropriate authorities' requirements, will be complied with and note will be taken of Health and Safety Executive (HSE), CIRIA and other guidance.

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8. Waste Management and Recycling

8.1 Objective

- 8.1.1 Excavated materials and demolition, and construction wastes generated at worksites will be managed, so far as reasonably practicable, in accordance with all applicable waste management legislation and in accordance with the following waste hierarchy:
- Minimise the generation of waste;
 - Excavated material and waste will be re-used and / or recycled in environmentally beneficial uses within the Olympic Park development
 - Excavated material and waste will be re-used and / or recycled in environmentally beneficial uses at sites outside of the Olympic Park;
 - Unsuitable material will be disposed at appropriately licensed facilities or landfill sites.

8.2 General Provisions

- 8.2.1 The minimisation, re-use, and recycling of waste generated during site enabling works will be managed in accordance with the Demolition and Site Clearance Materials Management Plan for the Olympic Park.
- 8.2.2 A Construction Waste Management Plan will be produced and implemented to manage waste generated during construction works and provide the framework for contractor's Site Waste Management Plans.
- 8.2.3 The statutory requirements of the Environment Agency will be complied with. Contaminated land and demolition materials requiring treatment will be regulated under a waste management licence or mobile treatment licence. Any necessary exemptions from waste management licensing in respect of the movement and storage of waste materials will be obtained. The Olympic Park is to be considered as one site for the purposes of waste management licensing and regulatory controls. A protocol for the waste management licensing regime has been developed with the Environment Agency.
- 8.2.4 Where unsuitable material and other wastes have to be transported off site, the Contractor will use registered waste carriers and appropriately licensed sites.

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8.3 Demolition and Site Clearance Materials Management Plan

- 8.3.1 A Demolition and Site Clearance Materials Management Plan has been produced, which applies to the Site Preparation permission. The Plan requires contractors to undertake a pre-demolition and site clearance survey to identify the type of waste material on site, estimate quantities of each material and its recovery potential (the percentage that can be reclaimed or recycled). Following the pre-demolition and site clearance survey, the contractor will set targets for reclamation and recycling. Targets will be based on industry best practice, the contractor's estimates of the materials recovery potential (identified in the pre-demolition and site clearance surveys), and the expected capacity of the park wide design and capacity of the waste and/or construction/aggregates industry to reuse or recycle the demolition material.

8.4 Construction Waste Management Plan

- 8.4.1 A Construction Waste Management Plan (CWMP) will be produced to manage construction waste across the Olympic Park during the construction of the Olympic Facilities and Legacy Transformation. The Plan will ensure all waste arising from the construction works are managed in a sustainable manner, maximising the opportunities to reduce, reuse and recycle waste materials. The CWMP will also detail the compliance and assurance requirements to be maintained on site during all phases of construction. The Construction Waste Management Plan will contain:

- Classification of all waste including hazardous waste according to current legislative provisions (see also Section 7, Contaminated Land);
- Performance measurement and target setting against estimated waste forecasts
- Reporting of project performance on quantities and options utilised
- Measures to minimise waste generation;
- Opportunities for re-use or recycling;
- Provision for the segregation of waste streams on site that are clearly labelled;
- Recording of proposed carriers and the terms of their respective licences;
- Licensing requirements for disposal sites;
- An appropriate audit trail encompassing waste disposal activities and waste consignment notes;
- Measures to avoid fly tipping by others on lands being used for construction. Returns policies for unwanted materials; and
- Measures to provide adequate training and awareness through toolbox talks

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- 8.4.2 Contractors will be required to produce Site Waste Management Plans in accordance with the CWMP and '*Site Waste Management Plan (SWMP)– Guidance for Construction Contractors and Clients – Voluntary Code of Practice*' (DTI, July 2004) which details a process to be followed, and with reference to appropriate industry practices.

8.5 Handling and Disposal of Waste

- 8.5.1 In addition to the relevant statutory provisions, the approved guidance and procedures in the identification, handling, transport, storage, recovery and disposal of waste will be complied with.
- 8.5.2 In the case of odour suitable containment will be used so as to avoid the perception of odour at the site boundary. In the case of particulates dust control measures will be adopted as set out in Section 6, Air Quality.

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9. Protection of Surface and Groundwater Resources

9.1 Objective

- 9.1.1 Works will be carried out and working methods implemented to protect surface and groundwater from pollution and other adverse impacts including change to flow volume, water levels and quality. This will be completed in accordance with relevant legislative requirements and appropriate industry guidance.

9.2 Water Management Plan

- 9.2.1 A Water Management Plan will be produced and implemented in consultation with the Environment Agency and British Waterways Board. The Plan will outline procedures to prevent or limit adverse impact on the environment or protected rights for water resources and to ensure that the effects of the construction are balanced against other requirements.
- 9.2.2 The Water Management Plan will take account of the guidance contained within the relevant Pollution Prevention Guides issued by the EA and other Construction Industry Research and Information Association (CIRIA) documents.
- 9.2.3 The Water Management Plan will include the following;
- A description and definition (including schedules and maps) of surface watercourses and underground strata likely to be affected by the construction, either directly or indirectly;
 - Maps showing all licensed abstractions of surface and groundwater within 2km of the Olympic works;
 - The measures to protect against pollution of ground and surface water, which will include the following as appropriate:
 - Drainage/treatment of contaminated effluent/potentially contaminated water;
 - Discharge to public sewer;
 - Discharge via settlement tanks or ponds;
 - Installation of balancing ponds;
 - Installation of interceptors;
 - Control of potentially polluting substances to prevent accidental contamination of land or water bodies;
 - Control of excavated material and other materials to prevent spillage, particularly during periods of higher flood risk (September to March), through appropriate handling and selection of materials storage locations; and
 - Monitoring and maintenance of drainage systems, collection ditches, lagoons and interceptors.

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- The types of precautions when constructing diverted or new watercourses, culverts or bridges across watercourses to control and limit particularly during the higher flood risk period (September to March) any adverse impact on watercourses, flows, erosion, sedimentation or conservation interest. Watercourse diversions or new lengths of culvert will be brought into use before existing watercourses or culverts are abandoned.
- A summary groundwater protection matrix, indicating protection measures likely to be required for various construction activities in designated groundwater protection zones for abstraction boreholes.
- Maps of all groundwater protection zones defined by the Environment Agency, for all sources whose catchment zone is impacted by ODA works.
- Issues relating to contaminated land affected by the construction, together with proposals for protection of surface and groundwater (see also Section 7).
- Reference to procedures to be adopted in the event of unanticipated disturbance of groundwater levels affecting abstractions, watercourses or springs.
- Water quality monitoring requirements.

9.3 General Provisions

- 9.3.1 Site drainage, including surface runoff and dewatering effluents, will be discharged to sewers where possible and relevant permissions will be obtained from the sewerage or statutory undertaker. Discharge to watercourses will only be permitted where discharge consent or other relevant approval has been obtained.
- 9.3.2 Site drainage will meet the effluent standards required by the sewerage undertaker or EA as appropriate. Holding or settling tanks, separators and other measures as may be required, will be provided and maintained. Access will be provided to the undertaker so that samples of discharge can be obtained and analysed and the flows verified as required.
- 9.3.3 The relevant sections of BS6031: Code of Practice for Earthworks for the general control of site drainage will be followed.
- 9.3.4 The approval of the Environment Agency and British Waterways Board will be sought for plans of work likely to affect any surface or groundwater resource.
- 9.3.5 In so far as is reasonably practicable, the good working practices detailed in the Environment Agency's Pollution Prevention Guidelines will be adopted. These Guidelines include:-
- PPG 01: General guide to the prevention of water pollution.
 - PPG 05: Works in, near or liable to affect a watercourse.
 - PPG 06: Working at construction and demolition sites.
 - PPG 22: Dealing with spillages on highways.
 - PPG 23: Maintenance of structures over water.

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- 9.3.6 Storage, handling, use, and disposal of any potentially hazardous materials shall be in accordance with the relevant statutory provisions and Health and Safety Executive (HSE) Codes of Practice and Guidance notes.
- 9.3.7 Suitable spill kits will be provided and positioned in vulnerable areas. Briefings and toolbox talks will be given to site personnel to raise awareness.

9.4 Protection of Watercourses

- 9.4.1 Approval and all relevant consents will be obtained in advance for all crossings of, diversions to, and work within statutory buffer zones for watercourses from the EA and other appropriate bodies.
- 9.4.2 Protection measures for works in or adjacent to watercourses will be provided in accordance with appropriate requirements.
- 9.4.3 Watercourses, including land and/or road drainage, within the construction sites will be maintained to provide effective working conditions at all times.
- 9.4.4 All reasonably practicable measures will be taken to prevent the deposition of silt or other material in, and the pollution by sediment of, any existing watercourse, canal, lake, reservoir, borehole, aquifer or catchment area, arising from work operations. The measures will accord with the principles set out in industry guidelines including as the EA's note 'PPG05: Works in near or liable to affect water courses' and CIRIA's report 'C532: Control of water pollution from construction sites'. Measures may include use and maintenance of temporary lagoons, tanks, bunds and silt fences or silt screens as well as consideration of the type of plant used and the time of the year for working in watercourses.
- 9.4.5 Other than in water bodies where the Port of London Authority guidelines will be applied, sediment plumes from dredging in inland waterways, including those under control of British Waterways, will be controlled by measures in accordance with the principles set out in industry guidelines such as the CIRIA's Report 169 'Inland Dredging – guidance on good practice' and Section 6 of CIRIA's Report C547 'Scoping the assessment of sediment plumes from dredging'. Contaminated dredged material will be managed as described for other contaminated land materials.

9.5 Control of Pollution of Surface Water

- 9.5.1 Protection measures to control the risk of pollution to surface water will be adopted and will include, where reasonably practicable:
- Any containers of contaminating substances on site will be leakproof and kept in a safe and secure building or compound from which they cannot leak, spill or be open to vandalism. The containers will be protected by temporary impermeable bunds with a capacity of 110% of the maximum stored volume. Areas for transfer of contaminating substances will be similarly protected;
 - All refuelling, oiling and greasing will take place above drip trays or on an impermeable surface which provides protection to underground strata and watercourses and away from drains as far as reasonably practicable. Vehicles will not be left unattended during refuelling;
 - Only construction equipment and vehicles free of all oil/fuel leaks will be permitted on site. Drip trays will be placed below static mechanical plant;

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- All wash down of vehicles and equipment will take place in designated areas and washwater will be prevented from passing untreated into watercourses and will comply with EA's Pollution Prevention Guidance (PPG)note PPG13;
- EA note PPG 23 will be followed when carrying out maintenance of structures over water. As far as reasonably practicable, only biodegradable hydraulic oils will be used in equipment working in or over watercourses; and
- Appropriate measures to be taken to protect erodable earthwork surfaces.

9.6 Control of Pollution of Groundwater

- 9.6.1 The relevant sections of BS 6031: Code of Practice for Earthworks concerning the general control of site drainage (including, for example, all washings, dewatering, abstractions and surface water run off) will be complied with.
- 9.6.2 Protection measures to control the risk of pollution to groundwater will be included within the overall strategy; these will in particular be consistent with the Groundwater Regulations 1998.
- 9.6.3 Where reasonably practicable, used materials in the permanent or temporary works that could pollute groundwater will be avoided, this will include special consideration for the use of substances contained within List I and II of the Groundwater Regulations SI 1998/2746 (Groundwater Directive: 80/68/EEC).
- 9.6.4 Soakaway and drainage arrangements will be determined in consultation with the Environment Agency and/or other appropriate regulatory bodies. Discharge consents will be obtained where required.

9.7 Dewatering

- 9.7.1 The foregoing provisions will also apply to dewatering, in addition to the following:
- Records of water pumped will be kept at all major dewatering sites where wells are constructed in the deep aquifer or where required under the terms of a discharge consent; and
 - Water quality at all major dewatering sites will be monitored weekly for the first 4 weeks of pumping and monthly thereafter. Monitoring will comprise a laboratory test of major ions and a field test of temperature and electrical conductivity as well as other parameters required under the conditions of an abstraction or discharge licence consent or permit.
 - Monitoring arrangements for dewatering will be developed in liaison with the Environment Agency.
 - Any site specific monitoring arrangements outside of limits will be dealt with by consent.

9.8 Flood Risk Compliance

Objective

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9.8.1 The ODA will, as far as reasonably practicable, ensure that flood risk is managed safely throughout the construction and implementation period and that all designs are compliant with the Flood Risk Assessment and Water Strategy. To achieve this a Compliance Procedure will be implemented. The Flood Risk Compliance Procedure (FRCP) will deploy a risk based, precautionary approach using the source – pathway – receptor concept identified in PPS 25 and will apply to temporary and permanent works. The FRCP will require designers and contractors to prepare construction and permanent works proposals that are safe and that flood risk (including that to third parties) is managed appropriately. Where necessary this will include evidence that appropriate flood warning and emergency management measures are established and detailed designs are supported by provisions for long term management and maintenance.

Provisions

9.8.2 The works will be designed and constructed so that the flood risk issues are compliant with the Flood Risk Assessment and Water Strategy submitted with the OLF application scheme permitted in 2007 and any subsequent modifications to the technical details described in those submissions. To achieve this the ODA will initiate, manage and maintain the FRCP requiring designers and contractors to demonstrate that all temporary and permanent works proposals are compliant with the Flood Risk Compliance Procedure.

9.8.3 The ODA and the Environment Agency will be responsible for reviewing and informing the designers and contractors on site-wide flood risk management issues. The role of the ODA is to ensure that designers and contractors are instructed and informed on flood risk management issues. The role of the Environment Agency is to advise on flood risk and support on the technical review of the Compliance Procedures.

9.8.4 Formal reports on flood risk will be prepared every three months. These reports will summarise:

- Applications made for compliance for temporary works and the status of the works;
- Management or mitigation measures implemented in support of temporary works proposals;
- A statement on the cumulative impact of temporary works proposals;
- Permanent design proposals in respect of their flood risk effect;
- Management or mitigation measures designed in support of the permanent works proposals;
- A report on the cumulative impact of the permanent works designs;
- A review of works and designs anticipated to be brought forward in the following three months;
- A table identifying key issues over the forthcoming three months; and
- A review of the Flood Risk Management Compliance Procedure identifying the need for any necessary change.

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- 9.8.5 Designers and Contractors must submit a full and complete Flood Risk Compliance Procedure. Every three months the FRCP will also require designers and contractors to submit a programme identifying their proposed activities and timescales for the forthcoming six month period.
- 9.8.6 The level of detail submitted in the Flood Risk Compliance Assessment must be commensurate with the scale, nature and level of risk associated with the proposed development and the potential impact on third parties.
- 9.8.7 All the necessary statutory consents and permits where permanent or temporary works are affected by surface water, drainage, rivers and waterways (eg Land drainage consent for bridges to satisfy the Water Resources Act, 1991) will be sought.

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10. Ecology

10.1 Objective

10.1.1 The requirements of the Wildlife and Countryside Act 1981, The Countryside and Rights Of Way Act 2000, the Conservation (Natural Habitats etc) Regulations 1994, and other relevant legislation and policy guidance in respect of areas of nature conservation interest and protected species will be complied with.

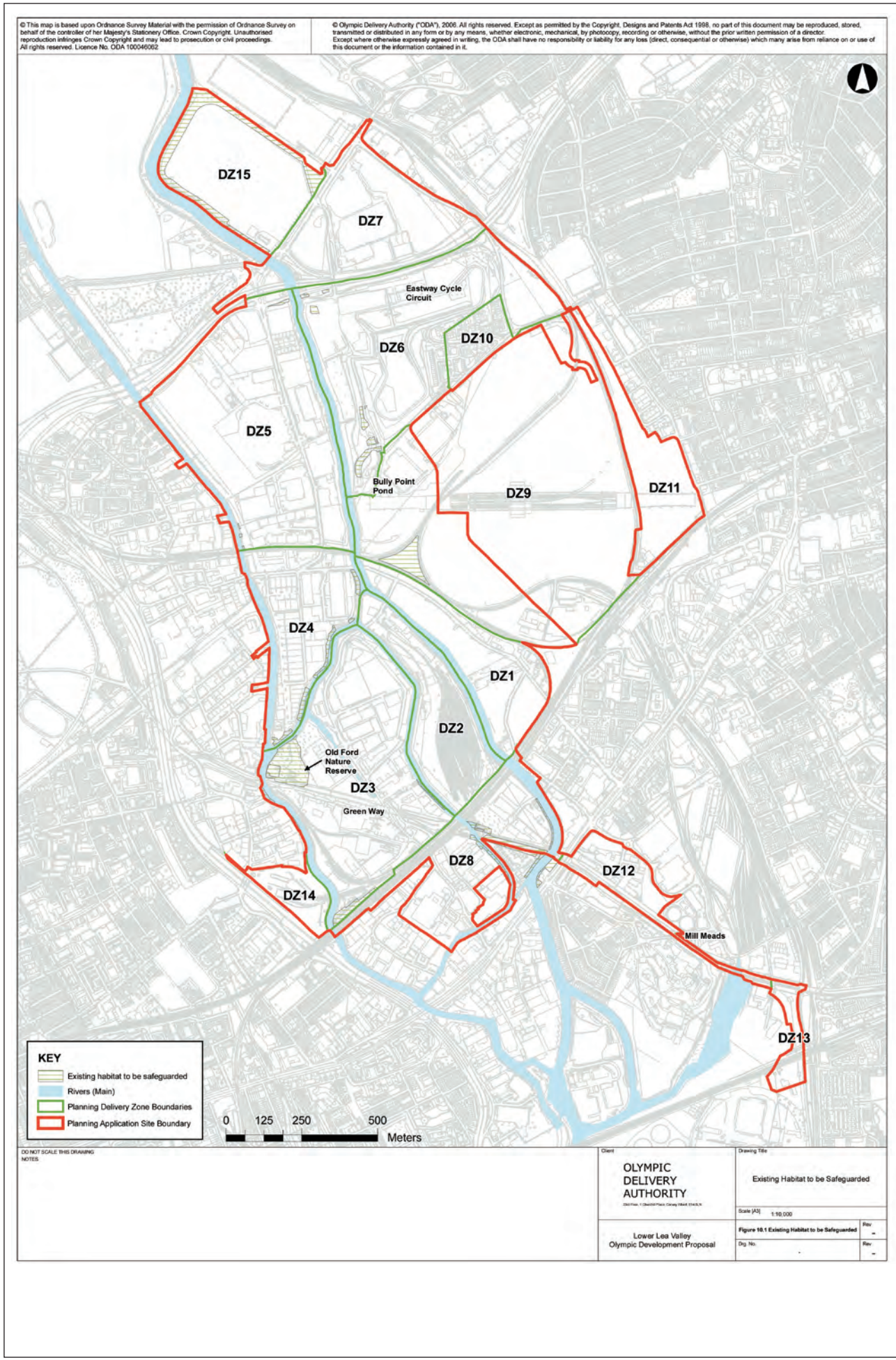
10.2 General Provisions

10.2.1 The Contractor will be required to:

- take all reasonably practical measures to minimise harm and disturbance to wildlife or their habitats caused by any work, noise dust and vibration and other air pollution;
- take reasonably practical measures to minimise harm and disturbance to the aquatic environment and its biota caused by construction practices.
- fence off areas to be retained and adjacent habitat areas to prevent incursion into or damage (See *Section 10.6* and *Paragraph 10.6.2*). Ensure that all site personnel are aware of the need to avoid damage;
- comply with the guidelines set out in British Standard (BS 6031) Code of Practice For Earthworks on soil stripping, storage and placing;
- take measures to protect marginal and bankside vegetation and avoid or minimise impacts on habitat connectivity;
- undertake translocation of fish from watercourses earmarked for infilling;
- undertake relocation and/or compensation or mitigation measures in relation to certain protected and notable species.

10.3 Protection of Non-Statutory Designated Habitats

10.3.1 The table below identifies and describes the non-statutory designated sites within the site boundary. Areas to be retained are shown in Figure 10.1.



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Non-statutory Designated Sites Located Within the Site Boundary to be retained

Site Location	GiGL Reference Number	Designation	Name of Site (ha)	Habitat / Species of Note	Sites to be retained in all or part
Delivery Zones 3, 4, 5, 6, 7, 15	MO71	Site of Metropolitan Importance	Lea Valley, (947.2ha)	Open waters, rivers, tall fen, damp and dry neutral grassland, wet woodland and scrub. SMI within the Site covers the River Lea and the Old River Lea.	Watercourses to predominantly be retained, with the exception of Pudding Mill River.
Delivery Zone 12	M031	Site of Metropolitan Importance	The River Thames and tidal tributaries (2295ha)	Running water (fresh and brackish), intertidal mud and shingle, saltmarsh, reed beds, woodland, grassland, vegetated walls. Site is of importance to wildfowl and wading birds, contains feeding areas for nationally rare and specially protected black redstart, important for fish species (over 100 species) and for fish nurseries, supports small population of nationally scarce marsh sow-thistle <i>Sonchus palustris</i> , and several nationally rare snails. SMI within the Site covers the Channelsea River.	Channelsea River to be protected during construction works in delivery zones 12 and 13.
Delivery Zone 6	NeB101	Site of Borough Importance (Grade I)	Eastway Cycle Track & Bully Point Nature Reserve (26.4ha)	Grassland, scrub, young woodland, tall herbs, pond, and river.	Areas to be retained include trees and wooded area around Bully Point pond, habitat along Channelsea River, and part of Bully Fen community woodland.
Delivery Zone 9	NeB102	Site of Borough Importance (Grade I)	Lea Junction Railway Triangle (1.2ha)	Reed swamp, scrub. SBI within Site covers the Lea Railway Triangle.	Protection of all, with exception of minor loss of the south-west corner.

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Site Location	GiGL Reference Number	Designation	Name of Site (ha)	Habitat / Species of Note	Sites to be retained in all or part
Delivery Zone 3, 8, 12, 13	NeB16	Site of Borough Importance (Grade I)	The Greenway and Old Ford Nature Reserve (28.3 ha)	Rough grassland, scrub, woodland, river, riparian habitat. Species include: native uncommon plants including common broomrape, Orobanche Purpurea, and naturalised uncommon plants such as warty-cabbage and Bermuda grass. Ant hills present. Important for breeding birds and passage migrants. Value for long-established populations of butterflies. SBI within Site covers the Old Ford Nature Reserve in Delivery Zone 3 and the Greenway (Northern Outfall Sewer), through Delivery Zones 3, 8, 12 and 13.	Part of the Old Ford Nature Reserve will be retained. All of the Greenway will be retained.
Delivery Zones 1, 2, 3, 8	NeB103	Site of Borough Importance (Grade I)	Bow Back Rivers and Mill Meads (24.2ha)	Rivers, wasteland, scrub. Species of note: invasive floating pennywort, good diversity of fish. SBI within Site covers Thomton Fields (Delivery Zone 2), Stratford Marsh (Delivery Zone 3), Waterworks River and City Mill River (Delivery Zones 1 and 2).	Watercourses retained.

Source: Greenspace Information for Greater London, September 2006

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10.4 Protected Species

10.4.1 Ecological surveys undertaken as part of the EIA have identified a number of notable species within the Olympic Park. The schedule of species and locations identified is reproduced below.

Notable Species Recorded Within the Site and the Delivery Zones in which they have been Recorded

Species	BAP / protected status	Site name	Delivery Zone
Foraging common pipistrelle bats – small numbers	European and nationally protected (protection covers bats and their roosts but not foraging habitat); UK BAP, Environment Agency BAP, London BAP, LVRPA BAP; Waltham Forest BAP, Tower Hamlets BAP	Marshgate Lane, Old River Lea	3 4
		Old Ford Lock	12
		Abbey Lane	15
		East Marsh	
Brown long-eared bat – 1 individual		Pudding Mill River	3
Soprano pipistrelle – small numbers		City Mill River	2
		Pudding Mill River & Old Ford	3 6
		Eastway Cycle Circuit	15
		East Marsh	
Noctule / Leisler's – small numbers		Waterworks River	1
		City Mill River	2
		Old River Lea	3
		Eastway Cycle Circuit	6
		Eton Manor	7
		East Marsh	15
Roosting bats		None recorded	N/A
		Potential for bat roost in building in Old Ford (no access to survey)	3
Common toad, smooth newt – good population in 1 pond	Schedule 5 Wildlife and Countryside Act 1981 (against sale only); Waltham Forest BAP	Bully Point Pond	6
Common lizard – small population in 1 site; Grass snake – one sighting	Wildlife and Countryside Act, 1981; London BAP; Waltham Forest BAP	Temple Mills MOL	6
		Bully Point Pond	
Kingfisher nest sites – 1 nest site	Schedule 1 birds (Wildlife and Countryside Act, 1981); LVRPA BAP; Waltham Forest BAP; Amber list	Old River Lea	3,4

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Species	BAP / protected status	Site name	Delivery Zone
Sand martin nest sites – 1 nest site; 10 breeding pairs in area	Wildlife and Countryside Act; London BAP; Waltham Forest BAP; Amber list	Waterworks River	8
Potential Black redstart nest sites – small numbers	Schedule 1 birds (Wildlife and Countryside Act, 1981); London BAP; Tower Hamlets BAP; Amber list	West of Carpenters Road	1
		Greenway / City Mill River	3
		Stratford rail lands	9
Grey wagtail – two potential breeding pairs	Wildlife and Countryside Act, 1981; Waltham Forest BAP	Area between the River Lee Navigation, the River Lea, the A12 and White Post Lane	5
		Areas between the DLR and Stratford High Street	8
Song thrush – small numbers	Wildlife and Countryside Act 1981; Red list; UK BAP; Waltham Forest BAP	Waterworks River/ City Mill River	2
		Greenway / City Mill River	3
		Area between River Lea, White Post Lane and Old Ford	4
		Temple Mill Lane / Lee Valley Cycle Circuit	6
		East Marsh	15
Starlings – small numbers	Wildlife and Countryside Act 1981; Red list; Waltham Forest BAP	Temple Mill Lane / Lee Valley Cycle Circuit	6
		Areas between the DLR and Stratford High Street	8
		East Marsh	15
Grey heron – small numbers	Wildlife and Countryside Act 1981; London BAP	Greenway / City Mill River	3
		East Marsh	15
Linnet – small numbers	Wildlife and Countryside Act, 1981; UK BAP; LVRPA BAP; Waltham Forest BAP; Red list	Waterworks River/ City Mill River	2
		Greenway / City Mill River	3
		Area between the River Lee Navigation, the River Lea, the A12 and White Post Lane	5
House sparrow – five potential breeding pairs	Wildlife and Countryside Act, 1981; Red list; London BAP	Area between the River Lee Navigation, the River Lea, the A12 and White Post Lane	5
		Temple Mill Lane / Lee Valley Cycle Circuit	6
		The Greenway between Stratford High Street and the Channelsea River and the area between there and Rick Roberts Way.	12
Brown-banded carder bee (Humble bumble)	UK BAP; London BAP	Temple Mills	7

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Species	BAP / protected status	Site name	Delivery Zone
<i>Strictopleurus abutilon</i>	RDB1	Thornton Fields Towpath	2
		Temple Mills Lane	6
		Temple Mills	7
<i>Strictopleurus punctatonervosus</i>	RDB1	Pudding Mill River	3
		Temple Mills Lane	6
		Temple Mills	7
<i>Cicones undatus</i>	RDB1	Old Ford Nature Reserve	3
Bee wolf	RDB2	Thornton Fields Towpath	2
		Old Ford Nature Reserve	3
		Pudding Mill River	3
		Greenway	3
		Arena Fields	5
		Temple Mills Lane	6
		Bully Point Pond Nature Reserve	6
Temple Mills	7		
Toadflax brocade moth	RDB3	Temple Mills	7
<i>Olibrus flavicornis</i>	RDBK	Old Ford Nature Reserve	3
		Greenway	3
		Temple Mills Lane	6
Tumbling flower-beetle	RDBK	Temple Mills Lane	6
Yellow-faced bee	Nationally Notable (Na)	Thornton Fields Towpath	2
		Old Ford Nature Reserve	3
		Pudding Mill River	3
		Greenway	3
		Arena Fields	5
		Temple Mills Lane	6
		Bully Point Pond Nature Reserve	6
Temple Mills	7		
<i>Nomada fucata</i>	Na	Thornton Fields Towpath	2
		Old Ford Nature Reserve	3
		Pudding Mill River	3
		Greenway	3
		Arena Fields	5
		Temple Mills Lane	6
		Bully Point Pond Nature Reserve	6
Temple Mills	7		

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Species	BAP / protected status	Site name	Delivery Zone
Wasp spider	Na	Thornton Fields Towpath	2
		Old Ford Nature Reserve	3
		Bully Point Pond Nature Reserve	6
		Temple Mills	7
<i>Gymnetron collinum</i>	Na	Temple Mills	7
<i>Mecinum janthinus</i>	Na	Greenway	3
Long-winged cone-head	Na	Thornton Fields Towpath	2
		Old Ford Nature Reserve	3
		Pudding Mill River	3
		Arena Fields	5
		Temple Mills	7
TPO trees	TPO	Eton Manor	7
		Southern end of Delivery Zone 4	4

Source: Capita Symonds Ltd

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- 10.4.2 Where a time lag of more than six months has occurred between the EIA surveys and the start of construction further check surveys will be undertaken. Where protected species are found, appropriate mitigation measures in accordance with the measures set out below and any requirements for licensing will be agreed with relevant authorities.
- 10.4.3 Any required protected species licences will be obtained. These licences must be in place before works which are the subject of these licences start on site. The conditions of any licence will be adhered to. Where a species is protected by specific legislation, the approved guidance will be adopted in complying with the legislative requirements for that species.
- 10.4.4 Where translocations are to be undertaken, the works will be undertaken in accordance with advice from the relevant authority and of a suitably qualified ecologist. On site, translocations will be undertaken by suitably qualified personnel or contractors' personnel will be fully briefed by a suitably qualified professional before undertaking the work. If work is undertaken by contractors it will be supervised under a watching brief by the same suitably qualified professional.
- 10.4.5 The clearance of habitats including hedges, trees or other habitats during the relevant species' nesting, spawning, hibernation or rearing seasons will be avoided or undertaken in a manner so as to discourage re-colonisation as appropriate. This may require such clearance to be undertaken in advance of the programme period for the main part of that activity.

10.5 Ecology Management Plan

10.5.1 An Ecology Management Plan will be prepared and implemented to include:

- The identification of all known areas and features of nature conservation interest potentially affected including those areas to be retained (including those listed in 10.3 above), including a site plan at an appropriate scale indicating work area and access routes etc.;
- Protection measures to prevent incursion into or damage of retained habitat areas, and steps to ensure that all site personnel are aware of the need to avoid damage
- Protection measures, both temporary and permanent, to prevent disturbance or encroachment into adjoining areas of nature conservation interest whether by air, land or water;
- Procedures for the establishment, maintenance and auditing of ecological records;
- Procedures for the relocation of protected and notable species identified in the ES and set out above, under formal licences where necessary, including details of the receptor sites and monitoring of relocations;
- Procedures to be adopted in the event of unanticipated discovery or disturbance of protected species or important habitats of high ecological value;
- Procedures to be adopted in addition to those general controls identified in Section 12, Pollution Incident Control in the event of a pollution control emergency on or near a designated nature conservation site;
- Procedures for the control of plants listed in Schedule 9 of the Wildlife and Countryside Act 1981 or other relevant statutory provisions, to the satisfaction of Natural England and the Environment Agency;

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- Procedures for the control of other invasive species including Japanese Knotweed, Himalayan balsam and floating pennywort in accordance with Environment Agency advice notes;
- Procedures for translocation of fish, including acquisition of appropriate licences from the Environment Agency and details of receptor sites;
- Method statement for the control of the spread of invasive aquatic plants and the spread of sediment into adjoining watercourses during fish out procedures;
- Methods for watching briefs; and
- Measures to re-use local ecological resources, including the collection of seeds and cutting from trees and shrubs, in any landscape reinstatement having regard to the Biodiversity Action Plan for the Olympic Park.

10.6 Protection of Trees

10.6.1 Unnecessary tree and vegetation removal will be avoided. Trees and areas of vegetation to be retained are identified in the ES. Prior to starting any works on site the contractor will walk the site with his Environmental Site Manager and where appropriate other suitably qualified specialists to identify and mark out the trees and areas to be protected.

10.6.2 Any essential remedial or protective work to trees adjacent to construction activity will be carried out by suitably trained or qualified personnel using recognised methods in accordance with BS 5837: 2005 - "Guide for trees in relation to construction", where reasonably practicable. All tree surgery will comply with BS 3998 'Recommendations for Tree Works' insofar as these are reasonably practicable. The elements of this approach are as follows: -

- Selective removal of lower branches in an approved manner, to reduce mechanical damage by construction plant;
- Retained trees will be protected with tree protective fencing to BS 5837: 2005 - "Guide for trees in relation to construction";
- The tree protective fencing will be placed on a line formed by the retained tree canopies, or at a greater distance from the tree canopy if working conditions allow;
- The tree protection is to be installed before any materials or machinery are brought onto the site and before any stockpiling commences. Special attention should be paid to ensuring that barriers remain rigid and complete.
- Matting is to be installed around the root zone to minimise soil compaction;
- Notwithstanding the above, construction activities will be controlled to minimise compaction of the ground beneath the entire tree canopy. No heavy plant or materials or plant will be stored and construction movements will be controlled by fencing or other means so as to minimise vehicle movement within the canopy.
- The existing ground levels will not be altered beneath the extent of the tree canopy, unless agreed by an arboriculturalist in relation to tree pruning requirements;
- No ploughing, ripping, storage materials or soil tipping, etc. will take place in the protected areas beneath the tree canopy;

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- All works to ground within the protected area will be undertaken by hand unless agreed otherwise with the arboriculturalist. In particular, any works to eradicate invasive plants (e.g. Japanese Knotweed) will need to use the “cut and inject” method or contact surface application of herbicide; and
- Any works to tree canopies will be undertaken by a qualified tree surgeon.

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11. Archaeology and Heritage

11.1 Objective

- 11.1.1 The majority of the site is located within areas designated in the local development plans as Archaeological Priority Areas (APAs) or Archaeological Priority Zones (APZs), with potential remains dating from the prehistoric period until the 20th century. Appropriate and satisfactory arrangements for the evaluation, excavation and recording of archaeological remains and the publication of results will be adopted.
- 11.1.2 The site also contains 5 locally listed buildings or structures and a number of undesignated buildings, and areas of architectural or historic interest. There are no Scheduled Ancient Monuments, Conservation Areas or Listed Buildings on the site, although there are both Conservation Areas and Listed Buildings nearby. Where built heritage resources identified in the ES are to be altered or demolished appropriate recording analysis and the publication of results will be undertaken.

11.2 General Provisions

- 11.2.1 All archaeological works will be undertaken in accordance with approved Written Schemes of Investigation which have been prepared in accordance with guidance for each of the Delivery Zones. Archaeological evaluation will be undertaken in accordance with the Generic Method Statement for Archaeology for the Olympic Park and the zonal Written Schemes of Investigation. If significant archaeological remains are discovered and the proposed scheme has an impact on those remains, appropriate mitigation measures will be developed in consultation with the local planning authority and in accordance with Planning Policy Guidance 16: Archaeology and Planning.
- 11.2.2 Built heritage resources, as identified in the ES, to be altered or demolished will be recorded in accordance with the individual Written Schemes of Investigation. The results of the historic building recording will be reported in accordance with the Generic Method Statement for Built Heritage for the Olympic Park.

11.3 Specific Provisions

- 11.3.1 All archaeological work and all historic building and landscape recording will be undertaken a suitably qualified investigating body to ensure that the recording work is conducted to an appropriate recognised standard and that the results of that work are appropriately disseminated and archived.
- 11.3.2 A detailed programme of archaeological works will be defined. Watching briefs and monitoring will be carried out in accordance with the WSIs.
- 11.3.3 If significant archaeological remains are encountered during archaeological evaluation, further archaeological works or design measures may be required to mitigate the impact of development on those remains. Mitigation will be undertaken in accordance with a further Written Scheme of Investigation approved by the local planning authority.

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- 11.3.4 The contractor will comply with the mitigation measures identified following the results of archaeological evaluation, which may include preservation by record in the form of archaeological excavation or a watching brief. Where nationally important remains are affected by the development the local planning authority may be required to determine the case for preservation in situ.
- 11.3.5 If not already provided the appropriate screening around historic buildings, features or archaeological resources within or adjacent the working site, will be erected compatible with the type of site works being undertaken.
- 11.3.6 Prior to the commencement of remediation and further demolition, or landscaping within the Olympic sites a photographic record will be made of the landscape and waterways as they exist. This will include long and short views that record: -
- The differences in historic character across the application sites;
 - The character of the waterways;
 - The landscape of electricity pylons;
 - Surviving buildings (all currently surviving buildings should appear in at least one photograph) and major landscape features;
- 11.3.7 The photographic record will form an integral component of the final overall site record and archive. Records will be included in reports, identifying the significance of any findings and recommendations for publication. The report will be submitted to English Heritage and the relevant Borough. It is the intention that the primary archive will be deposited with the London Archaeological Archive and Research Centre (LAARC) at the Museum of London and the National Monuments Record.

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12. Pollution Incident Control

12.1 Objective

- 12.1.1 Works will be carried out in such a way as to avoid pollution incidents; however should any occur, procedures and measures will be implemented to contain and limit the effects as far as reasonably practicable.
- 12.1.2 Such procedures and measures will cover atmospheric, aquatic or land pollution and procedures in the event of fire.

12.2 General Provisions

- 12.2.1 The correct storage, handling, use, and disposal of any potentially hazardous materials will be used in accordance with the relevant statutory provisions and Environment Agency and Health and Safety Executive (HSE) Codes of Practice and Guidance notes.
- 12.2.2 Suitable spill kits will be provided and positioned in vulnerable areas. Briefings and toolbox talks will be given to site personnel to raise awareness.

12.3 Pollution Incident Control Plan

- 12.3.1 The relevant statutory bodies including the HMRI (Her Majesty's Railway Inspectorate), HSE (Construction), Fire Authority, the Environment Agency, and the Local Authority (Emergency Planning) will be consulted in preparing a Pollution Incident Control Plan. This plan will cover the procedures to be followed to limit the spread of pollution in the event of an incident. Contractors will be required to implement the provisions contained in the Pollution Incident Control Plan.
- 12.3.2 The Pollution Incident Control Plan will complement and be consistent with the relevant Emergency Preparedness Plans, as required by Health and Safety legislation, other environmental management and health and safety procedures.
- 12.3.3 The Pollution Incident Control Plan will contain, but not necessarily be restricted to:
- Guidance on the storage and use of hazardous materials with the aim of preventing and containing spills and releases;
 - Guidelines on the degrees of containment which take account of the nature of the materials and the sensitivity of the environment;
 - Procedures to be adopted in the event of a pollution incident, to contain and limit any adverse effects;
 - Procedures and appropriate information required in the event of any incident such as a spillage or release of a potentially hazardous material;
 - Systems for notifying appropriate emergency services, authorities, the ODA and Contractor's personnel;
 - Arrangements for notifying appropriate statutory bodies and local authorities of pollution incidents where required to by legislation; and
 - Relevant procedures and contacts for each work site for forwarding to the emergency services, and appropriate authorities.

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12.3.4 Where pollution is likely to affect designated sites, safeguards will be included in the Ecology Management Plan.

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13. Appendices - Health, Safety & Environmental Legislation & Guidance

Legislation and guidance considered within the production of this Code of Construction Practice includes, but is not limited to details included within the following Appendices:

Appendix A	Relevant Acts of Parliament
Appendix B	Regulations
Appendix C	Approved Codes of Practice
Appendix D	HSE Guidance Notes/Codes of Practice
Appendix E	British Standards
Appendix F	Industry Codes of Practice
Appendix G	ODA / CLM Documents

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13.1 Appendix A: Relevant Acts of Parliament:

- A1. Olympic Delivery Authority Act 2006
- A2. The Health and Safety at Work Etc. Act 1974
- A3. The Offices, Shops and Railway Premises Act 1963
- A4. The Factories Act 1961
- A5. The Fire Precautions Act 1971
- A6. The New Roads and Street Works Act 1991
- A7. The Road Traffic Act 1988
- A8. The Road Traffic Regulation Act 1984
- A9. Transport Act 1968
- A10. Highways Act 1980
- A11. Traffic Management Act 2004
- A12. The Environmental Protection Act 1990
- A13. The Environment Act 1995
- A14. The Control of Pollution Act 1974
- A15. Pollution Prevention and Control Act 1999
- A16. The Clean Air Act 1993
- A17. The Town and Country Planning Act 1990 (as amended)
- A18. The Wildlife and Countryside Act 1981 (as amended in 1985 and 1991)
- A19. The Water Resources Act 1991
- A20. Water Act 2003
- A21. The Salmon & Freshwater Fisheries Act 1975
- A22. The Land Drainage Act 1991
- A23. The Water Supply Byelaws 1987
- A24. The Burial Act 1857
- A25. Disused Burial Grounds (Amendment) Act 1981
- A26. Ancient Monuments and Archaeological Areas Act 1979
- A27. European Communities Act 1972
- A28. Protection of Badgers Act 1992
- A29. Wild Mammals (Protection) Act 1996
- A30. Prevention of Damage by Pests Act 1994
- A31. Caravan Sites and Control of Developments Act 1960
- A32. Countryside and Rights of Way (CROW) Act 2000
- A33. Disability Discrimination Act 1995
- A34. Natural Environment and Rural Communities Act 2006
- A35. Building Act 1984

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- A36 Clean Neighbourhoods and Environment Act 2005
- A37 Water Industry Act 1991
- A38 Noise and Statutory Nuisance Act 1993
- A39 Noise Act 1996
- A40 Planning and Compulsory Purchase Act 2004

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13.2 Appendix B: Regulations:

Management Regulations:

- R1. The Management of Health and Safety at Work Regulations 1999
- R2. The Construction (Design and Management) Regulations 2007
- R3. The Workplace (Health, Safety and Welfare) Regulations 1992 (as amended)
- R4. The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 1995 (Riddor)
- R5. The Personal Protective Equipment at Work Regulations 1992 (as amended)
- R6. The Manual Handling Operations Regulations 1992 (as amended)
- R7. The Health and Safety (Display Screen Equipment) Regulations 1992 (as amended)
- R8. The Ionising Radiations Regulations 1999
- R9. The Control of Pesticides Regulations 1986

Construction Regulations:

- R10. The Construction (Lifting Operations) Regulations 1961
- R11. The Construction (Head Protection) Regulations 1989
- R12. The Construction (Health, Safety and Welfare) Regulations 1996

Work Equipment:

- R13. The Provision and Use of Work Equipment Regulations 1998

Electricity:

- R14. The Electricity at Work Regulations 1989

Noise:

- R15. The Motor Vehicles (Construction and Use) Regulations 1986
- R16. The Control of Noise at Work Regulations 2005
- R17. The Control of Noise (Codes of Practice for Construction and Open Sites) (England) Order 2002

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- R18. The Construction Plant and Equipment (Harmonisation of Noise Emission Standards) Regulations 1985
- R19. The Construction Plant and Equipment (Harmonisation of Noise Emission Standards) Regulations 1988
- R20. The Construction Plant and Equipment (Harmonisation of Noise Emission Standards) (Amendment) Regulations 1989
- R21. The Construction Plant and Equipment (Harmonisation of Noise Emission Standards) (Amendment) Regulations 1992
- R22. The Noise Emission in the Environment by Equipment for use Outdoors Regulations 2001
- R23. Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996

Materials:

- R24. The Highly Flammable Liquids and Liquefied Petroleum Gases Regulations 1972
- R25. The Control of Substances Hazardous to Health Regulations 2002 (COSHH)
- R26. The Control of Asbestos Regulations 2006

Waste Management:

- R27. Hazardous Waste (England and Wales) Regulations 2005
- R28. The Waste Management Licensing Regulations 1994 (as amended)
- R29. The Controlled Waste Regulations 1992
- R30. The Controlled Waste (Registrations of Carriers and Seizure of Vehicles) Regulations 1991 (as amended).
- R31. Pollution Prevention and Control (England and Wales) Regulations 2000 (as amended)
- R32. Environmental Protection (Duty of Care) Regulations 1991

Traffic Management

- R33. Traffic Signs Manual, Chapter 8: Traffic Safety Measures and Signs for Roadworks and Temporary Situations 2006

Environmental

- R34. The Environmental Protection (Prescribed Processes and Substances) Regulations 1991
- R35. The Conservation (Natural Habitats, etc.) Regulations 1994 (as amended)
- R36. The Control of Pollution (Oil Storage) (England) Regulations 2001
- R37. Hedgerows Regulations 1997

Air

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- R38. Air Quality (England) Regulations 2000
- R39. Air Quality Limit Values Regulations 2003

Contamination

- R40. Contaminated Land (England) Regulations 2006 and Circular 02/2006

Water

- R41. Anti-Pollution Works Regulations 1999
- R42. Groundwater Regulations 1998

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13.3 Appendix C: Approved Codes of Practice

COP1. Management of Health and Safety at Work

ACOP to The Management of Health and Safety at Work Regulations 1999

COP2. Workplace Health, Safety and Welfare

ACOP to The Workplace (Health, Safety and Welfare) Regulations 1992

COP3. Managing for Health and Safety in Construction

ACOP to The Construction (Design and Management) Regulations 2007

COP4. Health and Safety Commission

ACOP for Work with Materials Containing Asbestos

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13.4 Appendix D: HSE Guidance Notes / Codes of Practice:

HSE Guidance Note CS4 -The keeping of LPG cylinders and similar containers

HSE Guidance Note GS5 - Entry into confined spaces

HSE Guidance Note EH 40/96 - Occupational Exposure Limits 1996

HSE Guidance Note EH 54/90 - Assessment of the Exposure to Fume from Welding and Allied Processes

HSE Guidance Note EH 44/91 - Dust General Principles of Protection

Noise:

HSE Code of Practice - Reducing the Exposure of Employed Persons to Noise

HSE Guidance Note - Noise at Work

Asbestos:

HS13 Asbestos 1988

EH10 Asbestos - exposure limits and measurement of airborne dust concentrations, 1990

EH35 Probable asbestos dust concentration at construction processes, 1989

EH36 Working with asbestos cement 1990

EH37 Work with asbestos insulating board, 1989

EH50 Training operatives & supervisors for work with asbestos insulation & coating, 1988

EH51 Enclosures provided for work with asbestos insulation, coating & insulation board, 1989

EH52 Removal techniques and associated waste handling for asbestos insulation coating and insulating board, 1989

HSE Guidance MDHS100: Surveying, sampling and assessment of asbestos-containing materials

HSE Practice of workers and the general public during the development of contaminated land 1991

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13.5 Appendix E: British Standards

BS 5228: Part 1&2: 1984 - Noise and Vibration Control on Construction & Open Sites: Code of Practice for basic information and procedures for noise and vibration control

BS 5228: Part 4: 1992 - Noise Control on Construction and Open Sites: Code of Practice for noise and vibration control applicable to piling operations

BS 6472:1992 - Evaluation of human exposure of vibration in buildings

BS 7385:1990&1993 - Evaluation and measurement for vibration in buildings

BS 5489-1:2003 – Code of practice for the design of road lighting – Part 1: Lighting of roads and public amenity areas, Clause 12 Lighting of areas around aerodromes, railways, harbours, and navigable inland waterways

BS 5837:2005 - Trees in Relation to construction

BS 6031: 1981 - Code of Practice for Earthworks

BS 6164: 1990 - Code of practice for safety in tunnelling in the construction industry

BS 6472: 1992 - Guide to Evaluation of Human Exposure to Vibration in Buildings (1Hz to 80Hz)

BS 7121 - Safe Use of Cranes

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13.6 Appendix F: Industry Codes of Practice & Guides

Fire Prevention on Construction Sites

The Joint Code of Practice on the Protection from Fire of Construction Sites and Buildings Undergoing Renovation.

Code of Practice, British Archaeologists and Developers Liaison Group 1986.

English Heritage London Region - Guidance Papers

LFCDA Fire Safety Guidance Note Number 29: Access for Fire Appliances

Institute of Field Archaeologists Cod of Practice, 2000.

British Archaeologists & Developments Liaison Group Code of Practice 1991.

CBI - Archaeological Investigations, CoCP for minerals operators 1991

DoE - Reports 1-5 produced by Contaminated Land Research (CLR), 1994/5

- DoE - A Guide to Risk Assessment and Risk Management for Environmental Protection (1995)
- DoE - Waste Management Papers
- DoE - Planning Policy Guidance on Biodiversity & Geological Conservation: PPG 9 (1994)
- DoE - Planning Policy Guidance on Planning and the Historic Environment. PPG 15.
- DoE - Planning Policy Guidance Note on Archaeology and Planning. PPG 16.
- EA - Pollution Prevention Guidance Notes
- EA - Piling into Contaminated Sites
- DoE - Circular 11/94 Environmental Protection Act 1990
- ICE - Site Investigation Steering Group: Site Investigation in Construction Sites, 1993, Vol 4 "Guidelines on Safe Investigation by drilling of landfills and contaminated land".
- ICE - "Design Practice Guide on Contaminated Land" 1994
- CIRIA - "Remedial treatment of contaminated land" Series: SP101 to SP111 (1995)
- CIRIA - "Control of pollution from construction sites: Guidance for consultants and contractors" (C532).
- CIRIA/EA - Concrete Bunds for Oil Storage Tanks
- CIRIA/EA - Masonry Bunds for Oil Storage Tanks

BSI DD 175 - Code of Practice for the identification of potentially contaminated land and its investigation.

PG3/1(95) - Process Guidance Note (as amended)

PPS 23 - Planning and Pollution Control (DoE 1994)

GLA and London Councils – Best Practice Guidance: "The Control of Dust and Emissions from Construction and Demolition", November 2006

Environment Agency Pollution Prevention Guidelines: -

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- PPG 01: General guide to the prevention of water pollution.
- PPG 02: Above Ground Storage Tanks;
- PPG 05: Works in, near or liable to affect a watercourse.
- PPG 06: Working at construction and demolition sites.
- PPG 20: Dewatering underground ducts and chambers.
- PPG 22: Dealing with spillages on highways.
- PPG 23: Maintenance of structures over water.
- PPG 27: Installation, decommissioning and removal of underground storage tanks; and

Guidance for the Regulation of Odour at Waste Management Facilities, July 2002, Version 3.0

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13.7 Appendix G: ODA / CLM / Consultant Documents

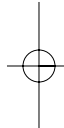
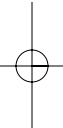
ODA – Design and Construction Health and Safety Standard

ODA – Sustainable Development Strategy, January 2007

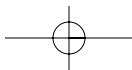
ODA – Health, Safety and Environment Standard

Health and Safety Requirements for Contractors

Electrical Safety Rules

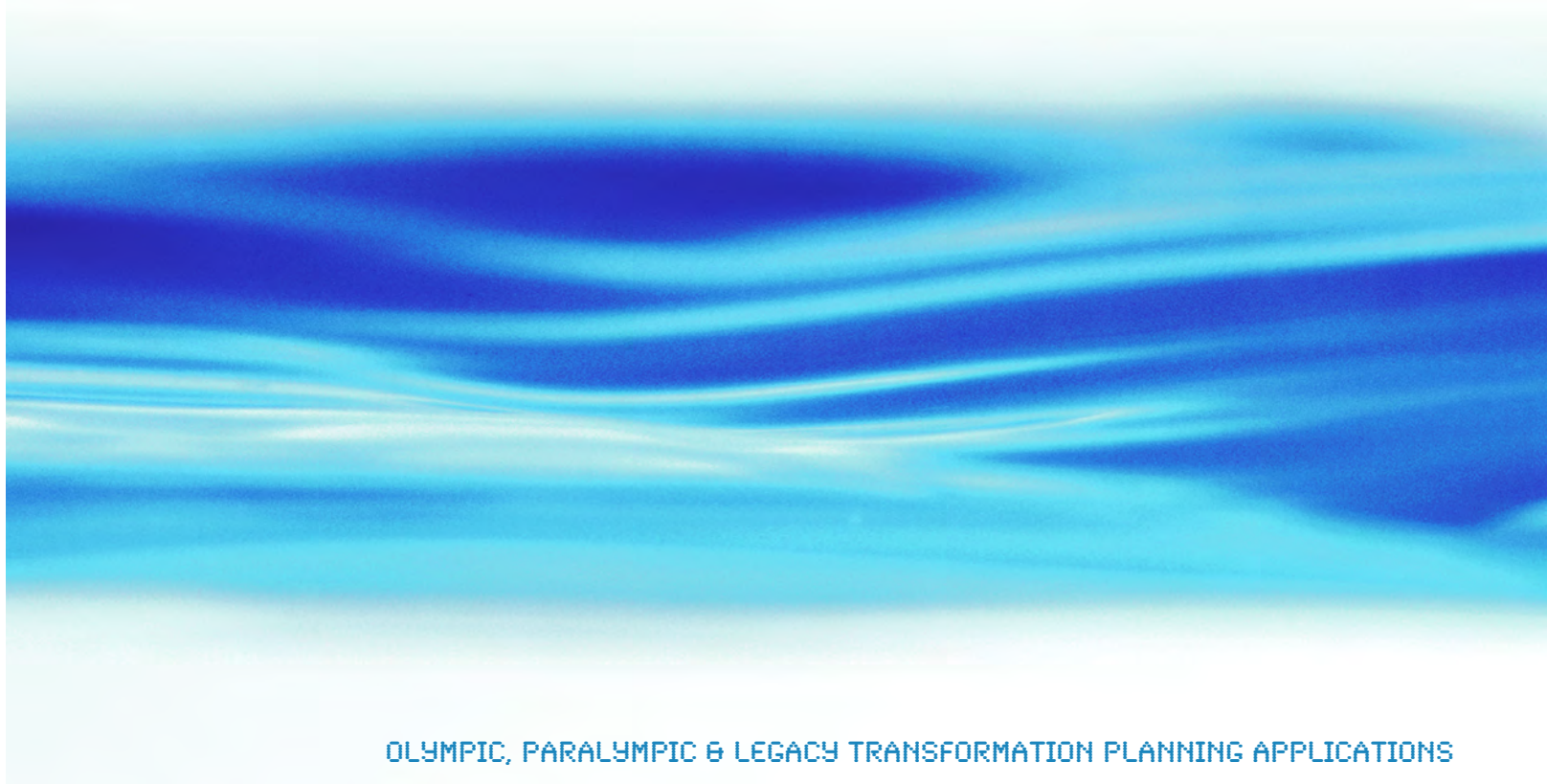


8
Olympic Park Code of Construction Practice
(CoCP) Draft





9
Background
Papers



The Background papers for the applications are:

9.1 The Planning Application Files

07/90010 Facilities and their Legacy
Transformation Planning Application
07/9 0011 Site Preparation Planning Application

Responses to the consultations on the applications are available for inspection at the Olympic Delivery Authority (Planning Decisions Team) Planning Reception (see address below).

9.2 The Statutory Planning Registers

Olympic Delivery Authority (Planning Decisions Team), Statutory Planning Register.
Available for inspection Mondays to Fridays 9am to 5pm at Planning Decisions Team, 11 Burford Road, Stratford, London E15 2ST.

London Borough of Hackney Statutory Planning Register.
Available for inspection Mondays to Fridays between 9am and 5pm at Planning Service 263 Mare Street, Hackney, E8 3HT.

London Borough of Newham Statutory Planning Register
Available for inspection Mondays to Fridays between 9am and 5pm at Development Control Service, Town Hall Annex, 330-354 Barking Road, East Ham, E6 2RT

London Borough of Tower Hamlets Statutory Planning Register
Available for inspection Mondays to Fridays 9am to 5pm at Mulberry Place, 5 Clove Crescent, London, E14 1BY

London Borough of Waltham Forest Statutory Planning Register
Available for inspection Mondays to Fridays 9am to 5.15pm at Chingford Municipal Offices, The Ridgeway, London, E4 6PS.

9.3 Key Planning Policy and Guidance Documents

National

PPS1 Delivering Sustainable Development (February 2005)
Draft Supplement to PPS1:
Planning and Climate Change (December 2006)
PPS3 Housing (November 2006)
PPG4 Industrial and Commercial Development and Small Firms (November 1992)
PPS6 Planning for Town Centres (March 2005)
PPG8 Telecommunications (August 2001)
PPS9 Biodiversity and Geological Conversation (August 2005)
PPS10 Planning and Waste Management (July 2005)
PPG13 Transport (March 2001)
PPG15 Planning and Historic Environment (September 1994)
PPG16 Archaeology and Planning (November 1990)
PPG17 Open Space, Sport and Recreation (July 2002)
PPS22 Renewable Energy (August 2004)
PPS23 Planning and Pollution Control (November 2004)
PPS25 Development and Flood Risk (December 2006)

Regional

Sustainable Communities Plan (Thames Gateway elements) - (2003)
London Thames Gateway Development Corporation Corporate Plan (2006 to 2008)
Thames Gateway Interim Plan (November 2006)
Lee Valley Regional Park Plan (2000)
Current RPGs 6 and 9 and emerging RSSs for South East for England and East of England
The London Plan (2004)
The early alterations to the London Plan (2006)

The draft further alterations to the London Plan (2006)

London Plan SPGs:

- Land for Transport Functions (March 2007)
- Planning for Equality and Diversity in London (draft, December 2006)
- East London Green Grid Framework (draft November 2006)
- Sustainable Design and Construction (May 2006)
- Accessible London, Achieving an Inclusive Environment (April 2004)

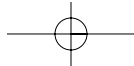
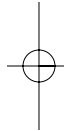
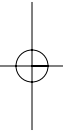
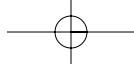
Lower Lea Valley Opportunity Area Planning Framework (2007)

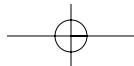
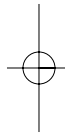
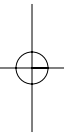
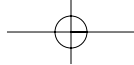
Mayor of London Strategies:

- Cleaning London's Air, the Mayor's Air Quality Strategy (September 2002)
- Connecting with London's Nature, The Mayor's Biodiversity Strategy (July 2002)
- Sounder City, the Mayor's Ambient Noise Strategy (March 2004)
- Mayor's Transport Strategy (July 2001)
- Re-Thinking Rubbish in London, the Mayor's Municipal Waste Strategy (September 2003)
- Sustaining Success, the Mayor's Economic Development Strategy (January 2005)
- Green Light to Clean Power, the Mayor's Energy Strategy (February 2004)
- Action Today to Protect Tomorrow, the Mayor's Climate Change Action Plan (February 2007)
- Water Matters, the Mayor's draft Water Strategy (March 2007)

Local

- London Borough of Hackney Unitary Development Plan (1995)
- London Borough of Hackney Core Strategy Issues and Options Paper
- Newham Unitary Development Plan (2001)
- London Borough of Tower Hamlets Unitary Development Plan (1998)
- London Borough of Tower Hamlets Local Development Framework: Core Strategy (Submission Document November 2006)
- London Borough of Tower Hamlets Local Development Framework: Leaside Area Action Plan (Submission Document November 2006).
- London Borough of Waltham Forest Unitary Development Plan (First Review) 2006





Olympic Delivery Authority



Planning Decisions Team

